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LOCOMOTIVE FIREMEN'S MAGAZINE



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* Editorial *

A MONTHLY MAGAZINE devoted to the interests
of LOCOMOTIVE ENGINEMEN.

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EUGENE V. DEBS, . . . *Editor and Manager.*

JANUARY, 1889.

THE YEAR 1889.

The *Magazine* welcomes right royally the New Year, 1889. We ring in the New Year joyously. If we could command the muses, the tuneful nine, they should combine their powers to do honor to the occasion, and Clio and Calliope should introduce the New Year to his reign with appropriate melodies.

The *Magazine* views the past with serene composure. It has no grievances to arbitrate. No croakings over "what might have been." It is youthful, aspiring, stalwart, and confident. It is trustful. It is the organ of a great Brotherhood in whose vocabulary there is no such word as fail. Words which are the signs of such ideas as "decline," "decay," "wane," "disappear," and the like are not in the lexicons of the Order. There is nothing in the years the *Magazine* has seen to make it despondent, and the year we now introduce, inspires it with new hopes and new ambitions.

It must not be surmised, however, that we are unmindful of the fact that success means work. We do not forget the lessons we have learned in the school of experience. The New Year comes with no new fangled panaceas for the ills of mortals. Stupefying opiates are not known in its *Materia Medica*.

There is work to be done, new lessons to be learned, battles to be won, victories to be achieved or defeats to be chronicled. The lethargic, the drowsy, dull and sleepy will not keep up with the procession. They will be ditched, or side-tracked, and the same will be true of the croaker, kicker and disgruntled. The New Year will be fruitful of opportunities to do and to dare. They will come to all—no man will be overlooked. The watchful, the alert, the self-reliant, the courageous will win, advance, secure the trophies, the shekels, the rewards. The supine will call it luck, "good luck" in the case of the successful, and "bad luck" in the case of the defeated.

Say what we will, the advance of civilization has not thus far eliminated degrading superstitions from men's minds, but are still the evidences of degrading bondage, and among them is the belief in luck, lucky days, etc., a belief in good and bad omens, in signs and wonders, waiting for something favorable to "turn up." The victims of such hallucinations are to be classed with the world's unfortunates. They disqualify men from reasoning and unfit them from forming legitimate conclusions. They constitute what the world calls cranks. They go off half-cocked. They have faith in soothsayers and fortune tellers. It would be an easy task to enumerate the vagaries which in the past have degraded men and women, and to point out the influences they still exert in human affairs, notwithstanding our boasted enlightenment.

The New Year will afford those unfortunate people who think Friday an unlucky day, and that it ought forever to be hang-

man's day, and indulge in other pagan whimsicalities, an opportunity to relieve themselves of their misfortune, to emancipate themselves from all sorts of superstitions. The *Magazine* will do what it can to aid any of its readers to gain that sort of a victory. The *ignis fatuus* school of philosophy ought to have long since disappeared. The screech owl omen and the hobgoblin terror ought to be things of the past, and it is to be lamented that in this age of "light and knowledge," in this high noon of science, this age of investigation and exploration, Egyptian delusions and Hottentot superstitions should be displaced by spiritual brass band tournaments, and that men and women should accept as oracular knee-knocking and toe-snapping communications from the dead.

Such things are destined to make the New Year, 1889, blush crimson. And yet, he will have to witness the humiliations, but not, we imagine, to any great extent, among the ranks of Brotherhood firemen. Their duties are eminently practical. The pick and the scoop are not the wands of the conjurer. There is no juggling with the fire-box, no magic monkeying with the machine. The thousands of Brotherhood firemen who will be promoted during 1889, will not be found in the ranks of the men who trust to luck, but rather because they worked for the prize, because when duty called they were on time, because they were studious and steady, because they set a proper value on time and were ready to make the most of opportunities. And such men the New Year will decorate with approval, with victor badges, prouder testimonials of triumph than were ever worn by Olympic champion.

Poets write of the years as "remorseless," as "iron-hearted," as "tomb builders," as conquerors who "muse" with satisfaction upon the "wreck and ruin" which mark their march. Much of this sort of arrangement should be understood in a Pickwickian sense. If it be true there is no appeal. But, the fact is, such charges are highly fanciful. There is precious little lyrical logic in the world. Poets are ideal rather than real. There is every reason for believing that 1889, like his illustrious predecessors, will build tombs, but it is to be hoped in the name of

justice, that he will not be held responsible for building the ostentatious abodes of dust and corruption, which, throughout Christendom, as well as pagan lands, are such exhibitions of vanity and vulgarity as are well calculated to make angels weep.

We do not care to challenge the allegation that the years are tomb-builders and grave-diggers, but so far, they have not been too industrious in that line. Except in the domain of savagery, population is largely in excess of the demand, and the new year, like a hundred of his immediate predecessors, will witness a contest between genius and generation, the former producing labor-saving machines, and the latter producing labor-demanding men. The new year will hear genius extolled for its meliorating work, while generation will be as highly commended for its success in multiplying men. This steady increase of machines and men will doubtless demand the only remedy the year can apply and that is to arrest in some measure, the increase of population by building tombs and digging graves. In that way the new year will doubtless hush the moanings of many a poor wanderer, hungry, cold and shelterless, and out of work, or, if work was found, wages were insufficient to keep soul and body in comfortable union. For this policy the new year may be denounced as "remorseless" and "iron-hearted," but when the "leaves of the judgment book unfold," it will doubtless be found that of all the blessings that the year could bestow upon such victims of "man's inhumanity to man," not one could be compared with the peaceful rest of the grave.

We beg the reader's pardon. We are not in a lugubrious mood. The *Magazine* starts out on its voyage of 1889 with fair winds and tides and every sail set. We know our good ship, our crew and our fellow voyagers. We know the seas in which we are to sail

"From lands of snow to lands of sun,"

and we are ready to exclaim :

"O, happy ship,
To rise and dip,
With the blue crystals at your lip,
O, happy crew,
My heart with you
Sails, and sails, and sings anew."

Do we write as if there were to be no storms? No, no, but rather that we are prepared for the tempest and the billow. We

record no vain boastings. But we know our ship from keel to quarter-deck. We know she is freighted with cherished hopes and high ambitions and that she goes forth followed by the prayers of 20,000 Brotherhood men. We know the destined port and all the snug harbors where we shall be welcome if repairs are needed. We know there are reefs, and shoals, and hidden rocks, and treacherous currents, but our charts are reliable, and fears are not our counsellors.

We welcome the new year for the splendid opportunities it will afford the Brotherhood to expand, to grow in knowledge, influence and numbers, and to display the vitality of its principles and achieve victories in the interest of men who imperil their lives for a livelihood. We welcome the new year because it will afford the *Magazine*, as the months come and go, opportunities to make a record of devotion to the cause of right and justice which will remain, when 1889, like 1888, has closed his accounts and departed to join the procession of centuries gone. We welcome the new year because it will put to the crucial test the devotion of Brotherhood firemen to obligations, and with a faith, which is "the evidence of things not seen," we know that though the penalty of fealty to duty be the lion's den or the heated furnace, a mighty host of them will never wear the badge of apostasy.

All hail, comrades! And to you and to all your loved ones at home, we send in no formal manner, but glowing with fraternal friendship, the greeting—A Happy New Year to all.

THE PROGRESS OF FEDERATION.

This *Magazine* make no apology for advocating with such ability as it can command, the policy of federation. We have no wish to disguise or dwarf any of the obstacles in the way of progress and of ultimate triumph. We are not disheartened because here and there some subsidized organ declares in opposition to the movement. Such things are to be expected. There is not a movement on record designed to liberalize the mind, to crush the wrong, to enthrone, dignify and glorify the right, that has not

been required to fight for every inch of advancement. Viewing matters from such a standpoint, we arrive at the conclusion that opposition helps on a good cause. It invites discussion. It keeps alive agitation. It sets men to thinking. It brings the truth to the front. The danger lies in listlessness, not in alertness. The demand for labor organizations is conceded. The strength of unity is not doubted. Federation carries organization to its extreme limit of usefulness. The Brotherhood of Locomotive Firemen is unanimous in favor of Federation. At the Atlanta Convention it placed itself on record. Circumstances enabled it to be the first labor organization to make the declaration. For this, the Brotherhood takes only so much credit as attaches to doing its duty fearlessly. It had the courage of conviction. It would emancipate labor from degrading conditions. It is not shackled by aristocratic exclusiveness. It believes that an "honest man is the noblest work of God," that

"His words are bonds, his oaths are oracles;
His love sincere, his thoughts immaculate;
His tears, pure messengers sent from his heart;
His heart as far from fraud as heaven from earth."

Believing such things, the B. of L. F. is in a situation to federate with other labor organizations engaged in the railway service. And here, let it be said, if honest men are to be found anywhere it will be among the membership of organized labor. This is not panegyric, not fulsome eulogy. It is simple truth, known and read of all men who are not blinded by bigotry. The B. of L. F., in advocating federation, does not stop to inquire the amount of pay a man receives, or whether he handles switch, brake, punch, throttle or scoop, but rather, is he an honorable member of an honorable organization, struggling against adverse surroundings to secure honest pay for honest work that he may have the necessities of life and some of its luxuries, and that he may live as becomes an American citizen; clothe, educate and train his children to act well their part in a God-favored land, where the government is of, for and by the people. Laboring men know that they are denied such wages and hence they organize that if possible they may improve their condition. Federation

of labor organization contemplates aid, mutual assistance in such an honorable endeavor.

The idea of federation is not modern, but its application to organizations of working men, engaged in the railway service, is of recent date. What progress has been made? We reply that it is eminently creditable and encouraging. Immediately following the action of the B. of L. F. at Atlanta, the Switchmen's Mutual Aid Association, unanimously declared for federation. Switchmen are courageous men. A coward can't be a switchman. Only clear-headed, steady-nerved and keen-eyed men can be switchmen. Their vocation is perilous in the extreme, and of all the orders of men engaged in the railway service, not one has given more attention to the rights and wrongs of railroad employ  s. Here, then, we have two organizations in line at the earliest practicable period. In October, when the great Brotherhood of Railroad Brakemen assembled in Convention at Columbus, the question of federation was up for debate. This Brotherhood, coming third, had ample opportunity to investigate the subject. It had as large interests at stake as any other Brotherhood engaged in the railway service. The Delegates to the Convention were competent men. They knew what they wanted, and they decided unanimously to federate with the firemen and the switchmen. As a result, we find that in two months, three Brotherhoods of railway employ  s, decide to federate. We regard the record as eminently satisfactory. And now comes the Brotherhood of Locomotive Engineers. At the annual Convention of the Order held in Richmond, Va., in November, the engineers decided not to federate. The reason for this action, or rather non-action, we shall not attempt to explain except upon a hypothesis warranted by circumstances.

We do the engineers no injustice by saying that up to the time of the C., B. & Q. strike, they regarded their Brotherhood invincible, and not in a condition to need the assistance of any other labor organization. The C., B. & Q. strike, in its inception, was an affair of the engineers. It is a well-known fact that the firemen on

the C., B. & Q. could have run the engines which the engineers abandoned. They were competent. The officers of the road recognized the fact. But in this supreme moment, the firemen made the cause of the engineers their own, and sacrificed everything to a spirit of loyalty, of federation.

Nor was this all of their service to the engineers. That Brotherhood, by its previous course, had engendered many animosities in the minds of Knights of Labor, the justice of such hostility we are not required to discuss, we simply state the fact, but the firemen discarded all such considerations and placed themselves between the engineers and those who sought to antagonize their interests. In attempting to explain the hostility of other organizations towards the B. of L. E., it may be said, we think, that it grew out of the policy of exclusiveness which had characterized it. It had been wanting in sympathy for all other labor organizations when in trouble. Towards the B. of L. F. this spirit of exclusiveness had been decided to the last degree of endurance, but the firemen on the C., B. & Q. did not enact the role of neutrality, they promptly took sides. They resolved to share the fate of the engineers. Now what of all this! It is told in a few words. The engineers refuse to federate with the switchmen and brakemen, but declare in favor of co  peration with the firemen. Towards all other Brotherhoods in the railway service, a "strict neutrality is to be maintained." What is neutrality? Is it not a total disregard of the rights and the wrongs involved in any controversy? Is it not a mental and moral condition, in which all the finer perceptions of right and justice are blunted or kept in abeyance, not permitted to act? It simply amounts to this, that no matter what grievance a switchman or brakeman may have—no matter to what extent their rights may be outraged, no matter how flagrant may be the wrongs to which they are subjected, the engineers propose to maintain a "strict neutrality," strict indifference, totally regardless whether the right or wrong triumphs. But with the firemen, the engineers propose to "co  perate." To co  perate involves the idea of co  ordinate, co  qual, of the same rank. But the B. of L.

E. declares that a member of the B. of L. F., who is a member of the B. of L. E., shall not represent his Division in a Convention of the B. of L. E. In such a case, what becomes of the coëqual, the coördinate idea? Is it not exploded? Does it not vanish?

Notwithstanding such considerations, it may be said that the B. of L. E. is making some progress toward federation. Three years ago, the B. of L. F., at its Convention, held in Philadelphia, passed the following resolutions:

Resolved, That it is the sense of this body that we do all in our power to create and maintain a harmonious feeling between the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen.

Resolved, That we place ourselves on record with the Brotherhood of Locomotive Engineers and that the Secretary of the Grand Lodge be authorized and directed to make a statement to the said organization, under seal of the Grand Lodge, to the effect that our order is now a labor organization, made such by the action of this Convention, and that we are desirous of coöperating with them in all their grievances, and that we shall expect the same from them in our troubles; knowing the fact that in union there is strength we are ready to meet them half way.

Resolved, That these resolutions be presented to the Annual Convention of the Brotherhood of Locomotive Engineers, at New Orleans, October 21, by a committee of one, who shall endeavor to bring about a proper recognition of this body, in order that we may be enabled to carry out the purposes of these resolutions by a friendly understanding during times of trouble.

A delegate was commissioned to present the foregoing resolutions to the B. of L. E., in Convention assembled, in the city of New Orleans. The resolutions were presented to the Grand Chief of the Brotherhood, P. M. Arthur, who stated to the delegate that "the B. of L. E. never had and never would coöperate with any other labor organization; that it was amply able to take care of itself, and that other organizations must do the same." That the Convention was heartily in sympathy with Grand Chief Arthur, is evident from the fact that no action was taken upon the resolutions passed by the B. of L. F. and presented by its appointed delegate to the Convention of the B. of L. E. That the resolutions were treated with the utmost indifference, it is only necessary to state that at the New Orleans Convention was enacted the law that no member of

the B. of L. F. should be eligible to membership in the B. of L. E.

This was three years ago. Then the B. of L. F. wanted to coöperate with the B. of L. E. and were ignored. Its resolutions were treated as trivial, unimportant, and evidently excited neither concern nor attention. Now we are informed that the B. of L. E. is willing to coöperate, and we predict that when another period of three years has elapsed, the B. of L. E. will be willing to federate. We recognize the fact that great bodies move slowly, and we congratulate the B. of L. E. that it is willing now to coöperate. We leave it to the conquering logic of events and of progress.

It is safe to say that every engineer on the C., B. & Q. was, and is, in favor of federation. These men understood the situation, they were in a position to appreciate the unwavering loyalty of firemen, and had the entire membership of the B. of L. E. been similarly situated, there would have been no difficulty about federation in the Richmond Convention.

In conclusion, let it be said that the firemen, the brakemen and the switchmen have determined to federate, form an alliance, offensive and defensive, for the general welfare. These Brotherhoods are students of the signs of the times. They understand their mission. They are conservatively progressive. If there are those whose pretentiousness, vanity or conceit keeps them to themselves—out of the broad current of human sympathy—their cynical views and practices will not deflect the firemen, brakemen and switchmen from federating, and as for final results there is neither doubt nor fear.

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The *Railway Service Gazette*, remarks that "there is no fear that the Brotherhood of Locomotive Engineers, or any other organization of railway men, will ever be able to obtain for the class represented larger salaries than they earn. But it is a fact that these organizations in their encouragement of morality, sobriety, devotion to duty and loyalty to employers' interests, have been of inestimable value to the railway companies and the public." The fear is they will not be able to secure fair salaries unless they federate.

THE LOGIC OF LAW.

The proposition is not to be controverted, that as a right, any labor organization may enact for its government, such laws as it may deem proper. It may be exclusive and illiberal. Its policy may be narrow and uncharitable to any extent it may consider advisable, and for such laws, policy and purposes it may hold that outsiders have nothing to do or say. A case in point is the legislation of the Brotherhood of Locomotive Engineers. It is perhaps the most conspicuous on record. It points a moral, though it may not be regarded as an adornment. The B. of L. E. regarded it as wise to enact as follows:

FIRST. No member of the B. of L. E. who belongs to the Brotherhood of Locomotive Firemen (B. of L. F.) shall represent his Division in an annual convention of the Brotherhood of Locomotive Engineers (B. of L. E.)

SECOND. No member of the Brotherhood of Locomotive Firemen (B. of L. F.) shall be eligible to membership in the Brotherhood of Locomotive Engineers (B. of L. E.)

We do not pretend to give the exact phraseology of the laws, but the spirit of them is presented with unquestioned fidelity.

The reader will doubtless desire information relative to the history of the legislation that embellishes the records of the B. of L. E. In the first place, prior to 1884, an engineer belonging to the B. of L. F. could represent his Division in the conventions of the B. of L. E. At the San Francisco Convention of the B. of L. E., held in 1884, the law was enacted by which engineers belonging to the B. of L. F. were made ineligible for such an honor. From that date the B. of L. E. decided that it would neither co-operate nor federate in convention with an engineer who held membership in the B. of L. F.

It has always been difficult to properly characterize such legislation. To say that it was humiliating is to use a mild term. It placed an estimate upon engineers who belonged to the B. of L. F., of extraordinary crushing weight. Why, it may be asked, should engineers who belonged to the B. of L. F. be excluded from the conventions of the B. of L. E.? What stigma had the B. of

L. F. placed upon its members that rendered them unfit associates of engineers who were not members of the B. of L. F.? Acquainted as we are with the character of the members of the B. of L. F., we are totally incapable of assigning a prudent reason for such ostracism.

The San Francisco Convention of the B. of L. E., having exiled every engineer from the councils of the future conventions of the Brotherhood, it became an easy matter to impose a still further humiliation upon the B. of L. F., and as a consequence, at the New Orleans Convention of the B. of L. E., it was enacted that no member of the B. of L. F. should be eligible to membership in the B. of L. E. That was the climax. The exclusion was complete. The members of the B. of L. F. were effectually banished—tabooed. First, no engineer, a member of the B. of L. F., no matter how capable, no matter what might be his wealth of integrity and usefulness, could represent his Division in a convention of the B. of L. E., and second, to make the line of separation as vivid as lightning, no member of the B. of L. F. could ever hope to enter the charmed circle of the B. of L. E. Preliminary to such a step, the member of the B. of L. F. must renounce his parent Brotherhood, repudiate and disclaim it, apostasize, turn renegade, and having done this, he might hope to be initiated into the B. of L. E.

We would do the B. of L. E. no injustice, but locomotive firemen, members of the B. of L. F., have a right, nay more, it is a binding duty imposed upon them, to analyze such legislation as the B. of L. E. has enacted in which their interests and honor are involved, for the purpose, if possible, of ascertaining the motive which impelled such legislation. Necessarily, we are compelled to deal in conjecture, since the B. of L. E. has not made public the influences which guided its action. Manifestly, the B. of L. E. did not take into consideration the wishes of the B. of L. F. It did not stop to inquire in the spirit of coöperation or fraternity, whether the B. of L. F. would feel honored or humiliated, indeed, it may be inferred that the only question mooted, so far as the B. of L. F. was concerned, was how to shake it off effectually, disconnect it, break the

last links in the chain that seemingly bound them together. Taking all the facts into consideration, it is eminently just to conjecture that the B. of L. E. had determined, if possible, to formulate a programme which would finally result in the withdrawal from the B. of L. F. every member who had advanced to the position of an engineer, but in this, failure has attended the effort, and we predict, in that line, still more signal miscarriages will be recorded.

The Brotherhood of Locomotive Firemen have from the first regarded such legislation as we have commented upon as unjust and mortifying. Locomotive Firemen, members of the Brotherhood, have for years with singleness of purpose, worthy of the highest commendation, sought to win the respect of all honorable men. In the face of many difficulties the Order has advanced in numbers and influence. It has sought to cultivate fraternal relations with all the Orders of workmen, and particularly those engaged in the railway service. Its record is luminous with integrity and of deeds that invite criticism. It has graduated from its ranks thousands of engineers of whom it is proud, and yet the Brotherhood of Locomotive Engineers is the only Order that has by its laws sought to cast a shadow upon its good name.

The Brotherhood of Locomotive Firemen, realizing the reproach cast upon it, and upon its members, by the laws enacted by the B. of L. E., has protested in dignified emphasis. But the laws still remain in force. At the late Richmond Convention, the Grand Officers of the B. of L. F. were present in the interest of their Order. The report was current, and believed to be well founded, that the obnoxious laws to which we have referred, would be repealed. Circumstances of a peculiar character helped to confirm the belief. The Brotherhood of Locomotive Firemen, in a lofty spirit of self-abnegation, had championed the cause of the engineers. Firemen had placed themselves in the van of the heroic army that fought for justice and the right. It was believed that the spirit of brotherhood was never so strong, so resistless. Hope was something more than "a taper's gleaming light." It was a beam of comfort. It aroused pleasing expectations. The sacrifices endured by firemen on the C.,

B. & Q. made their faith in the professions of the engineers, the evidence of things hoped for, but when the gavel fell for the last time, disappointment, the very dregs of failure and chagrin, were offered, and the B. of L. F. was compelled to drink them. Professions, promises, expectations, were "dead sea fruits that tempt the eye but turn to ashes on the lips." The obnoxious laws remain on the statute books of the B. of L. E. and in effect and in fact comes the query from Richmond to the B. of L. F., "What are you going to do about it?"

It is well-known that Grand Chief P. M. Arthur has repeatedly admitted the great injustice of the laws upon which we have commented, and that he has pledged himself for their repeal. It has not been done. The laws are still in force, a menace and an insult; and we have a right to conclude they will remain in full force.

The action of the B. of L. E. is of a character that does not require a trained diplomat to comprehend. It is to exclude members of the B. of L. F. from the organization. There is no dodging the issue. We are permitted to look it square in the face. Locomotive firemen may now contemplate the situation at their leisure. We are not in the habit of using the language of the bravado but the B. of L. F. being forced into this controversy against its protests, will now seek by such honorable means as it can command, to protect its interests and its good name.

This *Magazine* appeals to the membership of the B. of L. F., and invites each one to take cognizance of the situation. There is nothing left us but to take an inventory of our resources, courage, manliness, self-respect, of all things worth cherishing, and from this time henceforth, man their good ship and sail it without reference to the B. of L. E. That organization does not intend to repeal its obnoxious laws which place an insufferable stigma upon the B. of L. F. and further effort on our part to correct the wrong would be degradation and abasement without a parallel.

HELENA, MONT., has just discovered a new gold mine in one of her streets, and wants her name changed to New Jerusalem.

FEDERATION.

The *Locomotive Firemen's Magazine* has in the past advocated the federation of locomotive engineers, locomotive firemen, railroad brakemen and switchmen, nor have we been disinclined to include railroad conductors. We have discussed the subject entirely free from passion. We have assumed throughout in the discussion of wages, the improvement of the condition of workingmen, that society at large, as certainly as the individual workingman, would derive large benefits by the enthronement of a policy which would insure to workingmen, fair, honest, living wages.

This *Magazine*, while it is the recognized organ of a great brotherhood, and on all occasions champions the interests of the Brotherhood of Locomotive Firemen, has done what it could to arrest the growth of the pernicious idea, that there is an aristocracy in labor—the India-pagan idea of caste, than which nothing could be introduced into the discussion of topics designed for the welfare of the workingmen of the country, more detrimental to their well being.

Let us say just here and now, that the aristocratic, the caste idea is not only repugnant to American institutions, but is rebuked by God Himself. The apostle Peter, and a braver man never drew a sword or offered up a prayer, declared that he had learned that "God is no respecter of persons"—and our own immortal Declaration of Independence, declares, that "all men are created equal." It were blind, impudent folly, after quoting such authorities, to favor aristocracy, or caste in society, and it is an insult of colossal proportions for one wage worker to assume a haughty, disdainful and overbearing air towards another wage-worker, because, forsooth, his pay is more remunerative. In pursuing such a course, he does what God Almighty never did, since He created Adam, and he does that which the genius of American institutions condemns.

In the discussion of federation of railroad brotherhoods we dismiss sentiment, though we fully recognize a sentimental side to the subject. We favor federation because we believe it capable of producing beneficial results, financially. If this is admitted, if

this is true, other benefits relating to moral, social and educational conditions, are certain to follow.

Those who favor federation are, we conceive, in duty bound to state their reasons for the position they have taken. To win, their reasons must be cogent and convincing. They must be free from sophistry. Every proposition should be sharply stated. Conclusions should be based upon facts. In such discussions the tricks and arts of the demagogue should have neither place nor consideration. This done, men will be able to determine the course of action which ought to be pursued.

In the first place take the four orders of railroad employes, engineers, firemen, brakemen and switchmen. They are especially identified in running railroad trains, they are absolute necessities. Without them trains could not move. In the very nature of things, as employes, these men must co-operate, they are inter-dependent, the one cannot operate without the other. In their employment for one to assume any superiority over the other is sheer nonsense. There can be no rivalry. These different classes of railroad employes organized brotherhoods. Why? It may be said in reply, to improve their condition, morally and socially. But this is not all, the fundamental, bed-rock fact, in forming the organizations was the bettering of conditions *financially*. Wages was the supreme question. There is not an organization of workingmen in the country which was not prompted by the belief that it would be the means, directly and indirectly, immediately and remotely, of advancing wages, or at any rate, preventing a decline in wages.

It is scarcely required to say in this connection, that labor creates the wealth of nations. Workingmen after many years of education grasped the fact, and the conclusion followed that they were not receiving their equitable share of this wealth. They saw distinctly that their environments were such as were calculated to keep them forever in a condition of subjection, to prevent their advancement—to blast their hopes and defeat their aspirations. They created the wealth and remained poor. They tilled all the fields and harvested all the crops, but

were hungry. They manufactured all the clothing, the hats and the shoes, but had to be content with scanty raiment. They built all the houses for the people and the barns for the cattle and were compelled to inhabit shelters unfit for human beings. Their country conferred upon them sovereignty and they had the ballot, but the laws were so framed that their rights and interests were ignored. In a word, labor was degraded.

Under such circumstances, workingmen concluded to organize themselves into unions and brotherhoods. Nothing could be more natural. The causes were numerous, of long standing, deep-rooted and powerful. They created a necessity for organization—compact, determined and persevering organization. It is only needed to look around to comprehend to what extent labor has organized during the last twenty-five years. Almost every trade that can be named has an organization, and the purpose of which primarily is, to secure fair and honest wages.

We are not unmindful of the fact that many of these organizations have what are termed benevolent features, that the sick and afflicted are cared for, and that certain pecuniary benefits accrue to relatives in case of death, but at the bottom of this benevolent policy lies the question of wages—fair pay for fair work. With this question settled all others are easily managed. With fair wages we have the bright and cheerful home, good food, good clothes, books and papers and refinement such as should adorn the American home.

It will be admitted, we think without controversy, that organization has accomplished vast good for the American workingman. It has taught him his power in the body politic, social, and commercial. He has found that organization educates and elevates, that it gives power and consequence, and exerts an influence which statesmen recognize as potent. But the workingmen have learned that while they have been organized for bettering their condition by advancing and maintaining wages, the employers have been busy in devising ways and means whereby they might hope to

maintain their ascendancy, nor have they been disappointed.

We readily comprehend how that in this connection we could devote some space to the discussion of certain facts upon which employers rely for ultimate success in defeating labor organizations—chiefly, that what is termed the "labor market," is over supplied with men, and that if one man quits work, no matter what the cause may be, two men stand ready to take the place at the wages offered. It is this fact that brings into the boldest possible prominence the benefits of federation—the inauguration of an alliance between organizations whose members are identified with carrying forward an industrial enterprise, in which each one is absolutely necessary to the other.

And here, coming down to business, we take for an illustration a railroad. Necessarily, it employs engineers, firemen, switchmen and brakemen. In case of a grievance on the part of one class of these employes, the road might be slightly embarrassed by a strike, but if the other three classes remain loyal to the corporation, the places of those who had quit work could be readily supplied, and things would move forward without serious embarrassment. In this case it is readily seen that the purpose of organization would be defeated. This sort of a victory has often been achieved by railroad corporations. It matters not how serious and exasperating may have been the grievances of the employes, the more indefensible the wrongs, the greater the triumph of the corporation, and emboldened by success, it gives other employes to understand that the same fate awaits them for any similar assertion of manly independence.

What is the logic of such a case as we have cited? It is this, that the corporation is stronger than any one organization of its employes, and can defeat it in any contest without regard to justice, or the rights of the employes. This has been done in the past, and will be done in the future more frequently if occasion requires, because corporations are combining for defense. Quick to comprehend situations, watchful of the signs of the times, they see the day of battle approaching. American workingmen, at

least the more intelligent and progressive of them, have determined to enjoy their rightful share of the wealth they create. They have organized for the struggle. In the contests that have taken place, organized labor, though "baffled oft," has compelled corporations to show their hand. Their purposes, strategy and policy, are understood and the knowledge gained is not, like the talent we read about, to be hid away in a napkin. With railroad employes it is to be used for their benefit. It may be that the corporation can defeat one or even two labor organizations, but it will find it difficult to strike down three or four when federated to secure justice and acting as a unit. Organized labor has accomplished much—how much can never be told. It has been an educating force of transcendent power. It has brought into play the mind forces of millions which before were dormant. It has aroused energies and ambitions, in consonance with American rights and privileges, that cannot be lulled to repose. The maxim, that "in union there is strength," trite but true, has been clothed with new significance. Organization has prepared the way for federation. Organization is federation's *avant courier*. It is as one crying in the wilderness of doubt, in the wake of defeat, prepare the way for federation and the triumph of labor.

Are there those who doubt? Probably. Are there those who hesitate? Certainly. When, we ask, in the history of the world's advancement was there ever a movement made to emancipate men from oppression, that there were not men who doubted and hesitated? When was there an army organized that did not have its cowards. Where in the world's history has truth confronted error that there was not to be found a Judas Iscariot to betray with a kiss for a consideration? Men who take counsel of their fears stand still or recede. It is not required to particularize. History supplies multiplied instances. Workingmen who organize are courageous. Men who stand by their colors in the storm of battle, in the hours of darkness, men whom defeat cannot dishearten, clear-visioned, clear-headed and trustful, are now, as in the past, the hope of the world. Workingmen see dis-

tinctly that final triumph is to be secured by federation.

Locomotive firemen, railroad brakemen and switchmen have declared for federation. These organizations are pledged to an alliance that coöperation, however liberally construed, does not create. Federation is a compact, a treaty. It has a significance, a power and influence that coöperation does not and cannot possess.

It is not our purpose at this writing to discuss fine distinctions in the meaning of words. That may come later. Our chief purpose now is to say that this *Magazine* is unalterably committed to the federation of the organizations of railroad employes, engaged in moving trains. As we have said three of these organizations have voted in favor of federation, and they *will* federate.

The important preliminary steps have been taken. There are no insuperable obstacles in the way, and final results are no longer matters of discouragement or special anxiety. The question may be asked, will other organizations come into line under the federation banner? We might answer by asking, why not? What have they to gain by remaining isolated? The men who federate are the peers of those who may decline to fly the federation banner—their equals in moral excellence, in mental grasp, in the comprehension of the problems to be solved, in manly independence and in all things that go to make up good citizenship, and since trains cannot move without their assistance, the necessity of discussing any phase of the subject which does not directly relate to the settlement of such grievances as are common to railroad employes does not appear.

In closing this article we desire to say that we have undiminished faith in the conquering power of education. It levels up, and it levels down. Aristocratic ignorance and superstitions are certain to disappear. The brotherhood idea is sweeping along with resistless power, and the time is not distant, as we read the signs of the times, when the throttle, the pick, the brake and the switch, arrayed in artistic style will symbolize the federation of the men who wield them, not only in their own interests but for the interests of society, and we do not hesi-

tate to believe that the festive punch sooner or later will have its allotted place on the shield of the federated brotherhoods.

THE KNIGHTS OF LABOR.

For a number of years past the organization known as the Knights of Labor, has been conspicuously before the country. Its rapid growth, its vast membership, its commanding influence in the industrial affairs of the country constituted the Order an arbiter in matters of supreme importance to its members and their employers.

The membership at one time approximated a million. All men contemplated its colossal proportions with amazement, some with alarm. Its membership was composed of men and women, white and black, learned and ignorant, skilled and unskilled, working people. It aimed high. Its purposes were the amelioration of the condition of the working people of the country. It started out with the motto, that "an injury to one was the concern of all." It was organized to *strike*. It believed in the *boycott*. It is not surprising that grievances were numerous. They existed in every department of labor. Wrongs, more or less flagrant, were brought to the attention of the assemblies of the order. The course of procedure was sharply defined by law. Assemblies were clothed with extraordinary powers—designed, ostensibly, to correct abuses and improve the condition of the membership. If employers were stubborn a strike was ordered, and a boycott inaugurated.

The order is modern—and it is American. It sounded a key-note. It recognized certain great fundamental facts—the independence and the sovereignty of the American citizen. It grasped the vital idea that, if American wage workers were prosperous and content, the welfare of society was secure. If, on the contrary, the people, whose moral, intellectual, social and physical well being depended upon their wages, were underpaid, poverty and degradation would inevitably result, and that social disorder would follow with unerring certainty.

There is not a statesman, a political economist or a philanthropist on the continent, worthy of the name, who will controvert such propositions. They are self-evident,

they have the force of axioms—and yet, society as a whole, antagonizes the Knights of Labor. Not only Knights of Labor but every other organization of workingmen, whose purpose it is to better their condition pecuniarily.

If working people are content to accept such wages as are offered, and out of their scanty revenues provide assistance for the sick, bury the dead and pay widows and orphans a few hundred dollars, when husbands and fathers are beneath the sod, society applauds. But the instant these wagemen complain of low wages, of poverty, of inability to provide the comforts and necessities of life for themselves and those dependent upon them, millionaires, monopolists, members of syndicates and trusts, bankers, speculators, food cornerers and brokers, the entire brood of those who receive tribute from labor, set up the cry that workingmen constitute a dangerous element, the press is subsidized, the untold blessings which labor confers upon society are ignored and there are wild denunciations of labor organizations.

During the convention of the Knights of Labor in Indianapolis in November, some startling facts were made public, facts which all well wishers of this great organization must deplore. In the first place it was shown that the membership had astonishingly decreased—that at least five hundred thousand members had withdrawn. It was shown that there were internal dissensions, and worse still, that the order was virtually bankrupt—that its liabilities exceeded its revenues, and that financially, the order had reached the point of danger. To the superficial observer the conclusion is natural, that under such circumstances the organization had ended its mission, and nothing was left but to die as gracefully and as philosophically as circumstances would permit. We prefer to look upon a less gloomy side of such pictures. In the first place an organization with 300,000 loyal members ought not to be financially embarrassed, nor can it be for any extended period, provided a policy of wise economy prevails. The danger that confronts the Knights of Labor is not finance, but faction. The moment faction is eliminated harmony is enthroned,

and with harmony comes health and strength. Faction may reduce membership, but it cannot destroy principle. That there was a necessity for the order of Knights of Labor is not to be questioned. That it has made mistakes need not be asserted nor denied. That its mission is ended we do not believe. Its birth was not premature. Its phenomenal growth is convincing proof that the best interests of society demand its appearance. That it has waned is not a mystery. The reason why is easily understood, and the remedy is within reach. The head of the order, Grand Master Workman Powderly, has discovered the causes of decline, and in his address, points them out with such vividness that retrieval need not be delayed. That the Knights of Labor are sailing in dangerous seas just now, is patent to the most superficial observer. Mr. Powderly said in his address, that the deliberations and final conclusions of the late convention would seal the fate of the order; rescue it from death, or give to it new vitality. Most devoutly do we wish the order freedom from every entanglement that has reduced its membership, impeded its progress and threatened its dissolution. But whatever may be the fate of the Knights of Labor it will not arrest the determination of the wage workers of America to improve their condition.

"For Freedom's battle, oft begun,
Bequeath'd from bleeding sire to son,
Tho' baffled oft, is ever won."

In the Indianapolis Convention, the fact was discovered that the Knights have an abundance of funds, and the prompt offer of financial assistance indicated a strong faith in the future of the organization. We are not disposed to criticise *pro et con*, the amazing features of the meeting. It is enough to say that the organization remains intact, with Powderly at its head, and that we wish it the largest possible measure of prosperity.

The decree for the emancipation of labor has gone forth. It will not be modified nor revoked. Workingmen, like other men, will learn wisdom in the school of experience. If there are those who oppose and condemn labor organizations, and surmise that the disintegration of the Knights of

Labor or any other union or brotherhood of workingmen means the triumph of those who antagonize such unions, they are doomed to disappointment. A Waterloo may have sealed the fate of Napoleon, but not of France. A Bull's Run did not decide the fate of the Union. Revolutions may be arrested in their march but they do not move backward. The world may deprecate strikes, but they will come in some form until the cause for strikes is removed.—

Go, wing your flight from pole to pole,
Nor cease till all the zones are seen
That belt the earth, where oceans roll ;—
Where hills and vales are decked in green ;—
Find all the lands beneath the sun,
Where mountains rise and rivers run ;
Where man for man has tolled and died ;
Where tyrants have been defied ;—
Then tell me where the men are free,
Who have not struck for LIBERTY.

A GIGANTIC RAILROAD TRUST.

During the month of November last a scheme was set on foot to form a gigantic railroad trust, and the matter was discussed secretly in the council chambers of the roads interested in the scheme. Late in November this trust, or pool, or federation, was to be called the Western Railroad Clearing House, and that its territory was to be bounded by a line drawn through Chicago and Milwaukee on the east, St. Paul and Minneapolis on the north, Colorado, New Mexico and Wyoming on the west and Arkansas on the south. All the existing freight and passenger associations within the territory named are to be abolished and merged in the new Clearing House. There is to be an executive board of three, which shall devote its entire attention to the affairs of the Clearing House and be intrusted with all matters connected therewith. One of the three is to be elected Chairman of the Clearing House, and the other two are to be known as Vice Chairman of the Freight Department and Vice Chairman of the Passenger Department respectively. The Chairman, it is understood, is to be J. W. Midgley, who under the terms of the agreement would be a greater man than Commissioner Fink, virtually having full control of the management, so far as traffic affairs are con-

cerned, of all the roads between Chicago and the Rocky Mountains. The roads affected and the mileage of each are as follows:

Road.	Mileage.
Atchison, Topeka & Santa Fe	8,000
Burlington & Missouri River	2,753
Burlington, Cedar Rapids & Northern	1,046
Chicago, Burlington & Quincy	2,063
Chicago, Burlington & Northern	442
Chicago, Rock Island & Pacific	4,000
Chicago & North-western	4,383
Chicago, Milwaukee & St. Paul	5,669
Chicago, St. Paul & Kansas City	800
Chicago, St. Paul, Minneapolis & Omaha	1,354
Colorado Midland	221
Central Iowa	636
Chicago & Alton	1,000
Denver & Rio Grande	1,474
Denver, Texas & Fort Worth	800
Fremont, Elkhorn & Missouri Valley	1,351
Illinois Central	2,600
Minneapolis & St. Louis	600
Missouri Pacific system	6,000
Northern Pacific (part of)	1,000
St. Louis & San Francisco	1,457
Union Pacific	6,392
Wisconsin Central	700
Wabash (part of)	956
Southern Pacific (part of)	1,200
Total principal systems	65,997

The difficulty which confronted the officials was to perfect the pool or trust so as not to come in conflict with the Inter-State Commission law, and this we believe has been accomplished. The scheme includes the following proposed regulations:

Managers—The said rates, rules and regulations shall be established by a Board of Managers consisting of one accredited representative from each company member of the Clearing House. They shall meet monthly, or oftener if required.

Arbitration—In case the members fail to agree upon any question brought before the Clearing House, it shall be referred to an Executive Board consisting of three men, two at least of whom shall be experienced in traffic matters. Such Board, shall on the organization of the Clearing House, be elected by unanimous vote. But they (or either of them) may be removed by a two-thirds vote of the members. They shall deter-

mine every disputed traffic question concerning any two or more members, and shall hear and decide all cases of complaint, their decision to be subject to revision at the discretion of the Executive Board, but not to appeal. Before they act, opportunity shall be given members concerned to be heard, after which decision shall be rendered within ten days.

Rate-making Power—The authority to make rates, rules or regulations to apply on traffic, subject to the Clearing House, carried by either road party thereto, or to change or depart from the same when established, shall be taken from the offices of the several railroads, as such, and be vested absolutely in the Clearing House.

Division of Through Rates—The divisions of all through rates on business included in the agreement shall be arranged through the Clearing House, the intention being that the bidding for business by means of private concessions shall cease and that the divisions and corresponding traffic, under similar circumstances as to receipt and delivery, shall be alike via all lines.

Single Responsibility on Each Road—One officer of each road, party to the Clearing House, shall be held responsible for the strict maintenance by his company of all rates and rules established by the Clearing House, and he shall not be at liberty to depart therefrom unless by authority of the Executive Board.

No Concessions to Influence Business—No voucher or other form of concession which would reduce the established or influence the routine of the business, subject to the Clearing House, shall be paid or allowed unless authority therefor shall be given by the Board of Managers or the Executive Board.

It is stated that the moment the scheme is perfected and goes into operation freights will advance from 25 to 35 cents, and continue to advance until the officials of the road are satisfied. Such a scheme perfected at once destroys all competition. To all intents and purposes the roads are a unit. Rates of freight and travel will go the highest that can be secured and will remain at that point regardless of complaints. It is asserted that Mr. Jay Gould is highly favorable to the scheme, as he wants firm and paying rates.

WHY WE QUARREL.



WHY do we quarrel, she and I,
You ask. 'Tis easy answering this.
We quarrel so that, by and by,
We may make up, forgive and kiss.

We meet, alas! and careless pass,
As if on each we never smiled;
We quarrel so that we may know
The bliss of being reconciled.

—[Joseph Dana Miller.

ESSAYS

Written for the Firemen's Magazine:

CAB COGITATIONS.

"Laugh and grow fat," if not elegant, is an old time aphorism, which, if subjected to analytical investigation, would, I am persuaded, disclose a surprising amount of genuine philosophy. I do not suppose that there was ever an intention of making the maxim, metaphorically, a corner stone of a school of philosophy in which laughter should be taught as a science, or be followed as a profession. I am inclined to the opinion that the author of the apothegm was one of those kindly-natured men who was ambitious of doing something or of saying something that would add indefinitely to the sum total of human felicity, hence he said, "Laugh and grow fat," which, to say the least, is wiser and better than to frown and grow lean, emaciated, cadaverous, wrinkled and wretched.

I do not write for the purpose of intimating that I know more about maxims than other people, but maxims are said to be the wisdom of the world boiled down and handed down from generation to generation in the most convenient form for every day use of common sense people, as well as by those who receive diplomas from universities by study or by the liberal use of money.

I think the declaration will be accepted as true, that life is sought to be made unnecessarily gloomy by certain classes of people. It is not required that I should name them. They are everlastingly finding fault. They are suspicious and jealous. They cultivate asperities. They make homes gloomy. There is no music in them any more than there is in a horse-fiddle or a buzz-saw. Their words sting. They don't "laugh and grow fat." There is no sunshine in their souls; miserable themselves, they make others unhappy. They ignore such things as are calculated to administer comfort, joy and gladness to the human mind and body. "But," says one, "there is a time for all things," as if at certain times certain specified things were proper or in order. There is doubtless time for all things. There is a time for joy and gladness, despondency and elation, work and play, charity and cheerfulness, love and devotion; for music and manliness, for courage and constancy, for noble examples, for faith and hope, a time to laugh and a time to weep. There is time—not a time—for lying, for stealing, for envy, malice and crime, for making homes dark and dreary, for making wives sad and disheartened, for squandering money, and

for concocting schemes, the fruits of which are worse than dead sea fruit. But the time taken for such things is stolen and murdered.

Perhaps some one remarks "All the world's a stage," and declare the play—tragedy, comedy or farce—must proceed; that it were folly to moralize; that it is far more rational to take things as we find them; that it is useless to be hypercritical; that it is far better to have the drama proceed, enter into the spirit, and, by the operations of mind forces, extract the grain from the chaff; garner the wheat and let the chaff go whithersoever it may.

I do not object to chaff. It has its uses. Indeed, if there were no chaff there would be no wheat, no bread. There is a time for comicalities, for whimsicalities and for trivialities. Call them chaff if you please. They make people "laugh and grow fat." They help the world to be jolly and good natured. I conclude that there is much in this world that is lightly esteemed but which is very valuable. I conjecture that it is the part of wisdom and in consonance with the mental equilibrium, when formulating opinions, to take cognizance of what appears to many as of light importance. The person who goes through the world discarding and disregarding little things, can scarcely be rated a philosopher. The lily is a little thing, yet "Solomon in all his glory was not arrayed" like the little flower, and in the proverbial philosophy of the wise king, the sluggard was referred to the ant for an example of industry.

I have referred to maxims as the quintessence of wisdom, condensed propositions embodying practical truths which have to be sought after, and which, when found, are of great value, and yet when found, are all too often cast aside. It is a proverbial fact that "all is not gold that glitters," still, half the world accepts the counterpart and displays brass for gold and paste for diamonds, and with the thoughtless crowd persons so adorned pass for more than they are worth. The maxim stands for all classes of pretenders whose religion and integrity bear about the same relation to the genuine article that pinch-back does to gold.

It is said that "a simple fact is worth a whole shipload of argument," and it often occurs that a shipload of argument does not contain a single fact; but this does not seem to interfere with those who are masters of "words of learned length and thundering sound." Maxims being axioms about which there can be no mistake, the conclusion is rational that if men of common sense would study them and have them ready, as cow boys have their pistols, when wanted, they would find them beneficial. But such is not the case. For instance, the maxim that "an idle brain is the devil's workshop"

might spur many a poor fellow to find a job. And how many thousand of random talkers would be better off if they could have been taught that "it is better to confine your tongue, lest it confine you," and when gathering in a harvest of remorse he learns too late that "as you sow, so shall you reap."

How few and how grand are the men now-a-days, who act upon the maxim that "a good name is rather to be chosen than great riches." It is notorious that with a large number of men great riches are rather to be chosen than a good name, and as a consequence a good name is associated with great riches in the exception and not the rule. It is said that "pride goeth before destruction, and a haughty spirit before a fall," and though the world is full of examples demonstrating the truth of the proverb, thousands of proud, haughty men and women are bending on the fatal course towards the Niagara of their destiny. It is accepted as true that "a bad workman quarrels with his tools." Such a workman represents the entire brood of egotists, men bloated with self-importance, who are unable to discover defects in themselves and charge their misadventures to others, to fate or luck, and never to the real cause. It will be admitted that "a good word is as soon said as an ill one," and yet many persons forgetful of the fact will persist in choosing ill words though they are fruitful only of bitterness.

It may be that maxims are regarded by many as trivialities, of small importance, scarcely worth remembering, but to those who can comprehend their meaning, and love wisdom for its saving and elevating power, a maxim has a value in the presence of which even gold loses its attractions. As for instance: "A little leak will sink a great ship." "Better to be alone than in bad company." "Birds of a feather flock together." "Brag is a good dog, but Holdfast is better." "Depend not on fortune, but conduct." "Diligence is the mistress of success." "Doing nothing is doing ill." "Empty vessels make the most noise." "Every man is the architect of his own fortune." "Experience teaches fools." "Hell is paved with good intentions." "He that lies down with the dogs must expect to rise with fleas." "Hope is a good breakfast but a bad supper." "In a calm sea everybody is pilot." "Let not your tongue cut your throat." "Live not to eat, but eat to live." "Make not your sail too large for your ship." "Never fall out with your bread and butter." "Never tread on a sore toe." "One never loses by doing a good turn." "Search others for their virtues, thyself for faults." "Tell me the company you keep and I'll tell you what you are." "Valor that parleys is near yielding." "Small things increase by union." "Fear not while acting justly."

"Be what you seem to be." Thus I could write for hours of the treasures of wisdom handed down from generations gone, designed to act the part of chart, compass and light house to prevent wreck and ruin. Maxims are as free from superstition as fire is from malaria, and he who stores his mind and memory with the wisdom they contain may hope, in safety, to sail his bark o'er tempestuous seas and reach the destined port. He will be no cynic, no follower of Diogenes. He will have no sympathy with anchorites. He will love his fellow man and will be in full sympathy with the true and the beautiful.

L. M. Opeccue.

NEW YEAR REFLECTIONS.

MARSHALL, TEXAS, December, 1888.

MR. EDITOR:—"Look not mournfully into the past" is the advice given by one of the serenest and sweetest of poets, for "it comes not back again." In plain, every-day phraseology, the idea is that it doesn't pay to fret about things done and gone. And yet, if we never took account of what is past we should miss a great many delightful memories, as well as not a few practice and valuable lessons. Matters have been luckily so ordered in this world that it is hardly possible to live through any twelve months without coming across more or less of pleasure, and without learning more or less that is wholesome to remember; otherwise existence would be unendurable, and men and nations would make no progress. It is well, of course, not to beat our breasts too violently over sorrows and mistakes that are beyond our power to assuage or correct; but at the same time it is equally well not to forget too easily, and not to think, as Hosea Bigelow quaintly puts it, that "the bottom's out o' the univarse 'cause our own gill-pot leaks."

The beginning of a new year—and the years are in the main very much alike—can hardly fail to show that this planet of ours is on the whole a rather desirable abiding-place. Not many of us are willing, with all our snarling and grumbling, to sever our connection with it until we are compelled to do so, and those who do now and then shuffle off the mortal coil on their own motion and by violent means are called foolish and crazy.

The year just closed was not specially different from the ones that preceded it. If we could have a fair average of its joys and pains, its benefits and disasters, the showing would undoubtedly be very much the same as that of all the others we have known. There is always just about so much room for laughter, so much call for tears; and there is just about the same measure of opportunities to learn as we go along. It is not likely any of us managed to do exactly right every day during 1888. That was not

expected of us. If we succeeded in being faithful and correct one-half of the time, we did pretty well, considering our temptations and our lack of discretion and the power of moral resistance. We all did things for which we were sorry—and which we would do again, perhaps, under like circumstances. On the other hand, it is safe to say, the most careless of us did a few things to be glad over—and we are likely to repeat them on similar occasions in 1889. This is human nature. There were emergencies in which we failed, without sufficient excuse and to our discredit, as there were contingencies in which we behaved ourselves after a fashion that was upright and praiseworthy. The experience in both directions should have taught us something. Having made certain blunders, and seen the folly and mischief of them, we should know how to avoid them in the future; and having done certain creditable things, and seen the happy effects of them, we should know how to seek out a larger share of them hereafter.

We shall find it safest, however, not to make too many good resolutions. It is very easy to promise ourselves more than we can conveniently keep in mind. The habit of marking out a definite and comprehensive line of conduct for a whole year has its drawbacks. That must be an exceedingly robust and persevering sort of virtue which dares agree with itself to choose the wise and prudent part, even in a few respects, for so long a time as 365 consecutive days. The reformatory glow that comes over us at the beginning of the year has a touch of self-deception in it, and it is best to be on our guard against that. A man should not trust himself too far, any more than he would his neighbor, since one may as easily prove false in that way as in the matter of breaking pledges made to another. Good resolutions count for something, to be sure, even when they are strictly carried out; but it is a great deal better to make a few and observe them closely than to make so many that the conscience cannot carry them without fatigue and discomfort. The true philosophy of life, after all, is to do things by the day rather than by the year. Those duties which lie nearest are the ones best worth regarding, and in the same sense, the happiness that lies nearest is the kind that is best worth grasping. We spend altogether too much in reaching after what is remote and difficult, simply because it is remote and difficult, when the essence of what we seek lies plainly in our way if we would only stop and see it and pick it up. The philosopher who said that every day is a judgment day, was right to the extent that in each twenty-four hours we are called upon to make choice between the good and bad, the false and true, and upon these apparently casual decisions the whole scheme of reward and

punishment depends. If we let slip the little daily chances to do what is right and salutary, thinking to make it up by demonstrating our virtue in some particular coming test which we had planned for, the probability is that we shall either evade the particular test when at length we meet it, or find ourselves too weak for want of practice to cope with it in the triumphant and splendid way we have expected. And so, too, about waiting for supreme joys instead of seizing and making the most of the small ones that flit past us unappreciated and unobserved. The easiest way to be both good and happy is to view things at short distances. Thus, and thus only, can we make sure both of our opportunities and of our capacity to turn them to the most felicitous and profitable account.

Harry Keler.

FEDERATION.

An old and mutual friend (whose name I am permitted to send you) having kindly supplied me with recent copies of your journal, I have taken a sympathetic interest in your articles pertaining to the Burlington strike. I may state, too, that, though an outsider, I am privileged to have a pretty accurate knowledge of the situation which those articles so ably discuss. The remedy you suggest is federation of railroad employes. But, in my humble judgment, while federation would unquestionably be good as far as it could go, federation could not go far enough. Federation means a pooling of issues, a concentration of the forces of employed railroad labor against the employing railroad capital. So far, so good. It was by such tactics that the Prussians in the late Franco-Prussian war overcame the French, by attacking them in detail, a whole army being sent against a single army corps. The Burlington engineers were but one corps of the Burlington employes, the other divisions or corps being respectively the firemen, the brakemen and the switchmen, to say nothing of that somewhat isolated corps, the conductors. Together, all these formed the army of employes. The Burlington company, on the other hand, was but one corps of the great army of railroad employers. This corps of the latter could not well have stood against the united army of the former, bound together by federation. But, returning to the case of the Prussians and French, we know that the Prussians though massing their strength against the separated French detachments, did not win without great losses; and I cite this to show, while federation is superior to separation, it is not without its drawbacks. Suppose the Prussians had been able to put a limit to the number of soldiers which France could bring into the field, and we can see that the

final victory would have been much sooner accomplished, and with a great deal less loss. But the Prussians had not this power; they could not say to France, "You shall not bring against us 500,000 men, we will restrict you to 5,000." If France could have mustered only 5,000 for that war, she would not have fought at all, and the Prussians could have crossed the Rhine and imposed upon her any terms they chose. And they need not have federated their various army corps to do it. One corps would have sufficed.

Do you begin to see my point? It is this: The employed laborers' chief obstacle to securing just demands is, not the lack of federation among themselves, but the number of idle men who may be mustered against them, that is, who stand ready to obey the employer's demand to take their places.

What is the use of striking, or asking for fewer hours or higher pay when men are standing about whose necessities compel them to take your places at present hours and wages? There is no compulsion so great as want, and violence is ever growing less effectual as a remedy. While want exists, strikes must be but a close synonym for suicide.

Without idle labor to rally to its support, capital would be helpless against a strike, or threatened strike, of the employed, and would have to go out of business or grant just demands.

No man can oppress other men unless still other men of about equal number can be got to enforce his oppressions. This is as true of capitalists as of kings.

Again, the absence of power to oppress leaves oppression unthought of, or, at least, ineffectual.

"How oft the means to do ill-deeds
Makes ill-deeds done."

The Burlington management would not attempt to keep its employes on a lower level of compensation than prevailed among its rivals if idle labor in considerable quantity were not at hand to encourage it to such a course.

Available idle labor is the instrument, and the only instrument, by which capital can resist the just demands of employed labor, and continue in business. Idle labor, therefore, is employed labor's greatest enemy. Employed labor cannot hope to obtain full justice until this enemy is removed. The degree of justice which it shall ever obtain must continue to be proportionate to the degree in which this enemy is removed. Its removal to a large extent is a possibility within the power of the employed labor of the United States. The diminution of the amount of idle labor, which thus stands so formidably in our path, should engage our first efforts in the struggle for the attainment of justice for the employed. The question how to do it is one worthy the

serious consideration of your readers. And while they are thinking it over I will, for the present, leave it, with the intention of returning to it in your pages later on.

Nemo.

CHICAGO, ILL., November 2, 1888.

A FIREMAN'S DUTIES.

In looking back a few years and summing up the duties of a locomotive fireman, I find them to be not dissimilar to those which devolve upon other men, as citizens, members of society, husbands and fathers. A fireman has responsibilities in common with men of other professions and callings. Hence it may be said that a fireman's duty to his employer, to himself and to his fellow man lie along the same line that marks the duties of all men who are employers—fidelity to obligations, honorable ambitions and a high appreciation of what is due to others in all the walks of life.

Considering a fireman's chosen calling, the duty devolves upon him of shoveling coal and scouring braes and bright work on his engine. These duties, while laborious, are necessary and strictly in keeping with his obligations and should be regarded as the stepping stones to the ultimate mastery of the world's commercial monster, the locomotive engine, for upon his intelligence, character and skill depends the success of future railway service.

A fireman's duty to his employer demands that he should make himself master of his calling by acquiring a complete knowledge of the locomotive as a whole, and of each of its several parts. A fireman should observe in what way fuel can be economized and at the same time maintain perfect combustion, as imperfect combustion is always wasteful of fuel and detrimental to free steaming.

For the consideration of studious firemen I will ask two simple questions, as follows: What is fire? What is smoke? I imagine I hear a titter and see faces awry, as though such little matters were beneath the consideration of a man who is expected to master valve motions. But such is not the case, and one great mistake, made by many a young man, lies in setting their eyes upon the throttle, as the goal of their endeavor without exploring the minor paths which lead to a perfect knowledge of all the parts of a locomotive, and insures the successful manipulation of the same when their time comes for promotion, and invariably the man who despises such minor matters, such as mastering valve motion by the use of the valve lever, which is purely mechanical, makes a fatal mistake. The point is, make yourself master of all the parts which combine to make the modern locomotive, and which, like a man is heir to many ills, but which may be made strong and useful if he who runs may read and know the symptoms of

its disorders and by analysis, locate their cause—attain this point, and then if you are a sober, sensible, industrious man you are ready for promotion.

The answer to the question, what is a locomotive? as in the September issue of the *Magazine*, I do not like, as it is not sufficiently explicit and therefore fails in bringing out the chief characteristics of a locomotive. If that question was propounded to me I should answer as follows: A locomotive is two simple, indirect, high pressure engines combined, each being independent of the other. What more is necessary to an intelligent definition? However, if my observations are insufficient I am open to connection.

A fireman's duty to himself lies in the building of a good, pure, manly character, which can be done only by constant guarding against the growth of evil propensities with which mankind is woefully beset, and yet, there are very few so depraved by nature that nothing in the way of moral improvement can be accomplished, if we bend the whole energy of our being to the improvement of our moral condition.

Modesty is manliness, truth is gallantry, courage is godliness, and these things in alliance triumphantly overcome the evils of the baser world, and fit a man for good society, and stamp upon his brow the mark of dignity, which neither coal dust nor grime can hide; hence, as the fireman of to-day is in embryo, the engineer of the near future, let it be his object and aim to raise the standard of excellence of character and skill above its present level, for, mark the fact, you are living in a progressive age, "gilded," as Mark Twain would have it, but do your best to gild it deeper.

A fireman's duty to his fellow man is plain and easily performed—when he has done his duty by himself, and has won the friendship and esteem of those with whom he is daily associated and with a righteous purpose has signed his name to the Brotherhood roll, a serious task begins, and in fulfillment of his obligations, a fireman should note these prime necessities, as follows: Be present, be earnest, be honest in each meeting of your Lodge. The idea that to pay all moneys due your Lodge cancels your whole indebtedness to the Brotherhood, is wrong. God made man's eye to build the mind; the ear is but the vestibule for music. Go to your lodge then and learn by observation, by comparison of views, in analyzing all questions of interest to all concerned, and not wait upon the corner of the streets, or in some place of vulgar amusement, to hear what has been done by the attending members and then appear dissatisfied because your wishes are not met.

The Lodge room is the school room of the Brotherhood and every member should be

an interested student, and each one should strive to win the confidence of his employer, the respect of good society, and by knowing the import of the obligations assumed, he should lend the might of one man's energy to establish the strength and dignity of the Firemen's Brotherhood.

H. J. Fackenthall.

THE NEW YEAR.

God's blessings on the young New Year.
Now reigning on his throne of state.
Oh, may he prove more friendly here
Than eighteen hundred and eighty-eight.
The bells, in sounds almost divine,
Salute dear eighteen eighty-nine.
He's welcome, and we hope his reign
Shall be a grand one, free from pain.
May strife and discord sink from sight,
To regions of eternal night.
May health and happiness prevail!
'Mongst every man who runs the rail;
And may 'longside the track be strewn
With choicest flowers blown in June,
Until the perfumed atmosphere
In incense circles round our noses,
On every day throughout the year,
A perfect paradise of roses!

Old eighty-eight, the hoary thief!
When first he crept across Time's portals,
Soon changed our smiles, and plunged in grief
The hearts of many tolling mortals.
Courageously we stood our ground,
And very soon our foemen found
That engineers, and firemen, too,
Were not at all a craven crew,
But men who could their rights maintain,
Endowed with courage, brawn and brain.
Ah! well, let others sigh and sing,
My muse is out on joyous wing.
The jade is tipsy, bless her soul!
She's had her share of happy cheer;
She's ordered on another bowl,
To toast you all a glad new year!

Clasp hands around the festive board!
And dash the frowns from every brow!
On New Year's Day we can afford
Convivial greetings, while we vow
To keep our flag of Union high,
Amid the splendors of the sky,
And toast our friends—the true and good—
Who recognize our Brotherhood.
Once more fill up! (In Adam's brew
From crystal springs I'll join with you.)
Here's may a reign of love prevail
Amongst all orders of the rail!
And may the wheels of commerce roll
With good, remunerative toll;
And may the dividends increase,
And may the land be blest with peace,
May readers of the *Magazine*,
Glide down the stream of time serene,
And may the girls catch hand-ome boys,
To bless them with connubial joys.
Oh! may the Lord hear all the prayers
We toast with water as with wine,
And may the best of all past years,
Be eighteen hundred and eighty-nine.

—Shandy Maguire.

SOME one tauntingly requests the Master Mechanic of the C., B. & Q. to give reliable information relating to the engines on that scab system. The information, if given, would furnish data of the greatest interest to travellers and shippers. The number of engines sick, maimed and dead would read like a bulletin from Jacksonville in the height of the yellow fever epidemic.

Mechanical

MR. EDITOR:—The condensed history of "The Manufacture of Locomotives," with which the Mechanical Department of the December *Magazine* commences, gives us a rapid review of the various changes and improvements introduced since the first inception of locomotives, and also of the ever increasing weight and power of these "iron steeds," which are more fleet than the famed "Arabian," and whose "wind" is even more enduring than the grey-hounds. It almost seems as if the prophet Job might have had a vision of the "iron horse" in his time, for the description as given in the 39th chapter and 19th verse is applicable to a locomotive, for he says they are strong, and "clothed with thunder," "not afraid as a grasshopper," "the glory of whose nostrils is terrible," "he paweth in the valley," "he swalloweth the ground in his rage," and more figures of a like character, just as characteristic of our "iron horses," as of the horse of flesh. But the locomotive is the child of the nineteenth century, and the astonishing growth and development of this country, is due to the work done by these untiring monsters, which are ever ready to yield obedient service to their master at the slightest touch of his hand. As locomotives are but in their infancy as compared with the age of our globe, and with many of man's inventions, we dare hardly predict what the future has in store for mankind, for while our present locomotives differ so much from the first ones built, it is but reasonable to suppose that the locomotive of fifty years hence will surpass those of the present time in all respects, and cause our descendants to wonder how we, who pride ourselves with travelling "fast," could be contented to get along at "such gaits" or in "such a manner." In looking over Mr. Evans' article we find that "Improvement" has been the watchword and "Excelsior" the motto, and while some may be content to "let good enough alone," very many brains are at work, adding a little here and a little there to our common stock of knowledge, and thus helping each other (by communication) to bring our machines nearer perfection or make our methods of management more efficient and practical.

"Side Rod" comes to the point in a brief way, but it is evident that he knows whereof he writes, and has a reason to give for his belief.

Mr. Lockwood says "Not Two times Nothing" but "Four times Something," and in his lengthy article he finds "Something"

where "Nothing" was in the past, and then gives us "Four times" "that" but as he finally leads us to the "counterbalance," and its "centrifugal, tangential, hammering, swaying, gyrating, 'wee-wahing,' 'nosing around,' rocking, thrusting, rolling forces," and its bridge destroying effects, I shall not endeavor to follow his "train" of "state-ments," for they are not reasons.

"Outsider" has come inside after welcoming us for a year, and I heartily welcome him and hope he will find the company inside so congenial that he shall not want to be outside again. I hope that the merits of the department may be enhanced by the aid of "Outsider's" contributions, for I venture to say that even while "Outside" he was as able as many who were inside. I do believe with him that this is a good "market" to bring your ideas to and give and exchange them for others, as none of us are too wise to learn or profit by experience of our own or of others in the same avocation. I am pleased to find "Outsider" so well satisfied with my views in regard to running with a full throttle and a short cut-off, and the humanity and sympathy which I deem right, should be shown to the "boy who is trying to keep her hot," and that the problematical query I propounded gives him a chance to "clinch" the question. While I fully coincide with "Outsider" in the economy of using the higher steam pressure, and cutting off closer than could be done with the lower pressure, I also believe that some fuel will be saved, even if the engineer should regulate his speed, by what "Outsider" facetiously calls "the good old fashioned way with the throttle only," for he would have to close the throttle more with the higher pressure, and he would thus stop some of the steam from flowing into the cylinder and retain it in the boiler. I believe with the best management, (that of the short cut off and full throttle) the actual difference in fuel consumed is just about in the proportion which the steam pressures bear to each other, or at least 8 per cent., for I have often noted the difference while in charge of the scoop. Running with the highest possible pressure with the shortest possible cut-off, is a very apt illustration of the old proverb, "It is a poor rule that will not work both ways." In the first place we note that the fireman is benefited in his work, because he has less of it; in the next place the engineer will find that as it takes less water, he can maintain a more uniform pressure on the boiler and make better time; and lastly, the company ought to feel the effect of this judicious management in their coal pile, and through it, in their treasury. I heard not long ago, of an instance where an accurate account of the fuel consumed by two locomotives of the same build and doing the same work for a year,

developed the fact that one of the locomotives had been run in such a manner as to save several hundred dollars over and above the wages of the engineer, or say about \$2,000. If each locomotive in the country can be run at, say even one-half the above saving, or \$1,000, with the 30,000 locomotives in service, it would represent \$30,000,000, which, if added to the sometimes very meagre net income of the roads, would enable them to realize a fair return to the investors and pay good wages to the men whose faithful and intelligent service helped to make such a splendid result.

Mr. W. DeSanno gives us another interesting chapter on "Early Railroading," and traces some of the improvements made in the method of constructing the roadway and laying the tracks.

Next we note the reappearance of our old friend "Eccentric Strap," who comes to us with his "war paint on," ready to battle for the truth and right, I hope; and this hope is full realized when we see how "E. S." takes up the wheel and lever question, taking up the same line of argument by which I have before this endeavored to convince our opponent, that the center of the axle is the true fulcrum. I thought that "E. S." in one of his former communications had deserted us and gone into the camp of the enemy, but as is very evident he considers the center of the axle the fulcrum, and thus must fully endorse my ideas on the subject as again expressed on page 898 and 899 of the December *Magazine*. I will only add one more problem, which I have stated before, but which I will state once more in the hope that "A. D." or Mr. Lockwood will not ignore it but answer it.

Suppose a locomotive were built with a wheel just two feet in diameter and a two foot stroke, the center of the pin would then be at the periphery or tread of the wheel. When the pin is above the axle, according to "A. D." and Mr. Lockwood, the weight is at the axle and the fulcrum at the rail. A locomotive built on the above model would have power, when on the upper half revolution, but how would it be when the pin is down, and as in the above illustration, comes right to the spot where our friends will persist in locating the fulcrum? When the power and fulcrum are at the same point you cannot have any leverage, yet I dare say that our friends of the opposition will not try to tell us that a locomotive of this kind had no power, but on the contrary, I believe they will be forced to believe that she would pull a very heavy train, at a slow speed of course. Now I should like to know where she obtains her power, when, according to "A. D." and Mr. Lockwood, she has no leverage at all? When they answer this problem, and the one in regard to the calculations on the horse-power, it will be time

enough to write further on this subject, but I shall not have any more to say on it unless they bring a good show of reasons to the front to upset mine, which seem to me to be indisputable and beyond the need of a further prolonged controversy.

"Otto Hallbeck" now wishes to know what the original question was which has caused all of this discussion on the wheel and lever. For his information I will say that the question seems to be "Where is the fulcrum of a locomotive driver while in motion and touching the rail?"

"O. H." says the power of a locomotive depends on its adhesion to the rail, but if such were the case, what use would it be to increase the size of cylinders or the steam pressure? It is this which gives power in combination with the leverage, which is determined by the stroke both in locomotives and stationary engines. A locomotive may slip on the rail, or the driving belt of a stationary may be so loose as to slip and not impart motion, yet the locomotive and the engine are just as powerful as ever, and only need a firmer grip to show their power.

In regard to the figures on the horse-power, "O. H." will see that the article is reproduced in December *Magazine*, and that in this I have eliminated the error, which printers introduced, in making me say 3,300 instead of 33,000, as it was in MSS., but I stand corrected in regard to the horse-power, for I find that I made a miss in dividing 5,080,000 by 33,000, and thus gave the wrong result. Thank you, "O. H.," for the pains you took to go over the figures and find my error.

"O. H." seems to think that it will not matter much whether 120 or 130 pounds of steam were used, as in my problem, as given in October *Magazine*, and from the answer he gives it is to be presumed that he rather thinks that in the higher pressure trial the most steam is used. I would call his attention to the answer given by "Outsider," as well as my comments thereon, from which he may be able to draw some food for reflection. In regard to the strain on a boiler, I have ever entertained the idea that the aggregate strain was determined by the number of square inches of plate exposed to the steam-pressure and the amount of said pressure, and I think this with a fair show of reason, for steam presses equally in all directions at once, and a boiler suspended in mid air, would have to stand as much pressure downward as upward and sideways. Some contend that only the diameter, multiplied by the length and pressure need be taken into account, and thus seem to me to ignore the side pressure entirely. "O. H." can take his choice, as the matter seems to be open for debate.

In reply to "W. A. G." let me say that I was not aware I had said anything about

the "dead grate with brick," for I have, as I stated several times, had no experience whatever with brick arches in the firebox. I find that "W. A. G." also believes the higher pressure to be most economical, taking less water and fuel. *Vulcan.*

TEMPLE, TEXAS, December 7, 1888.

MR. EDITOR:—Mr. Lockwood comes again with a lot of illustrations, all of them excellent and quite illustrative, but his definitions and inferences are "dead wrong." His former statement was, "the bottom at rest, the top traveling twice as fast." He does not repudiate that statement now, but says, "not twice nothing, but four times something." What are we to infer from this? Is it that Mr. L. would now try to make us think that the top travels four times as fast as the object? Evidently not, as he still uses the old figures of fifty and one hundred in the same relative positions as before. Now, let us closely investigate these statements and see what virtue they possess. I think none at all, and to my mind Mr. L. has got himself tangled up in an inextricable muddle of figures which have gotten around him somewhat similar to a knot which the sailors tie. I believe it is called a bowline, the more you pull it the tighter it becomes. Mr. L. has just commenced to pull on his knot and he has got himself tied up rather badly; he can't retrench behind the figures he now gives, but instead has got himself into about the same fix as the man who dug a cellar and then tried to dig it enough larger to hold all the dirt that came out of it, the more he dug the more it would not hold the proceeds.

Let us reason a little on this subject and see where his figures will lead us. First, "the top traveling twice as fast as the bottom, and the bottom at rest, the top travels four times as fast as a point $\frac{1}{16}$ of an inch above the point of contact." We here have very contradictory statements and very contradictory motions of a solid wheel in rotation, for if the top travels twice as fast as the bottom, and at the same time travels four times as fast as a point $\frac{1}{16}$ of an inch above the bottom, then that point $\frac{1}{16}$ of an inch above the bottom must be traveling in a transverse motion at a rate of speed one half as great as the maximum speed attained by the top. Such a condition of affairs would break a wheel into so many pieces that all the Pinkerton detective force armed with search warrants, and an equal number of professors with horse shoe magnets could not collect the pieces in a month.

Now, let us look a little further. We will take Fig. 6. "This engine at the same time as Fig. 5, is on its forward dead center, at rest, reversing its motion from a downward fall to a backward thrust, moving in the center line by translation through axle and cylinder

fifty miles per hour, etc." Ah! now you come to it. You have there sounded the key note, for if your center line through axle and cylinder moves in translation fifty miles an hour, then that must be your basis for calculation, as the maximum speed is just twice that, instead of twice the bottom. I hope Mr. L. will investigate his own statements and if he will not concede the point of truth, at least try and explain the contradictory statements he has made.

We will indulge in a few figures, and figures won't lie: Take a take wheel four feet in diameter for eight inches, producing speed of translation by its speed of rotation on a surface; the top travels twice as fast as the center line through the axle, four times as fast as a point corresponding with the position of the crank pin on the bottom quarter, being a point half way between the center line and bottom, forty-eight times as fast as a point one inch above the bottom, and four thousand eight hundred (4,800) times as fast as a point $\frac{1}{16}$ of an inch above the bottom. How do I know? Why, because when an object moves from a given fixed point or stationary point, then the point farthest from that having no motion travels just as many times as fast as any intermediate point as that intermediate point is contained times in the total distance. The middle is one-half, is contained two times, the bottom quarter our times, etc.

Mr. L. says (page 893 December Magazine) "There are two points in a wheel that have translation without rotation; the center line through the axle and in plane with the center of cylinder, the point of the tire in contact with the rail." This I must emphatically repudiate. The first half is correct. The center line through axle has translation without rotation, as the entire wheel rotates around that center line. Any other point in the wheel not parallel thereto which has only the same motion of translation without rotation is inconceivable. The point in contact has both translation and rotation, but going in opposite directions, and thereby counteracting each other.

Several answers there are to "Vulcan's" question as to which would be the most economical over a given piece of road in a given time, a pressure of 100 pounds or of 130 pounds. "Side Rod" comes the nearest to it, as his answer, so far as it goes, is correct, but he leaves out a very important point, and that is that when steam is super-heated, thereby giving it a greater pressure, the water it contains is expanded in a corresponding degree, the consequence would be that water (let us take the prime factor) when expanded enough by heat to create a pressure of 130 pounds will fill a correspondingly greater area than at 100 pounds, as the ratio of 100 to 130 or 10:13. This is partially over-

come by the greater rapidity with which the higher pressure will rush into the cylinders during the short time the ports are open, but at least one-half of that proportion will be clear gain in that one respect alone; also as the speed is to be the same in both instances as your energy is as 13:10 you could thereby hook the engine up just that amount higher or use that much less throttle, by which you would save $\frac{1}{3}$ by the higher pressure. This, then, would show very near an equal saving in fuel, as it would necessarily require a correspondingly less quantity of fuel to evaporate the smaller quantity of water minus the difference caused by the higher pressure creating a stronger exhaust, thereby causing a stronger draft on the fire. This, however, in actual experience, will be found to not exceed one-half of the gain so received, hence the saving in fuel would represent something like $\frac{1}{4}$ with the higher pressure, full throttle and highest notch, (taking that as the pressure required to do the work in the given time.)

I can't understand W. A. G. in his statement (page 904 December *Magazine*) "I said dead grate with brick arch was a help, as it prevented clinkers or ashes gathering next to the flue sheet, allowing cold air to get through. Now, how is it that shortening grate surface by this method the steaming is not decreased?" As I just said I do not understand this at all, our brick arches here do not in any manner prevent ashes or clinkers from gathering next to the flue sheet any more than at any other point, and our grate surface is identically the same with or without the brick arch, consequently the question given by W. A. G. is a conundrum to me.

Now, to Mr. E. J. Rauch. I presume he is still a reader of the *Magazine*; if so, he will see this. I met Mr. J. McD. on his return from the Richmond convention, where he served his division as delegate, the same capacity in which he formerly served No. 115, B. of L. F., on several occasions, represented by myself this year. From him I learned that Mr. R. felt somewhat hurt at my article about the dissecting 8x8 to re-arrange as 5x13. Now, Mr. R., I will admit that my language on that topic was rather curt and somewhat harshly expressed, but it was not intentionally so. It was not meant in any manner as it was received, but I had just got in off of a trip of an extremely hard nature, "rawhiding" our ninety-four mile division with fifty loads, and doing local work all along, switching at every siding, and had been seventeen hours on the road. We got in about 2 P. M., and I know that I had to go out at 9:50 P. M. I hurried through my article and selected such words as came handiest to my pen, without stopping to weigh them as I ought. I noticed the sound of them when reading the *Magazine* containing the article. I cannot blame Mr. R.

for feeling hurt, and here is my hand on it. I am truly sorry I couched my answer in such terms as I did, and if Mr. R. will pardon me for this offense I shall try and weigh my words more carefully in the future. I had intended to write a personal letter to Mr. R. but as the offense was given here I concluded that this was the proper place to give an explanation.

"Vulcan" gives us a little more of horse power, and the way to determine it, a reproduction from the September *Magazine*, but I fear Bro. "V." must have been expecting the caller at the time he made that calculation, as his figures are not exactly correct. He says * * * "equals 5,080,000 foot lbs.; this divided by 33,000, the equivalent of one horse power, would give a result of about 184, as the result for one cylinder." I find by carefully going over this that it would yield only about 154, not quite that, but $\frac{1}{4}$ short of it, 153 $\frac{1}{4}$. Everybody is liable to make a mistake, and it is only necessary to show "V." his miscalculation once, as he is too well posted in figures and mathematics generally to hold out on such a question. As to the question of wheel leverage therein brought out, I have had my say, and still remain of the same opinion. I cannot see that "Vulcan" has satisfactorily explained the points I advanced. I used to be of the same opinion as himself but was convinced of the error and acknowledged it, and I am still convinced.

Now, something about extension fronts; we have them here on all engines. I would like to know first, what the proper name is for the draft plate in the front end. I always heard it called diaphragm plate, until I came here, but here it goes by the name of deflecting plate. Which is proper? Which way should the plate be moved, up or down, to increase draft? If the plate is adjusted centrally (can be moved up as much as down) and the engine burns too much coal, how should it be moved, up or down, to cause the engine to be lighter on fuel? I ask for information.

These extension fronts act queerly sometimes. I used to be supervising architect on an engine on the south end. The Baldwin Locomotive works contracted to build an ocean steamer, but at last changed the plan and only built a 17x24 mogul, but being in a very great rush they forgot to change the plan of her appetite; she would chew up all the coal you could give her and cry for more. The front end would fill up entirely full in thirty miles, with a train of forty-five loads; as long as the front was free and open my architectural designs were very meagre, nothing but a level plane, but when it began to get full all of Quixotic freaks of nature represented in mountain regions were reproduced in the fire-box. All I had to do was to clean the front and my mountain scenery would vanish in a couple of miles,

by careful firing, the same as if swept away by the leveling hand of Father Time. Somebody give me explanation of the above questions, as also the peculiar actions of the steamer mogul, and in return you will have the everlasting thanks of

Eccentric Strap.

EMPORIA, KAN., November 22, 1888.

MR. EDITOR.—According to Mr. W. De Sanno's description of early railroading if the firemen of those days had less fuel to pile on, they had several other extra duties to perform, that the firemen of to-day know nothing of. He says he never understood the single eccentric value motion on the "Bald Eagle" and other engines of those days. As the hook-up and other valve motions have been fully described lately in the *Magazine*, it may be interesting to some of your readers to have the single eccentric reversing gear explained: The front end of the eccentric rod was attached to the lower end of a rocker link, said rocker link being pivoted in the center. The end of the slide valve rod was attached to a block that was raised and lowered in the rocker link by the reversing lever; when the valve was in the backward motion. It was out of position to twice the amount of the lap and lead of the valve, being behind its proper movement to that extent, but there was less lap used for those valves than for the valves of the present day, consequently the valve was not so far from its proper position while backing as if such such gear was used on the present engines.

I am tempted to try and answer "Vulcan's" question, although I would prefer that it should be more definite. If the first trip with 120 pounds was accomplished under full stroke of valve, the second trip with 130 pounds would be the most economical; but if the steam was cut as early in the stroke as it could be with advantage on the first trip, there would be less gains with the higher pressure, but in either case the higher pressure would consume the least fuel and water; an example of the great economy of high pressure worked with good expansion, over low pressure. Allow me to quote the case of the Eider, a steamer of the Peninsular & Oriental Company. She had a pair of oscillating engines working under a pressure of seventeen or eighteen pounds. She was returned to Southampton after doing fifteen years service with orders to fit her up with compound engines working at seventy-five pounds pressure and to retain as much of the old machinery as possible. The old engine frame, crank shaft and connection was retained. With old engine it consumed twenty-two tons of coal daily, but with the new engines it only consumed eleven tons and also made one knot an hour faster times.

An Emporia Cripple.

MR. EDITOR:—Since "Vulcan," in the November *Magazine* directs a question towards, if not directly at me, I will give my views on the problem. Suppose the cylinder of the engine will contain two cubic feet of steam, and steam of 100 lbs. pressure per square inch will do the work, and that two cubic inches of water will fill the cylinder with steam of 100 lbs. pressure per square inch. Then, if we expand the two cubic inches of water into steam of, say, 150 lbs. pressure per square inch, by additional heat we can fill our cylinder one and a half times with the steam expanded down in the cylinder to 100 lbs. pressure per square inch, therefore, there will be a saving of one-third in the amount of water used.

Fearing that I might not have another opportunity to write before the December *Magazine* goes to press, I have made this reply without having had but a few minutes in which to consider the proposition, but I had always been led to believe that an increase of pressure means a saving of both water and fuel.

Not having had any experience with lubricators I can only answer "Fireman's" inquiry, about airing the valves, in the "Yankee" manner, namely, by asking another. Why would you wish to "air" the valves under the conditions you state? Referring to W. A. Gore's question, it is my opinion that no smoke is drawn into the steam-chest when running down grade "shut off" as started. The only way that I can see that the valve could be raised from its seat would be by compression at the end of the stroke caused by inside lap of the valve, and if the pressure was sufficient to raise the valve from its seat, it would certainly force its way out through the exhaust port rather than draw smoke in. In fact, it is not easy to see how the compression could raise the valve and draw smoke back under it at the same time. That there is a partial vacuum in the steam chest when running in the manner stated, no one, having a good working set of oil cups and pipes will deny, for there is always a good suction through the pipes, but the only way this can be accomplished is by forcing the air in the cylinder out through the exhaust opening, and this, in engines equipped with relief valves in steam chests, will produce a visible effect on the draft through the flues when the speed is high. To close with a question. What is momentum and what form of mechanical force does it represent?

A. H. Tucker.

Mr. J. R. Avery, of Louisville, Ky., has patented what is called the "International Car-Coupler," and from drawings, which we have examined, we conclude that Mr. Avery has solved a most perplexing problem, and that the introduction of his coupler would be hailed as a triumph of inventive genius

Test of a Feed-Water Heater.

During a late visit to the Missouri Pacific shops at St. Louis, we received from Master Mechanic Bartlett particulars of the thermometer tests he had made with Rushforth feed-water heaters that surprised us. On mentioning the matter a few days ago to Mr. W. H. Lewis, Master Mechanic of the Delaware, Lackawanna & Western, who has a number of locomotives in use equipped with the form of heater named, he offered to apply a thermometer to the water delivery pipe of one of his engines and give us the opportunity of watching it when the engine was at work. We readily accepted the offer.

The Rushforth feed-water heater consists of a stand of pipes through which the feed-water passes, secured in the smoke-box in front of the tubes. Agreeable to an appointment with Mr. Lewis, the writer got on at King land to an engine equipped with the feed-water heater, and which was ready to start with a train of 113 empty cars. Water was fed to this engine by a Mack injector. A thermometer was placed outside of the smoke-box, and was connected by a nipple with the heater coil at the point where it entered the boiler. There is no check-valve between the heater and the boiler, so that when water is not being fed the heater has the same temperature as the boiler.

Before the train started the thermometer stood at 35° degrees Fah., the temperature due to the pressure of 140 pounds to the square inch. When the start was made the mercury fluctuated a little, but it did not move much till the injector was started, when it steadily fell until it reached 224 degrees. The engine was working very hard pulling the train into speed. Readings of the thermometer were taken every two minutes during a pull of eight miles to Paterson. The readings were 224, 226, 229, 232, 237, 245, 253, 258, 260, 260, 260, degrees. The engine left the starting point with a green fire, and as it burned brighter the temperature of the smoke-box rose and the heat imparted to the water coils increased to correspond. The injector would deliver the water at a temperature ranging from 140° to 160°, so it would be fair to estimate that the feed water heater raised the temperature of the water 100° Fah. At 140 pounds pressure the total heat raised from the temperature of the feed-water would be about 1,180° Fah. This gives a theoretical heat saving of 8½ per cent.

In the Missouri Pacific engines a pump was used for feeding the water, and an average delivery temperature of 220 degrees was maintained. The increase of temperature in that case would be about 160° Fah., and the theoretical saving of heat would be 18½ per cent.

We have never before believed in feed-water heaters for locomotives, but there is no controverting of these figures. A device that saves over 10 per cent. of the heat necessary to evaporate all the steam used has great money-saving capabilities.

MR. EDITOR:—The above item from the *National Car and Locomotive Builder*, describes a test of a feed-water heater in use on some of the locomotives of the D., L. & W. R. R. for some years. The engine Dover, No. 2, was the first one that had it applied, and on several occasions I had a chance to talk with the inventor, who was anxiously watching the performance of his device. It appeared at first to be a never-ending job to get all the joints of the heater tight, for as it is composed of a number of pipes, crossing and recrossing the smoke-arch, in front of the flues, and joined to each other by bow-shaped connections, it had a number of joints subject to much variation in temperature, and consequent expansion

and contraction. After some time and a good deal of labor had been spent on the first one applied to No. 2, it became steam tight, and the engineer in charge reported a daily saving of nearly two tons of coal, with greater uniformity of steaming, thus nearly confirming the claims of the inventor, that the water was delivered to the boiler at boiling point, by the use of his device. The No. 2 boiler was at that time fed by a pump which forced the water through the heater into the boiler, and from calculations which I made at the time, on the size and length of the heater pipes, and the size and movement of the pump-plunger. I found that the water would be forced through the coil in less than a minute (when running at from twelve to fifteen miles per hour) and I doubted whether this was a sufficient time to raise the water from forty to sixty degrees to the boiling point, and my doubts seem to be confirmed by the tests above made, which seem to demonstrate that the heater added about a hundred degrees only, and that even with the head imparted in the injector, the water was not up to the boiling point with 140 pounds pressure. Nevertheless, these 100 degrees of heat imparted to the water in its passage through the heater, is that much saved, and as the heater is not expensive, and as it involves no additional cost in running, it ought to be generally adopted. Several more of the D., L. & W. R. R. locomotives have since been fitted out with this heater, and I suppose more of them would be in use now, if the heater on No. 2 had not given out, and scalded both the engineer and fireman in charge, and badly frightened Mr. Rushforth, the inventor, who happened to be on the engine at the time. As before mentioned, the heater consists of a series of pipes passing back and forth across the smoke arch, in front of the flues, and some of the pipes come in a direct line in front of some of the flues, so that the sparks drawn through them strike the pipes, and thus gradually wear them through. This is what caused No. 2's heater to give out, and as there is no check at the entrance from the heater, the steam came out at full boiler pressure, directly back into the firebox, blowing all the fire out of the door and fairly lifting the fireman, who was badly scalded over the tank. The engineer was also burned, and jumped off, leaving the engine which had just been cut loose from the train in the yard, moving ahead on a down grade side-track, which, however, opened onto the main track by a spring-split switch. Another engineer seeing the engine moving along at accelerating speed, had presence of mind sufficient to throw a switch and put her off the track at a good place, from where she was brought into the round house as soon as the steam allowed the men to approach her. This was

the only mishap which occurred with any of them, but for some time after this "the boys" all felt shy of them. This feeling is wearing off now and they are not so freely condemned as they were for awhile, but there is still a lingering distrust of them which prevents an acknowledgment of their merits as fuel savers.

What Causes Chimney Draught?

MR. EDITOR.—The above question was asked in a back number of the *Magazine*, but so far is not answered.

If you will permit a verdant fireman from the backwoods of Canada, to appear in the Mechanical Department and make his bow to your vast army of readers, he will give as near as he remembers, the theory of chimney draught.

The draught of a chimney is caused by a difference of pressure at the base of the chimney, acting in an upward direction, due to the difference between the weight of the heated gases in the chimney and a column of external air of equal height and cross section. This difference of pressure may be found by taking a unit of area of cross section—one square foot for example. The weight of the column of external air will be the height of the chimney multiplied by the density of the external air, and the weight of the column of heated gases of equal height will be equal to the height of the chimney multiplied by the density of the heated gases. For instance, if h be the height of the chimney, d the density of the external air, and a the density of the smoke column, the difference of pressure referred to will be expressed thus: $P = hd - ha = h(d - a)$.

This unbalanced pressure acts as a motive force to drive the heated gases through the chimney and out at the top.

What causes the noise commonly called the "exhaust report?"

Is there any difference in the volume of air admitted to the firebox through the front or back damper, the engine running ahead?

V. F.

MR. EDITOR.—I have been very much interested in reading "Side Rod's" answer to "Vulcan" in the December number of the *Magazine*. The explanation given is entirely satisfactory, but the thing that greatly amuses me about the letter of "Side Rod" is the remarkably close way that different authorities have of expressing themselves. If you look on page 53 of Sinclair's "Locomotive Engine Running" you will find the same subject treated word for word as "Side Rod" has explained it. Now it seems to me that Sinclair must have stolen "Side Rod's" thunder, which was a mean thing to do. Actions of that kind ought to be exposed.

Engineer.

MR. EDITOR:—I feel a natural pride in the B. of L. F. and its organ—you know a man can never forget his first love. I look to the locomotive firemen of America for the solution of many of the complex questions that now present themselves to engineers and firemen—not because they are firemen but because they are students and will become engineers. It is certain that it is hard to teach an old dog new tricks, and it is also true that too many of us engineers have set down satisfied with ourselves and the world (mechanically) at promotion.

This must stop, men must strive, study and think if they wish to improve—and firemen are students because they hope for promotion; why do they stop at promotion? Because the firemen are the coming engineers and they should be selected with that end in view instead of being chosen as coal heavers.

There has always been a fight against study by a whole lot of old moss-back engineers, claiming that the way to become engineers to learn from your engineer—and thus inherit all their faults and wrong ideas. Not that you cannot learn from your engineer—you can; but reason out everything he tells you and if he can't tell "the reason why," keep studying the question and asking questions till you prove him right or wrong. Never settle down to believe a thing till you know why it is so and the reason. No locomotive fireman can afford to be without one or two mechanical books and one or two mechanical papers. He cannot afford to stop studying because it is hard work or he is laughed at. The man who studies invariably comes out on top in the end. Men who get into positions they are not capable of filling, get out with a change of management, but the man who is advanced on merit generally hangs on.

Locomotive engineers have been made Master Mechanics in the past in preference to any other men, and they generally made good ones, but of late years there have been more men advanced to this position from the drawing room than from the foot board—because they are, as a rule, students, and study up all the questions they can of the requirements of the motive power service, while the most of the engineers are content with their engines, or do not think it necessary to be posted on other things than the mere getting of their mills over the roads. The Master Mechanics ought to be the best posted men in the service, know how to design or proportion engines for different grades of service, etc., and if the draughtsmen study these things and the engineers do not, whose fault is it when the company takes the man who does know and leaves the ones who do not?

You will not learn to run locomotives from books or papers. Actual experience

is necessary, but don't let an opportunity escape you for self-improvement; don't let your engineer disconnect a disabled engine alone; combine theory and practice, apply every rule to the engine itself. They are the teachers and will repay you in after years for all thought put onto their operation, and will punish in after years all neglect.

But to all firemen I want to say: "Don't get the throttle fever, study your part of the business first, study combustion of fuel, learn to keep your engine reasonably clean with as little labor as possible, be a good fireman, be *conspicuously useful* to your engineer, learn engineers' habits from the left side, learn to watch the track, learn to put in your fires so as to let you see every important signal between fires, don't get the notion into your head that you are not responsible and can take naps down hill; be on your guard, think how you would do if running and never forget that you will be promoted because you are a first-class fireman, not because you are a good engineer.

Mr. Editor, I hope you will not think this a sort of sermon; it certainly is not very mechanical but it is one of the most important things for a fireman to consider. While I was a fireman and an engineer I am free to confess I did not attach the importance to this subject it deserves, but since I came here I have seen the necessity of it. In studying mechanical questions, "be sure you are right, then go ahead," and remember that it is the student who works that "graduates with honor."

John A. Hill,
Editor Locomotive Engineer.

The Westinghouse Air Brake Company recently became the lessee of the patents owned by the American Brake Company, and among these are the patents on the inventions of George H. Poor, of St. Louis, for equalized pressure locomotive brakes, which have proven very strong and valuable, the device having been adopted as standard, and is now generally in use on the railways all over the country. The Eames Vacuum Brake Company is endeavoring to introduce a brake which is claimed to be a direct infringement on the device of the American Brake Company, and therefore the Westinghouse Air Brakes Company, lessee of the latter company's patents, has instituted proceedings in the United States court at Utica, N. Y., to restrain the Eames Company from manufacturing or selling the device.—*Trade and Traffic*.

PACIFIC BEACH, CAL., November 9, 1888.

MR. EDITOR:—I would like to have some one of our members inform me, if possible, what is steam before it reaches the atmosphere. I have heard much controversy on this subject and would like to have it explained.

47.

MR. EDITOR:—Although I did not write a line for the December *Magazine*, I feel proud to have called out ten pages of "roast beef" in reply, and if the writers are content with their efforts I certainly should be.

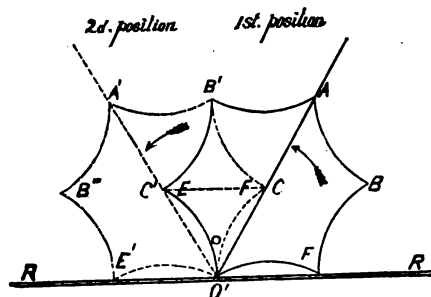
I thank "Vulcan" for showing J. B. Ward that I was correct in my "illustration and explanation as given in September, page 668, fig. 3." One sentence in that explanation reads, "the bottom has not moved at all." I wish Vulcan had been equally candid in answering the questions I asked him. I am obliged to Otto Hallbeck for demolishing the "horse-power rule" which Vulcan seemed to think worth repeating. It is very gratifying to have Mr. Lockwood so cheerfully make confession of his first error, and so heartily agree with me in the "key note to the whole situation." His illustrations of the cycloidal curves are very interesting, but he again switches off to the hammer-blow theory, which, I confess, I am not anxious now to investigate. I will call his attention to the one error in his leverage illustrations, which I have no doubt is at the bottom of all his trouble in the matter. See pages 893 and 894 December, fig. 1 and fig. 2. He says: "Fig. 3 will represent the same lines with the circular lines completing the circle as in Fig. 1, * * * the dotted parallel line corresponding to the rail in fig. 1." By "parallel line" he plainly refers to the dotted horizontal line A A, in fig. 3, a line which passes through the center of his "driver or pulley." How can it correspond with the rail, a diameter corresponding with a tangent? Mr. Lockwood will admit his mistake, I know.

As I wish part of the credit for getting Eccentric Strap readjusted in his old place in the Mechanical Department, I must excuse him for trying the "all this is dead wrong and the veriest folly" argument against me, for a few lines later he squarely says: "The bottom stands still is undoubtedly true of a locomotive driver. He is coming out all right. But he is afraid I have 'no earthly use for crank-pins' when they are down. I have never said so nor hinted it. When a driver moves forward the power must have grip on the lever and hold or bite on the track. When crank-pin is up, power gets its hold on the track through the frame and its leverage at the crank-pin. When the crank-pin is down, power gets its hold on the track through the pin, and exerts its leverage pull through the frame. There is always use for the pin, except on the dead center. Ash Hoe has shown, in his push-car illustration, November, page 821, how any one can prove this for himself.

I am not sure that Eccentric was satisfied with my answer. Will he and the others oblige me by thoroughly testing and experimenting with the following illustration, cutting out these figures to scale, with any

number of contact points they please. Let this (Fig. 1) represent a wheel, rolling on

Fig. 1



the rail R R in the direction indicated by the arrows. Let there be six equi-distant points in the figure which can touch the rail. In the first position, the point O has just touched the rail at O, and the point F is just leaving the rail. One-sixth of a revolution brings us to the second position indicated by the dotted lines, the point E having come to the rail at E. Notice that the distance from C to C is exactly one-sixth of whole revolution; that the distance from A to A is double that from C to C; that O has not left its position at O during this movement, but as a fulcrum it has "rested" on the rail. But you say it is not a wheel. Make it so, give it circumference so nearly true that 1,000 points will be presented for contact in one revolution. Then if the revolution is made in one minute, each point has rested $\frac{1}{1000}$ of a minute, during which brief time the center has moved $\frac{1}{1000}$ of a circumference and the top of the diameter O A has moved $\frac{1}{500}$ of a circumference. Or make it a perfect wheel, with an "inconceivable" number, say n points of contact. While these n points are successively in contact with the rail, the center will move forward one circumference. If this is done in a minute each point has rested one- n th of a minute, during which the center moved one- n th of a circumference, and the top of the diameter O A twice as far as the center. I submit this as helpful to any who will look into it.

Amboy Division.

DENVER, COL., December 3, 1888.

Editor Mechanical Department:

In answer to Bro. Gore's question I will say I worked for the South Coast from 1873 to 1878, and Mr. Stroudly was Superintendent of Motive Power and had been for some time. I would like to hear from Bro. G. again. A letter sent to the D. & R. G. round-house will find me.

R. Hind.

Patents About to Expire.

[Relating to railroads, which become public property during December.]

[Furnished by F. B. Brock, Patent Attorney, Washington, D. C.]

These devices may be appropriated by anyone, and are therefore of interest both to the public and manufacturers, and copies of the patents will be mailed at 15 cents each by Mr. Brock. Repetitious labor may often also be saved inventors by an examination of this record:

Grain car, A. E. Gordon.
Refrigerating car, A. S. Lyman.
Car seat frame, W. S. Auchincloss
Cars for elevated railways, G. Buntin.
Station indicator, J. B. Newbrough.
Car journal lubricator, Warner & Benham.
Car axle lubricator, S. Ustick.
Signal house, T. S. Hall.
Railroad signal, D. L. Schönberg.
Wrecking frog for railways, S. M. Hudson.*
Railroad Switch, E. A. Trapp.
Railroad rail, R. S. Sanborn.
Railway crossing, J. Wood.
Locomotive, Gartner & Diebold.
Car coupling, J. B. Tracy.
Car coupling, A. S. and H. H. Hallett.
Car coupling, G. W. Putnam.
Car coupling, T. B. Tremper.

WE are under obligation to Mr. T. R. Freeman, agent of the National Tube Works Company, for a sectional Mack injector, which enables any one at all familiar with steam engines to observe and appreciate the advantages of Mack's patent injector, designed for locomotive and stationary engines. The simplicity of construction is marvelous, reducing interruptions from any derangement to the minimum, and secures for the injector merited popularity. Many thousands of the Mack injectors are now in use, and, so far as we are advised are giving great satisfaction.

SPEAKING of rest for working men, it is now said that certain tools, like men, grow tired and require rest. This condition of edged tools is vouched for by the *Iron Industry Gazette* and facts are stated supporting the theory. For instance, a chisel lost its edge and temper. All efforts to make it cut were failures. It was known to be a good tool and created discussion in the shop, when a grizzled old veteran remarked: "The tool is all right, only a little tired; lay it away and let it rest." Sure enough, after a rest, its temper was restored, and it could cut again as if possessed of the king of sheol.

THE Mexican National railway is completed.

WOMAN'S DEPARTMENT

EDITED BY IDA A. HARPER.

A PLAIN TALK.

A dispatch from France announces that "Gen. Boulanger is about to be divorced from his wife and that one of the richest widows in France is waiting to marry him as soon as the divorce is obtained." Nothing could more effectually show the difference between the moral status of France and the United States. Gen. Boulanger may be called a leader among the French people, aspiring to the presidency, the dictatorship or whatever title this fickle race may choose to bestow if he should gain the ascendancy. He is cheered vociferously when he appears in public, followed by crowds of people, banqueted, applauded, the idol of the hour, and yet his infidelity to his wife, his intrigues with other women have become so shameless and so notorious that his wife is compelled to ask for a divorce. But he must have money to carry out his political ambition and so we are told that a wealthy widow is only waiting till the courts shall make it legal for her to deliver herself and her money to this unprincipled scheme. The wonder is that such a woman should wait for the formalities of the law.

What a striking contrast between the moral sentiment of that country and this. It is a well known fact, although it has never appeared in print, that a few years ago when one of our distinguished men was spoken of as a possible candidate for the presidency, it was discovered that his wife was about to make application for a divorce on the ground of adultery. Instantly the most prominent men of the party went to her and implored her not to do it, that it would completely ruin his chances and for the sake of her children she should desist. They were successful in their pleadings and her husband did receive the nomination and the election. We are all familiar with the scandalous stories of a similar nature that formed so unpleasant a feature of the campaign four years ago and which were so emphatically condemned by all respectable people. And yet in these cases the offences were committed years and years ago, before the parties involved had attained any prominence or ever expected to fill official positions. It would be utterly useless in this country for any man to aspire to the highest office in the gift of the people who was at the same time carrying on immoral practices in an open and public manner. This flagrant violation of decency belongs exclusively to foreign countries. We see in Eng-

land, France, Germany, Austria and Servia, the men who rank highest in official power offering a wretched and shameful example to the so called common people. Hence we find in all these countries morality at a low ebb, the marriage obligation lightly regarded and religion a matter of mere form. In no country is the moral sentiment so advanced and so powerful as in the United States, but even here it is far from being what it ought to be or what it will be in future years.

There is a class of people who would have us believe the world is growing worse and if we are to judge from the record furnished by the daily papers we will be tempted to believe that this is true, that never before was such an era of crime. But those who have made a study of this great question assure us that when we take into consideration the vast increase in population and the wonderful facilities for discovering and making public the crimes committed, we shall find that men and women are growing better and the world is steadily advancing toward a higher plane. In an address made recently in New York city, Mayor Hewitt said:

"The world has grown better during the last hundred years, much better within my own memory. There is less violation of the moral laws in this city, bad as it is, than there was one hundred years ago. I had occasion to examine the statistics of poverty and crime which have been preserved of a century ago, and you will be glad and doubtless surprised to know that this great city, into which is poured the ignorance, the crime, and the vice of the world, is nevertheless a better city, a more moral place, that there is less crime, less violation of the statute and the moral law to-day than there was a century ago."

What is true of New York is true in a still greater degree of the rest of the country. Reforms must begin at the top and before we can hope for resolute and effective measures to check the great evils of the present day we must have a higher grade of morality among the representatives of the people, those high in official station. While there is still a vast amount of intemperance and licentiousness among our statesmen and law-makers, yet there is an attempt to conceal it, to keep it out of the papers and away from the constituents at home. It is a point gained when public sentiment compels a man to cover up his tracks.

In this cable dispatch concerning General Boulanger there is a text for still another sermon in the brazen announcement that "a wealthy widow is waiting to marry him." There is no particular reason for supposing this to be a falsehood. We have similar instances on this side of the ocean. We do not have to go to France to find women who are willing to put themselves in the balance against wealth or position and call it even. We may find prominent examples in our own country of women who have sold themselves for an exalted station, marrying

men who had no claim to the love or respect of an honorable woman. Every year finds our American girls buying a husband and title. This French widow is no more blameworthy than her western sisters; all such women are objects of contempt. There is no man so wicked or so degraded or so miserable but that he can find a wife. Women hold themselves very cheap. They stop at no obstacles, they count no cost in their mad desire for a husband. "Anybody, Lord, so that it's a husband." In the upper stratum of society they sell out to the highest bidder; in the middle classes, girls getting sixty dollars a month throw up their positions and take a husband earning forty dollars a month; and down in the social depths women marry drunkards, jailbirds, men about to start to the penitentiary, not even taking the pains to inquire how many previous wives the man may have still living and undivorced. To this weakness on the part of women may be attributed in a great degree the wickedness of men. Whether they will acknowledge it or not it is the truth that men do not want to get so low that they will be despised by women. They presume upon the natural softness of woman, her lack of moral courage and her determination to have a husband. They are quite sure that though they may not get exactly the woman they want they are sure of getting one that will suit just about as well. Therefore they dissipate to their heart's content, break every moral law, outrage every principle of honor, and then proceed to take unto themselves a wife and found a family.

Will the time ever come when women realize to its fullest extent the power they possess and have the wisdom and the courage to use it aright? It lies within them to bring about a moral revolution. When they fix a standard of temperance and morality for men and compel them to live up to it or make them feel the weight of their disapproval, we may look for the beginning of a new era. Vice will never entirely disappear until the millennium is ushered in; but it may be made so odious and so disreputable that it will "hide its diminished head" and not sit in high places, flourishing in the tolerance of approval or at least of indifference. Women are slowly struggling into a faint and imperfect consciousness of their duties and powers, but the few who begin to recognize the light and the command are but a handful compared to the great body who have not yet awakened to their responsibilities. The temporal salvation of the world will eventually come through its women but it will not be through those of the present generation; for the mass of the women of to-day not only do not put forth an effort to assist in the improvement of the race but, by unkind criticism and chilling

discouragement, they counteract and retard the work of those devoted few who are sacrificing health and comfort and life itself in the endeavor to make better men and nobler women.

We think that Mrs. Collins in her excellent letter makes one mistake when she says, "I maintain that the education of the moral nature belongs exclusively to the mothers." We do not think it is right to make the mother wholly responsible for the moral training of the children. The obligation should rest equally upon the father of these children. It is just as much his charge as it is the mother's to teach them the cardinal virtues by precept and by example. These are parental duties devolving upon both and cannot be delegated entirely to either. Those are the best and most successful children who are brought up under a home influence that is exerted equally by both father and mother.

If a "Fireman's Sister," of St. Louis will assure us over her own signature that her poem is original we will take pleasure in publishing it.

For Woman's Department.

HEROINES.

How oft, when we read of some heroine brave,
And the wonderful deed she has done,
We lay down the book with a sigh and say,
"How I wish that I could be one."

We long for a chance to perform some act
That will bring to us lasting fame,
And we know that it is not the courage we lack
Thus to paint in gold letters our name.

But our opportunity somehow seems
Most perversely to pass us by,
Though on the ladder of fame, in our dreams,
We are always mounting high.

Dear sisters, a thought has occurred to me
While pondering this vexed question o'er:
May our names not be written in script fair to see
O'er the top of our own home door?

If our duties we do with a cheerful heart,
Nor fret, nor repine at our lot;
If our dear ones we greet with a welcoming smile,
With no plan for their comfort forgot;

If those around us we're ready to help
In whatever way lies in our power,
Will it not be a glory more lasting for us
Than the fame and praise of the hour?

The glory and praise of the world are dear,
But to us of far more value still
Are the praise and affection of those to us near,
And whose hearts we more surely fill.

Then let us each do what is given to us,
With bright faces respond to each call
For sympathy, aid and affection, and thus
We may become heroines, all.

Ella H. Cunningham.

*For Woman's Department:***THERE IS A LIGHT IN THE WINDOW.**

There's a light in the window, my darling,
 There's a light in the window for thee;
 While with joy I await thy home-coming—
 Thy coming, my loved one to me;
 I'll greet thee with loving caresses,
 I'll meet thee with heart fond and true,
 Yet the time seems so long while I'm waiting—
 Waiting, my darling for you.

There's a light in the window, my darling,
 Placed there by the one you love best;
 'Tis a beacon of hope in the distance,
 When nightly you seek home and rest;
 When the day's work is over, my darling,
 And the bright stars peep out one by one,
 The light in the window will guide thee—
 Will silently beckon thee on.

There's a light in the window, my darling,
 Delay not thy coming, I pray,
 For I've been anxiously waiting and watching
 Since the eve marked the close of the day;
 Then, haste thee for the night-shadows deepen
 O'er hill top, o'er valley and lea—
 But, harken! on the stair sounds a footstep,
 And I know thou art coming to me.

Mrs. Nettie Bloom.

WEST OAKLAND, CAL.

To the Editor of the Woman's Department:

I am a lover of the *Firemen's Magazine* and it is a welcome visitor at my little sod house in the southwestern Kansas prairie. I am holding down a claim—taking advantage of the right that Uncle Sam gives us. It takes courage and bravery to do it.

I have been looking over and reading in the *Magazine* all evening to see if I could find some word from Blue Valley, 312. I fail to find any. I don't see why the boys don't write and let you know how they are prospering. When I was there they were doing nicely, and a brave set of boys they are too. I felt so sorry for the boys when that horrible strike took place on the "Q.," for quite a number of them had been promoted to the right-hand side and doing well. They were all willing to leave their engines and stand up for the right. I am interested in the boys in the strike, and I ought to be. I have two dear brothers and a brother-in-law in the strike and lots of good friends, and not only for the relationship but for the good it is for our fellow countrymen. God grant ere long the battle will be over and the victory won, and I for one will rally for the noble boys in the strike on the "Q."

My brother was a Delegate to the Convention two years ago at Minneapolis, Minn., and attended the Convention this year at Atlanta, Ga. He wrote me he had a good time, meeting old acquaintances and making new ones, and reports a good time at the Convention. Since the Convention he has gone back east to our old native State, Pennsylvania, and is having a pleasant visit.

"Irene" says, in the October number, "Never before have I lived where there were no wild bird singers." We have no wild birds here. Never before have I lived where there wasn't a tree or even a sprig for them to chirp or shelter on. I sometimes wonder if God intended for it to be so. Or was it through our all-wise Providence

that our Government was so intended for Uncle Sam to give land to settlers to make homes, cultivate, improve and raise trees for the poor birds to have a home and shelter in the western prairie.

As this is my first attempt I fear it will occupy too much space in your valuable columns. If not you may hear from me again in some of my lonely hours. I conclude, wishing the brave, noble Brotherhood every success.

An Engineer and Fireman's Sister.

[This is a very nice letter but would have been much more so if our correspondent had left Blue Valley, 312, to speak for itself and the strike and she had told us more about that sod house and her experience in "holding down" her claim. This would be very interesting and much fresher and more readable than empty compliments to the noble Brotherhood. Try again, sister.—Ed.]

QUINCY, ILL., October 26, 1888.

For Woman's Department:

I have just finished reading the October number of the *Magazine*, and I see nothing about Galesburg. I believe you boys are afraid to write, as brave as you heroes have been through your trials and tribulations. The grand ball for the benefit of the striking firemen took place last evening and it was a success. Bro. Chester Marvin was married on the 24th to Miss Leah Martin, of our city. Mrs. John McDivett is confined to her home by sickness. Bro. Jas. Woods is in St. Louis visiting. Bro. Will McClain attended the engineer's convention. Charlie Jackson, of Mulvane, Kansas, is here visiting his brother, G. K. Jackson, of the B. of L. F. Bro. Theo. Iler has a little girl at his home. Bro. George I. Alexander spent last Thursday evening in Camp Point. Bro. George, doesn't your best girl live there? The Brotherhood men have a club of their own. It is called the Independent Railroad Political Club. Bro. Ben Higgins is President, C. C. Felton, Vice-President, and Geo. I. Alexander, Secretary and Treasurer. Bro. John McDivett spent a day with Galesburg boys last week. Bro. John Schell's mother has been very sick with the typhoid fever. Bro. Jack Lewis' wife is also sick. Good night.

An Engineer and Fireman's Sister.

FORT WILLIAM WEST, ONT., November 5, 1888.

For Woman's Department:

I have for some time past been a constant reader of your *Magazine*. I have always found useful reading in it and I appreciate it very much. I have taken this opportunity to say a few words concerning Lodge No. 225. The boys belonging to it are keeping it in a very flourishing state. There are only ten members in the Lodge, but they are all honest and industrious. Several members have been promoted since last spring and there is a prospect of some more being promoted in a short time. They deserve promotion for there is not any other Lodge whose members are so deserving of it. May they remain so deserving of praise is the best wish of one who will always speak in their behalf. I remain,

One Who Loves Firemen.

*For Woman's Department:***TWO HEARTS BEAT FOR ONE.**

Tell me, love, you've once forgotten,
Will you not forget again?
As time hurls us swiftly onward
O'er life's great and mystic plane.
Once you loved her just as dearly
As you say you love me now,
Yet your heart is quite emotionless,
As you look upon her brow.

Once, the words that gives me comfort
Were whispered softly in her ear,
Thrilling her heart with sweetest pleasure,
Casting out all doubt or fear.
Teaching her to love you fondly,
Telling her she must be true,
That the pleasures for you without her
In life, numbered very few.

Telling her your love grew stronger,
As the days were passing by,
And to gain for her the least pleasure,
You would, oh! so willingly die.
Picturing off for her the future,
In the most enchanting way,
That nothing but death, could take you from her,
You'd prove loyal to the last day.

But just as her love grew perfect,
And you became her light and joy,
As each heart-throb kindly awakened,
Some love dream without alloy;
There came a shadow o'er her future
That had been shining above,
All her light was turned to darkness,
And it was this, "You had ceased to love."

Slowly, but surely you drifted from her,
Widening each day the gulf between,
Seemingly changed from a life of pleasure
To one melancholy and serene.
Leaving her in a life of misery
To dream and ponder o'er the past,
As she sits, forever reaping
Over the joys too bright to last.

Now you come to me with your story
You have told it o'er and o'er,
You do not deny having falsely proven,
Or having loved once before.
Yet you say you have grown firmer,
And of life take a different view,
That time has surely changed you,
And made you wholly anew.

Without an effort I have believed you,
Plunged deeper in love without a strife,
Until, at last, it has bound me,
With ties that are stronger than life.
With my heart I truly love you,
I can not be cold and stern,
For my life I can not reject you,
And from you I can never turn.

Yes, I will take this risk of happiness,
And believe that you are true,
For your love can make me happier,
Than anything else can do.
So the future will be held from me,
For I know not the key to fortune's gate,
Now I will rest happy and contented,
And leave all to the mercy of Fate.

Oliver.

[You probably will be and certainly deserve to be as badly "left" as sweetheart No. 1.--Ed.]

GRAND RAPIDS, December 1st, 1888.

For Woman's Department:

Ralph Waldo Emerson asks, "What is civilization?" and answers, "The power of good women." What a suggestive thought. Bonaparte once asked Madame De Staël in what manner he could most promote the happiness of France. Her reply is full of political wisdom, "Instruct the mothers of the French people."

In these days of advanced thought, we hear a great deal of discussion in regard to woman's place. Just as if a *woman's place* was not any where where there was work for her heart, head, or hands. But admitting that some of the writers and thinkers on this subject are correct in their views, and that only when women are keepers at home do they perform their sacred duty or fulfill their destiny, that this, and this only is woman's true sphere, let us consider how we may make the most of it.

Mothers are the teachers of the human race. The intelligence and virtue of a community depend on the promulgation of sound morals in the families which constitute that community. In the homes of our nation lies the nation's strength. Our security for the duration of our free institutions, depends upon the prevalence of knowledge and education. This is easily obtained you say. Have we not the finest system of free schools in the world? Is not our country supplied with seminaries and colleges where both sexes have equal privileges? Yes; but still I maintain that the education of the moral nature belongs exclusively to the mother.

Now one word in regard to the training of boys. Mothers rarely fail to train their daughters to fulfill their probable destiny as wives and mothers, but why is it that the sons are not taught their duty of probable husbands and fathers?

Women must adorn and make happy the home, and it is hardly possible to read any book or article on the subject of education without finding it full of the necessity of training girls in the philosophy of making home happy; but not a word to young men in regard to their duties in domestic life. Is it that no such duty rests on the "lords of creation?" or does it come of intuition? Women can mold the lawgivers if they cannot help make the laws; and if the mothers of this generation want their daughters to enjoy privileges which they cannot, let them educate their boys to have broader views, less prejudice, and a better sense of justice; teach them from their childhood that their sisters are their equals, endowed by a Divine Creator with the same rights that they have. And who knows but that the girls of to-day may live to see that "good time" which is surely coming.

Mrs. A. E. Collins.

[Let us hear from you again.—Ed.]

BLOOMINGTON, ILL., December 5, 1888.

For Woman's Department:

I have been a constant reader of the *Fireman's Magazine* for the last two years and have never seen an item from Blooming Lodge, No. 40, yet. Whether the boys are backward or a little shy I can't say, but this I will say, they need not be ashamed of their Lodge, for a finer set of men never lived. Of course my husband belongs, that is the reason I speak so freely about them. Now boys, brace up, and let us hear from a few every month. If this don't land in the waste basket I will try and do better next time.

A Fireman's Wife.

With All Her Faults I Love Her Still.

It's true she writes a scrawly hand,
Puts in two "ts" where one would do,
And spells "dog" with an extra "g;"
But not a girl in this wide land
Is half so dear, and very few
One-tenth as sweet as she to me.

Dear thing! she sometimes says "I seen;"
"They was," "I's not," or "So be you;"
"Them's yours." "They's good—harsh to my ears;
But she is still my lovely queen,
Whose heart beats are to mine most true,
And will be yet for many years.

Some say that love is blind, and I
Would add that love is deep also.
Though grammarless and spelling bad.
My love is handsome, sweet and shy.
The secret of her love you'd know?
She's only five and I'm her dad.

—[Judge.

Home-Made Games.

Bean-bag is a noisy game, but has many redeeming qualities. It can be made with very little expense, and by any one who can handle a saw and hammer; it is a healthful, invigorating game for both boys and girls; and it contains a great deal of wholesome fun.

The front of the board is thirty-six inches long by twenty-two wide, and can be made of any kind of boards that are nicely planed. Nail narrow strips across the back at top and bottom. These strips should be two inches wide and be placed one inch from each end. Make a square hole in the board; let the top of the hole be nine inches from the top of the board and six inches square.

Another board twenty-two inches wide and nine inches high, serves as an upright to the front, and is nailed to the front so that the top, where the square hole is, will be nine inches from the floor, while the other end rests upon it.

This ends the boys' part of the work. Let the girls make five bags, six inches square of heavy cotton fannel, or some very heavy material; and one, nine by six inches, which should be of a different color from the five smaller bags. Fill these half full of beans, or, in absence of beans, corn will answer; saw them very firm.

Now that they have done their work (and I hope that the boys and girls have done this work themselves, and that the board and bags are both square and strong), the young folks may have a jolly game of bean-bag.

Place the board at least one foot from the wall; stand off fifteen feet and throw the small bags first, and then the large one, which we will call "Jumbo." If they go in the hole, the small ones count ten, and the large one twenty; if on the board but not in the hole, one half, which is five and ten. Thus you see that seventy is the highest that can be scored by one turn or throwing of the bags.

After all have taken a turn, the one scoring highest goes first on the new round, and the one gaining the most in ten, or in any number of throws agreed upon at the commencement of the game, wins.

No doubt that many of the boys who see this will think it a very easy thing to throw six small bags in a hole, but just let them try it. It is often the girls who excel in the game.

"WHAT a mobile countenance Miss L. has," said a gentleman to a young lady at a social gathering the other evening. "Yes," replied the young woman, with an effort to smile, for Miss L. was her hated rival. "She has a very Mobile countenance and New-Orleans molasses-colored hair." And she elevated her little pug nose as high as she could and found an attraction at the other side of the room.—*Elmira Gazette.*

How a Man Goes to Bed.

Eastern Argus.

Speaking of how a man goes to bed, an exchange says: "There's where a man has the advantage. He can undress in a cool room and have his bed warm before a woman has her hairpins out and her shoes untied." That is how it looks in print, and this is how it looks in reality: "I am going to bed, my dear, it is 10:30." No reply. "Now John, you are always late in morning. Do go to bed." "Yes, in a minute," he replies, as he turns the paper wrong side out and begins a lengthy article headed "The Louisiana Muddle." Fifteen minutes later she calls from the bed room: "John, come to bed and don't keep the gas burning here all night," and murmuring something about "the bill being big enough now," she creeps between the cold sheets, while John sits placidly on, his feet across the piano stool and a cigar in his mouth. By and by he rises, yawns, stretches himself, throws the paper on the floor and proceeds to that vigorous exercise, shaking the coal stove. Just at this stage a not altogether pleasant voice inquires: "For pity's sake, ain't you ready for bed yet?" "Yes, yes, I'm coming; why don't you go to sleep and let a fellow alone?" Then he discovers that there is coal needed. When that is supplied and rattled into the stove he sits down to warm his feet. Next he slowly begins to undress, and as he stands scratching himself, and absently gazing on the last garment dangling over the back of the chair, he remembers that the clock is not wound yet. When this is attended to he wants a drink of water, and away he promenades to the kitchen. Of course, when he returns his skin remembers that of a picked chicken, and once more he seats himself before the fire for the last warm up. As the clock strikes 12 he turns out the gas and with a flop of the bed clothes and a few spasmodic shivers he subsides—no, not yet; he forgot to see if the front door was locked, and another flop from the bed-clothes brings forth the remark: "Good gracious, if that man ain't enough to try the patience of Job!" Settling her teeth hard, she waits the final flop, with the accompanying blast of cold air, and then quietly inquires if he is settled for the night, to which he replies by muttering: "If you ain't the provokingest woman."

Why She Did It.

Washington Critic.

"My dear," said a Congressman to his daughter at breakfast, "wasn't young Brown here last night until 12 o'clock?"

"Yes, papa," she replied with a pretty little blush.

"Well, my dear, you should not permit it. It has been that way for several nights, hasn't it?"

"Yes, papa."

"Don't you know that is hardly the proper thing to do?"

"Yes, papa."

"Then, why did you do it?" he asked impatiently.

"Because, papa, I expect to go away next week, and I am rushing the business so that there will not have to be an extra session."

The father's voice was silled and the breakfast was finished in silence.

Not Delicate.

Washington Critic.

Mrs. Wrongwerd's daughter is a strong, healthy girl, but withal quite pale. A lady, in speaking to her mother about her the other day, remarked: "I saw your daughter the other evening, and she was looking quite pale. Isn't she very delicate?"

"Delicate?" replied Mrs. R., with a sniff of scorn. "No, indeed. I'll venture there ain't a girl in Washington society as indelicate as my daughter is."

A Good Mother-in-Law.

The *Christian Register* says: "So many foolish and flimsy jokes are published about the mother-in-law that it is a good tonic to read such refreshing and appreciative testimony as that which John Adams offered to the memory of his mother-in-law. This letter, written more than a hundred years ago, also indicates the broad, progressive views which Mr. Adams took in relation to the sphere of woman."

The letter was written by President John Adams, to his wife, Abigail Adams, on the death of her mother, in 1785:

"Your mother had a clear and penetrating understanding and a profound judgment, as well as an honest, a friendly, and a charitable heart. There is one thing, however, which you will forgive me if I hint to you. Let me ask, rather, if you are not of my opinion? Were not her talents and virtues too much confined to private, social, and domestic life? My opinion of the duties of religion and morality comprehends a very extensive connection with society at large, and the great interests of the public."

"The benevolence, charity, capacity, and industry which, exerted in private life, would make a family, a parish, or a town happy, employed on a larger scale in support of the great principles of virtue and freedom of political regulations, might save nations and generations from want, misery, and contempt."

Her "Sphere" and His "Sphere."

The *Vineyard Gazette* has a good word to say in favor of "helping the women folks:—"

"Young man, or old one either, rest assured that it is a good deal more 'manly' for you to perform such household duties as you have the opportunity for, than to burrow luxuriously in bed, while your wife, or mother, or sister gets up in the cold and makes the fires; and spend the balance of the day in loafing about town, while she cooks, and sweeps, and washes, and scrubs, and looks after the children, and beats mats, and lugs water, and perhaps brings in wood, and forty other things, some of which you could relieve her of without personal inconvenience, and for none of which have you spunk enough to furnish her with a dollar-a-week assistant. The 'manliness' which will permit a woman to work her life out because the males of her family must limit themselves to typically masculine pursuits, ought not to enter into any system of philosophy governing the conduct of men."

Lapland Babies at Church.

Wide Awake.

The Lapps are a very religious people. They go immense distances to hear their pastors. Every missionary is sure of a large audience and an attentive one. As soon as the family arrives at the little wooden church, and the reindeer is secured, the papa Lapp shovels a snug little bed in the snow, and mamma Lapp wraps baby snugly in skins and deposits it therein. Then papa piles the snow around it, while the parents go decorously into church. Over twenty or thirty babies lie out there in the snow around the church, and I never heard of one that suffocated or froze. Smoke dried little creatures, I suppose they are tough! But how would our soft, tender, pretty, pink and white babies like it.

She Meant Snow.

A little South Boston girl of less than five years was very anxious to use her sled, so Monday when she said her evening prayer she finished with, "Please God, send some snow, so that I can take out my sled." During the night it snowed enough to cover the ground, and when she awoke she saw it fast disappearing. As soon as she was up she went to the widow and looked out silently for a few minutes, when she broke out: "Our Father, I meant snow; I didn't mean this horrid slush!"

Who Made the Racket?

"What was the great racket I heard in your woodshed after you got home from skating last night?" asked one small boy of another.

"It was me swingin' the buggy whip for fun," the other replied.

"But I heard somebody jumpin' around, too."

"Oh, that was pa, seeing if he could jump over the wash-boller and two tubs."

"But who was it yelled so like thunder?"

"Why, every time he made an extra high jump he would holler kinder in fun, you know."

Nothing Unusual.

Tid-Bits.

Mrs. Patrician (to new girl)—I suppose, Bridget, you overheard my husband and I conversing rather earnestly this morning?

Bridget—Iudade I did that, mum.

Mrs. P.—I hope you do not consider that anything unusual was going on?

Bridget—Niver a bit, mum. I wanst had a husband meself, mum, an' niver a day passed that the neighbors didn't belave one or the other uv us would be kilt entirely.

Had Him on the Hip.

Omaha World.

Omaha Husband—Now I think this is going too far. You promised me that you would countermand your order for that dress.

Omaha Wife—I wrote to the firm that very day.

"But here is the dress and the bill for it—enough to bankrupt me almost. How do you explain that?"

"I gave you the letter to mail, and I suppose you forgot it as usual."

Easily Explained.

Texas Siftings.

Customer—"I must say I don't like this milk."

Milkman—"Why, what's the matter with it?"

"Just look at it. Don't you see that it is blue?"

"Well, yes; it is a little darker than usual."

"What is the cause of it?"

"I think I can explain it."

"I'd be glad to hear it."

"You see, we weaned the calf a few days ago, and probably the old cow feels a little blue about it. That's the only way I can account for it."

Not Covered by a Patent.

St. Paul Herald.

An osculatory expert says the reason kissing is so pleasant is because the teeth, jaw bones and lips are full of nerves, and when the lips of two persons meet an electric current is generated. Yes, and a person doesn't have to be bothered with a battery or dynamo, or anything of the kind. There's no central office to be rung up when he wants an electric interview with his best girl. There's no patent on the business, and no blasted corporation to charge him \$5 a month for his kissaphone. Yes, this kissing business is a great thing, even if it is a cheat-nut.

He Fell in with Her Supposed Humor.

Pittsburg Dispatch.

Mrs. B. was a nice, fussy little lady, who took great delight in disparaging the excellent dishes she set before them.

"I'm dreadfully sorry," she exclaimed, "that the pudding didn't turn out well, Mr. Jigson. Do have some more of it, though I'm really almost ashamed to ask you to."

"Don't worry, ma'am," responded Mr. Jigson, "I've had lots of worse pudding than this in my time."

And yet the hostess did not seem to be made thoroughly and completely happy by the reply."

Mother and Child.

The Question.

A gentle, timid woman, a native of Pennsylvania, and only daughter of a most tender widowed father, married a man who had wooed her with seemingly ardent devotion. Their wedded life was scarcely a year old before he began to treat her with cruel neglect. Two children, a boy and girl, were born in close succession. The husband grew more neglectful and unkind, and finally flaunted in the very face of his wife and the world, his contempt for all moral, as well as legal restriction, by publicly walking, driving and otherwise associating with the most infamous women of his native town. At this juncture the wife's father took her and the children to his own home. The poor young mother, blinded by the narrow doctrines of a sect to which her own and her husband's people belonged, could find no Scriptural ground for divorce. The father, in vindictiveness of spirit, claimed the children. The law, in *merry* (what a travesty?) allowed the father to keep them until they were seven years of age. Could any slow torture of the inquisition equal the agony of that creeping doom to this mother's heart? The strain was too much for her; she died within a year. There are mothers who cannot die, who must live to see a tender little girl given up for life to the care of such a father. And yet there are women who do not want to help to make the laws by which they are governed.

Left Out.

Detroit Free Press.

"Say! Mrs. Murphy!" she called, coming up from the market, "but I saw your husband in the patrol-wagon this morning."

"You did?"

"Yes, and he was riding along as grand as you please, having a whole seat to himself."

"That's like Patrick, Mrs. O'Reagan. He's the most selfish man you ever saw. This is the third carriage-ride the police have given him in month and I haven't had one—not a single one!"

Reports say that in one year in New York, 176 fathers abandoned their infant children; while the law of that State gives to the father dying, the right to dispose of the children by will; or, living, to bind them over as he pleases without consent of the mother. He has the right to take the child from its mother as soon as it is born; while the mother legally owns her own baby about as much as a cow owns her calf.

Change in the Buttons.

Louisville Post

"How styles have changed since I was a girl," said an old lady. "When I was young we used to wear our dresses up to the neck, and gloves with only one button. Now they wear the glove up to the neck, and only have one button on the dress."

A Striking Difference.

Harvard Lampoon.

Mrs. Jollyboy—Where on earth have you been?
Mr. J.—I cannot tell a lie, I've been at m'olish.
Mrs. J.—That's where we differ. I can tell a lie—when I hear one. Cruel silence, during which something is heard to drop.

A little chap, told by his mother to say his prayers and to ask for what he wanted, prayed "for one hundred brothers and fifty sisters." The mother hurried the little sinner off to bed before he could say Amen.

Wee Fanny bit her tongue one day and came in crying bitterly. "What is it?" asked her mother. "Oh, mamma!" she said, "my teeth stepped on my tongue."

I'M HURRIED, CHILD.

"Oh, mother, look! I've found a butterfly hanging upon a leaf. Do tell me why there was no butter. Oh, do see its wings! I never, never, saw such pretty things—All streaked and striped with blue and brown and gold,
Where is its house when all the days are cold?"
"Yes, yes," she said, in accents mild,
"I'm hurried, child."

"Last night my dolly quite forgot her prayers, An' when she thought you had gone down stairs, Then dolly was afraid, an' so I said:
'Just don't you mind, but say 'em in the bed, Because I think that God is just as near.'
When dolls are 'fraid, do you s'p'ose He can hear?"

The mother spoke from out the ruffles piled,
"I'm hurried, child!"

"Oh, come and see the flowers in the sky—The sun has left; and won't you, by-and-by, Dear mother, take me in your arms and tell Me all about the pussy in the well?
Then tell me of the babies in the wood! And then, perhaps about Red Riding Hood?"
"Too much to do. Hush, hush, you drive me wild,

I'm hurried, child!"

The little one grew very quiet now, And grieved and puzzled was the childish brow; And then it queried: "Mother, do you know The reason 'cause you must be hurried so? I guess the hours are little-er than I
So I will take my penneles and will buy A big clock! Oh, big as it can be.
For you and me?"

The mother now has leisure infinite; She sits with folded hands and face as white As winter. In her heart is winter's chill. She sits at leisure questioning God's will.
"My child has ceased to breathe, and all is night! Is heaven so dark that Thou dost grudge me light?"

O life! O God! I must discover why
The time drags by."

O mothers sweet, if cares must ever fall, Pray do not make them stones to build a wall Between thee and thine own, and miss thy right To blessedness, so swift to take its flight! While answering baby questionings you are But entertaining angels unaware;
The richest gifts are gathered by the way
For darkest day.

Emma Burt.

We want the ballot because the liquor traffic is entrenched in law, and law grows out of the will of majorities, and majorities of women are against the liquor traffic. But as steam can be applied to locomotion only through an engine, and as electricity can be utilized only through a battery, so, in a republic, we can condense the opinion of this majority of women into law only through the magical little paper which comes down as still

"As snowflakes fall upon the sod
But executes a freeman's will,
As lightnings do the will of God."
Frances E. Willard.

A LADY told this story the other day in *Forbes*, the incident having occurred in her own family: A small boy was requested to look up the word anonymous and use it in a sentence. He found the meaning to be "without a name," and thereupon handed the following to his happy parent: "Mamma has given us a new baby; it is anonymous."

It was a little girl's exclamation when she saw the leader of a band gesticulating from his pedestal to the performers: "Oh, see the man stirring up the music with a stick!"—*Evening Record.*

THE BROTHERHOOD.

JANUARY, 1889.

Strict Neutrality.

MR. EDITOR:—As a Locomotive Fireman, a member of the Brotherhood, I have taken a lively interest in the strike on the C., B. & Q., from the first. I have studied the situation. I have eagerly devoured all the information attainable from private and public sources. I have sought to make myself familiar with the inception facts bearing upon the strike, and I find that it had its origin in injustice to locomotive engineers. Firemen were not directly involved. Remotely their interest were included, but as wage-workers desiring that justice should be done to all men who toil for a living, firemen were profoundly solicitous that the engineers should be treated fairly. Firemen were not *neutral*, they did not propose to observe a "strict neutrality" in the fight between the C., B. & Q. and the engineers. What is neutrality? Webster says it is "state of taking no part on either side; indifference." To be strictly neutral is to be severely, uncompromisingly indifferent to results. It does not matter to a "strictly neutral" person what vital questions are involved in a contest between a workingman and a corporation. To be neutral is bad enough in such a case, but to be "strictly neutral" is to emphasize indifference, magnify it, treat the question at issue as supremely insignificant, unworthy of consideration. Why? Is it because the bread and butter of the strictly neutral party is not placed in jeopardy? Is it because one Brotherhood of railroad employes don't care a fig what becomes of another Brotherhood of railroad employes? If the Brotherhood of Firemen had been "strictly neutral," and had permitted the Brotherhood of Locomotive Engineers to go it alone on the C., B. & Q., many thousands of dollars would have been saved, and the Brotherhood of Locomotive Engineers would have had a lesson on "strict neutrality" it would remember for many years. But the Brotherhood firemen on the C., B. & Q., were neither neutral nor "strictly neutral." They were not "indifferent." They didn't stand aloof. They were not like the old woman, when her husband was fighting the bear, indifferent as to which of the contestants won the victory. No, the firemen took up the fight with the engineers, and their courage and devotion has cost them suffering and sacrifices, about which they care nothing provided the severe experience of the struggle leads the Brotherhood to comprehend the fact that their only security is in federation. If, however, after fighting nearly a year, the future is to be distinguished by strict "neutrality" of one Brotherhood towards another, the penalty

will be defeat, and cherished hopes will be blasted. In the matter of a just grievance neutrality cannot exist, there can be no indifference when it is shown that a wrong exists unless it can be shown that truth and justice and right are dead.

Fraternally,

Fireman.

PACIFIC BEACH, CAL., November 25, 1888.

Editor Firemen's Magazine:

I take pleasure in announcing the marriage of Bro. Edward C. Doyle, of San Diego Lodge, No. 90, to Miss Ada M. Pocock, a native of California. The wedding took place on the 5th inst., at the Episcopal church in this city, and they have the wish of a host of friends, that their journey through life may be illuminated with the sunshine of happiness and prosperity.

We had the pleasure of a short visit lately from Bros. Dunn and Milton of San Diego Lodge, No. 90., who were pleased to see the brothers on the Pacific Beach R. R. contented and happy. We have nothing to complain of, as the President, Mr. A. G. Gassen, does everything in his power to make things pleasant for the boys. A good word must also be said in praise of our M. M., Mr. O. M. Wilson. He is a first-class mechanic and a perfect gentleman in every respect.

Fraternally yours,

47.

CHICAGO, ILL., December 15, 1888.

Editor Firemen's Magazine:

I don't make any pretensions as a scribbler for the public eye. I ain't a "literary fellow," I am only a fireman on a "pony." My father was for a long time a brakeman, got poor pay, and having a large family to support, I had to get out and hustle before there was any beard on my lip or chin—and I don't have much use for a razor now. You will catch on, as you read this "maiden effort," that my education is mighty small, but I read a good many books and am a night school scholar. For three or four months past, I have been wrestling with grammar. I can't say that I like it. But my teacher says I will "get there if stick to it," and I am going to stick.

I said I read a good many books, that's a fact, I read the *Firemen's Magazine*, every one. I have noticed that you have had something to say about the conductors. My father is now a conductor and a member of the B. of R. B. I ain't a member of the B. of L. F. yet, but will be after a while. I got my father to read what you said about the conductors. He said I must get one of the conductor's books and see how it talked back at you. I did that the other day. I hunted around and at last scared up the *Railway Conductor's Journal* for the month of December, 1888. When my "pony" would be standing on the track, not requiring my attention, I would glance at the pages of the book. I couldn't do much in the way of reading, so I concluded to wait till my "pony" was in the stable and then I would read the book carefully. I have performed the job and have had a car load of fun.

I see some of the book's correspondents sign themselves, "Yours truly in P. F." I tried to guess what the letters meant. I asked my school teacher and my father. My teacher, who is a man of learning, said the letters were "cabalistic," but my engineer said he had never heard them in the cab, but that they might be scholastic. My father said they meant "Punch Freely" or "Punch Fast" or "Punch Furiously" or "Punch Forever," but we had to give it up. I struck a poetical contributor, who says, "there is no ground so pure that will not produce a thorn beside the fairest rose." I asked my teacher, who writes poetry for an agricultural paper, called the *Golden Sheaf*, what he thought of it. He said the writer was a born poet, but remarked that "the simile was imperfect, because pure ground that produces the 'fairest rose' must necessarily produce thorns, since the rose tree or the rose bush, is thorny." I noticed a correspondent who wants conductors to have souls "unutterably full" of love—a love that "wells up in his heart," a sort of arlesian well—and to make the expression clear, the writer says "we want to enlarge our store house of charity and fill it to the brim." My teacher says that means "chock full," but said he had never heard of a house "being brim full."

But as I went on through the book I struck page 636—"Editorial." Then I learned that C. S. Wheaton, Grand Chief Conductor, is also editor. Being a grammar student, I expected to find the English language done up in the best style. I read the first article. I thought it a *fin dandy*. I laughed. I asked my teacher to read it and he went into conniption fits, and exclaimed: "May I be forever grammatically, emphatically and dogmatically smashed if ever I saw grammar so banged, bruised, wounded, tortured, murdered in all my born days." I asked my father to read the editorials, which he did. When I asked him what he thought of it, he remarked that "Wheaton had better abandon the pen and resume the punch." He said, "If orders were to come to him cooked in that style, he would never know when to stop or go ahead." He thought Wheaton's "We," "I," "Us," "Our," had got tangled up to an extent, that the whys and wherefores of a railroad wreck, in comparison were easily understood." I noticed that Editor Wheaton talks about educating people, particularly conductors. Now, I want firemen to get hold of the December Conductor's Journal, and read the great article on page 636, by Mr. C. S. Wheaton, editor, with four assistant editors, and when they get through to ask themselves. How is that for high? How is that for grammar, for style, for diction? And if they do not exclaim, "saw my leg off," I will pay the editor's tuition to a night school for six months. Mr. Wheaton says, "The step from a train to the editorial chair of a periodical, is much greater than but a few can appreciate." For Mr. Wheaton, it was not a step. My teacher says it was a leap, a bound equal to anything recorded of the chammois." When Wheaton leaped from the train to the editorial chair, my father says

he cleared at a bound the gulf between punch and "periodical." And that if he is happy in his editorial chair, it is proof positive, that there is bliss in ignorance.

This being my first trial to write for a "periodical," I showed it to my teacher. He said "it would do for a starter," but that I was "too prolix." I just remarked, "I had put in my best licks" and that "I would bet my 'pony' there was more grammar in it than could be found in Wheaton's editorial on page 636 of the Conductor's periodical."

My teacher, being a poet, who writes for the *Golden Sheaf*, said, "If I was willing, he would like to fix up the tail end of my communication with a few rhymes." I told him to sail in. He has handed me the following:

Come brothers of throttle and scoop,
Of switch and brake, come with a whoop,
Come singly, in squads, or all in a bunch,
And let us do honor to Editor Punch.

Editor Punch with a leap in the air,
Sprang from a train to an editor's chair,
He was the G. C. C. of the O. R. C.
And thought he could write like an L. L. D.

Editor Punch in a haughty manner
Said he didn't care a punch for grammar,
And that "little difference could be seen,
'Twixt a preposition and the verb to be."

Editor Punch said "what he writ,
He'd punctuate as he seen fit."
And that "them what sneered at what he said,
P. D. Q. he'd punch their head."

Editor Punch said 'twas "mighty true"
That the "O. R. C. on the C. B. & Q.,
Had scabbed and blabbed for old man Stone,"
And that the O. R. C. "could go it alone."

Editor Punch is no tarnal fool,
But Editor Punch should go to school.
Then his writings might do to munch,
By men who are not "Knights of the Punch."

Yours in "P. F." which means "Perfect felicity,"

Pony F.

URBANA, ILL., November 28, 1888.

Editor Firemen's Magazine:

I have just returned home from an extended trip through the South. For many years I have been desirous of seeing that portion of our country, and at last my curiosity has been gratified and satisfied. There is a large surplus of men at Birmingham, Ala., Memphis, Tenn., and Kansas City, Mo., also at intermediate points. I would therefore advise those of our brothers who have been thinking of taking a Southern trip for the purpose of bettering their condition, to stay where they are. I am not settled yet, but in all probability will go into business for myself near here. I long to be independent of the road, and away from the dangers connected with it. I wish to thank the boys who favored me in my travels, firemen, engineers and conductors were all real brothers to me and I wish to show my gratitude and kind remembrance of their favors, and hope if any of them travel this way they will call on me.

Fraternally,
A Brother Fireman.

LIVINGSTON, MONT., December 2, 1888.

Editor Firemen's Magazine:

Old Father Time has almost made his terminal trip on engine No. 1888, and soon the call-boy will be knocking at his door calling him for his first trip on engine No. 1889; and we, the brothers of this grand and noble Brotherhood of Locomotive Firemen with him and all his passengers a prosperous and "Happy New Year."

Grand Officers and Brothers, go back with me to the first of this year; and look around your own locality and neighborhood and note the changes. Some have been prosperous and apparently happy, while others have failed and gone down in ignominy. Some who were happy, enjoying good health, in the morning or noon of life, have passed away, gone on that journey from whence no traveler returns.

Our noble Brotherhood has marched through a campaign of civil warfare, and taking our foemen on the scales, I am sure in my judgment, the Brotherhood of Locomotive Firemen would weigh sixteen ounces to the pound, which our foeman, that scab corporation, the foe of labor, the tyrant of equality and justice, with the letters C., B. & Q. stamped on its brow, would fail to even balance the scales with a single ounce.

It is true the strike is not over, the campaign still reigns, but what a difference. On one hand our noble Brotherhood is advancing to new fields, is prosperous, and harmonious, fraternally and financially, while on the other hand the C. B. & Q.'s stocks are depreciating in value, trade ruined, cold winter on hand, and wreck and ruin staring the grinding corporation in the face.

Brothers, join me in offering up thanks to the good Almighty for his kindness and guidance in giving us patience, fortitude and courage in this fight, for guiding us in our counsels, giving us health and prosperity, to respond to our brothers on the C., B. & Q. in cheering words, good advice and financial deeds.

To such a noble Brotherhood, nothing but good luck and prosperity await you, and for every good deed of charity, may it return to all a hundred fold.

While we have been members, we can very easily recall successes, pleasures and disappointments, but in such recalls, we must not let success run away with our heads, pleasures with our hearts, or disappointments with our souls.

Officers and brothers: Years ago, when adversity clung to my shoulders, out of employment, sick at heart and about to give up in despair, I was met by a member of our noble Brotherhood (good soul he is now numbered with the silent majority) who extended me the hand of fraternal friendship, looked to my wants and helped me. I then thanked God that there was a noble Brotherhood, and that I was a member and I vowed that as long as life lasted and this Brotherhood existed, I would do my utmost to keep up my membership, and if such a thing or event should come that our old ship should be doomed to go down, I shall cast my lot on said ship and go down with the rest. But stop! Why

such reflections? Our Brotherhood, while doing noble deeds, living up to the golden rule, keeping clear of political ruts, secret societies, religious controversies, nationality divisions, shall never in the history of progress and civilization go down or sink. We have met adversity in the past, we are fighting the tyrant at present, and I can safely say we do not fear or dread the future. Brothers stand by the right and fear the wrong, pay your dues and adhere to your obligations, be benevolent as far as consistent and in your power. Let sobriety and industry be your corner stones and foundation of principles, integrity and honor your watchwords, and I can safely assure you that if adversity or mishap should overtake you, that providence shall weigh out to you good luck and prosperity tenfold, if you obey these principles and follow this honest and hearty advice.

Would that I had ten thousand pens to write and tongues to sing the praises of this great Brotherhood, but then I cannot make or draw any Spencerian flourishes, and am lacking as a "Singer," but I can manage to some extent a "Baldwin." Brothers, I shall close, thanking you all sincerely who shall have the patience to read these poor lines, but if you will consider them in the spirit in which I write to our grand *Magazine*, I shall be more than satisfied.

To my Grand Officers, my brothers and friends, to the wives, mothers and sweethearts of my Grand Officers and brothers, I extend a hearty wish to all for a "Merry Christmas and a Happy New Year."

William T. Field.

STRATFORD, ONT., November 6, 1888.

Editor Firemen's Magazine:

It affords me real satisfaction to record a pleasant incident which occurred at a regular meeting of Avon Lodge, No. 38, October 7th. To Bro. Geo. Nursey was confided a letter with instructions not to open and read it until the Lodge was opened and ready for business. At the proper time the envelope was broken and to our great surprise and pleasure, it was found to contain \$65, presented by the ladies of Good Endeavor Lodge, No. 1, B. of L. F., and accompanied with a brilliant address. It goes without the saying that the members of Avon Lodge will not forget the favor, but will on all occasions bear testimony of their gratitude and seek in every way possible to reciprocate the favor. By this act the ladies have set an example of business tact that many of our Lodges could profitably follow. It is to be hoped that the ladies' auxiliary societies throughout Canada and the United States will be encouraged, and it is our wish that Bros. Jno. Halpin, Jas. Harvey, Samuel Spencer, Thomas Dolan, F. Calvin and A. Sauls will fulfill their promises and become benefactors. If this is done, many merited rewards will follow, among which will be pleasant memories of the Brotherhood of Locomotive Firemen, which is so fortunate as to have a society composed of kind and generous hearted ladies, who have rendered us such valuable assistance.

No. 38.

TO MRS. HARPER.

Dear madam, kindly spare me,
I'm not prepared to die;
Or friends must grave-ward bear me,
With many a fearful eye;
My heirs I know will miss me,
My twins no more shall kiss me,
And one or two who hiss me,
Whene'er my phiz they spy.

What have I done to tease you,
And load your pen with spleen?
Lord knows I try to please you
Within the *Magazine*;
I write you rhyming blather,
In every sort of weather—
Now let us pull together,
And be my peerless queen.

You've charged me oft with spooning
Amongst the sisters here;
Besides, my plaintive crooning,
You claim is insincere.
If Mrs. Sargent's handy,
Please ask her isn't Shandy
As dignified a grandee
As e'er sought a lady's ear.

She'll tell you I'm good natured—
Especially with plex—
And also comely featured,
Which I would fain disguise;
Quite social with the ladies,
The Sylvias, Sues and Sadies—
You know a rhymers' trade is
To catch the fairest prize.

That's why I now implore you
To spare me evermore;
Please do, and I'll adore you
Until my life is o'er!
And every month I'll write you—
'Tis better thus than fight you,
For every time I slight you,
Like once or twice before.

—Shandy Maguire.

PORTLAND, OREGON, December 1, 1888.

Editor *Firemen's Magazine*:

I am one of your constant readers, and have often wished I could write something worthy of being printed in our organ. I don't believe that any of the Brotherhood, knights of the pick and scoop, takes a greater interest in the welfare of our Order than I do. I have now been firing an engine for three years, and I propose to fight it out on the line till promotion comes. I study the machine and I study men. Our officers want good men—steady and skillful. I don't blame them for that. The worthy get promoted, I am not in a hurry. When I get an engine I am going to know how to run it. There are persons I see and hear talk who are always trying to make out that firemen are not skilled laborers—and the men who talk that way are not always Master Mechanics or General Superintendents but men who have been firemen and ought to give firemen all the credit that is due them. What is skill? Is it a combination of practical knowledge gained by experience combined with fair capabilities? The moment a fireman is promoted to be an engineer he becomes a skilled laborer—but the moment before his promotion was secured, he belonged to the unskilled class. Is there any sense in such talk? Now I hold that from the day a man begins to fire an engine he acquires skill. I am talking about the ma-

jority of firemen, there are doubtless exceptions. The longer a man fires the more skill he has, and if he is studious and observing, his skill increases more rapidly. I have known firemen who at the expiration of two years' service were qualified for engineers. They had the required skill, they understood an engine thoroughly. At the expiration of three years service thousands of firemen have all the skill required, and if at the expiration of four years a fireman is not thoroughly skilled to run an engine, I don't believe he ever will be. My opinion is that firemen are skilled laborers. They serve as firemen to acquire skill, and they do acquire it, and such is the decision every time a fireman is promoted. The experience an engineer has, increases his skillfulness, but that has nothing to do with the fact that he was a skilled laborer before he was promoted—and it is just here that great injustice is done firemen, because of the marked difference in wages between skilled and unskilled labor. The simple truth is that firemen are skilled laborers, and are entitled to all the benefits to be derived from their experience. I don't want to be understood as claiming that firemen should have engineer's wages, but I do demand for firemen all the credit that rightfully distinguishes skilled from unskilled labor. The skill necessary for an engineer to run an engine, is acquired while he is a fireman. There is no dodging the fact, hence, I say, firemen are skilled workmen. Yours truly,

Pilot.

NEW YORK, December 11, 1888.

MR. EDITOR:—I put a big price on your kindness in giving me a little space in our Brotherhood book to write such opinions as I have on brotherhood subjects. I don't want to wear out my welcome, but in reading recent issues of the *Magazine* I find so many things I like that I make bold to scribble some more of my thoughts. I can see that the Atlanta Convention was a great success. As a knight of the pick and scoop I am proud of the good words spoken by the big guns of Georgia in honor of our great Order. Such things show that the "boys" are held in high esteem. I don't want to be boastful, but I just want to say, the brotherhood boys deserve all the good things said of them at Atlanta. Now, Mr. Editor, I read all the books of the railroad brotherhoods. I find time to do it. I want to know what the boys in other brotherhoods are doing, and then I make comparisons between these books and our *Magazine*, and what they are doing and what we are doing, and the more I read and the more I compare the prouder I am of my Order and of my book. We are getting there all the time. We are not behind in anything, our Brotherhood don't wait to be told what to do. We run on our own time tables. In looking over the chronicles it is seen, that our Brotherhood does the right thing at the right time. Biennial conventions was a wise movement. Nearly all the states have biennial meetings of their legislatures. We have set a good example. We are the first to turn a wheel in

favor of federation and our *Magazine* has done a good work in advocating that movement. The inauguration of an Employment Bureau strikes me as a movement that will do great good. I like it and hundreds of firemen will have cause to bless the convention that started it. I want to thank the delegates for enlarging the *Magazine*. Maybe you will think I want to write a puff, because you let me have some of your space. I don't want you to think that. I read the *Magazine* for years before ever writing a word for its pages. The *Magazine* has been a great help to the Brotherhood, and I know it will now be a still greater help because it will have more room for the discussion of important subjects. I notice that the Convention sat right down on the resolution racket and for this I for one am greatly thankful. The "whereas" business has been carried to such lengths that it made the average fireman tired. It was the same old story over and over again, and that we are to have no more of it is something to be thankful for, and convinces me that the Convention was level-headed. There is one more thing that I want to speak about and that is the new law about payment of dues, I think it of the greatest importance. The law can't be misunderstood, and to comply with it means financial soundness and prosperity. No order ever went down that was financially sound, and no order ever survived that was financially weak or bankrupt. To guard against financial disaster is the wisest sort of legislation, and in doing that the Atlanta Convention will receive the thanks of every brotherhood fireman worthy of the badge he wears.

Throttle.

FARGO, DAK., Dec. 1, 1888.

Editor *Locomotive Firemen's Magazine*:

The December number of the *Magazine* is at hand and in it we see the jealous wall of "an engineer's wife;" poor woman, to lay the blame of our innocent little flirtations on us alone, and never a word for the gentler sex, who meet us half way. She seems to forget that it takes two to flirt as well as to quarrel. Campbell thoroughly expressed her feelings when he said:

"Never wedding, ever wooing,
Still a love-lorn heart pursuing,
Read you not the wrong you're doing.
In my cheeks pale hue?
All my life with sorrow striving,
Wed, or cease to woo."

Now try as hard as I will I cannot see the harm in either the "Crown Prince" on the right, or the lesser light on the left, gently and timidly waving a handkerchief (perhaps not too clean) at some pretty girl in an open door whose laughing eyes and heaven-kissed lips dare you to acknowledge her smile. Why; we would lack courage if we refused, and railroad men have not as yet had that charge brought up against them.

Now Mrs. Engineer, suppose you take up the thread of a fickle firemen's life for four and twenty hours, you would perhaps see him come

in tired and sleepy in the morning. Then breakfast—to bed—up at noon to work on his engine, an 18x24 mogul, maybe till supper, after which about the time any well regulated firemen should be wending his steps toward the abode of his fair dulcinea, the festive caller shows up, book in hand—"second fifteen." At once, bright prospects, fond hopes, sunny smiles, fade like flowers before a December blast. He hies to his cheerless room to discard the immaculate shirt and clothes to match, (the smile went long ago) off to his engine, where, after an hour's or so of tedious waiting they start, perhaps to arrive at the wrong end of the division in the morning. Well for the first twenty miles or so he drags along tired and weary, his highness is out of humor, the "79" don't steam. The brakeman is dead and as a seat room is concerned his wants are only limited by the supply; and so it goes till a dim light looms up in the darkness; well you say "that ain't much," not to you perhaps, but to him everything. The semi-dead man begins to liven up, he gives the grates a vigorous shaking, and begins to load her, not for a hill, but for the aforesaid light. By this time we are about abreast of it, and behold the curtain is quickly raised, a faint shadow appears before the light, the now thoroughly alive fireman grasps the white light and answers the signal, good night, then turns to his work with a light heart. Things take a cheerful turn. The index on the steam-gauge floats around to a hundred and enough, and all is well.

Possibly the old gent was just locking the barn for the night when the lamp was waved, and methinks I can hear him mutter something about them "darned railroad men"—"queer cusses," but he was simply not on to the combination. Now "An Engineer's Wife" if we do sometimes answer a fair darling's timid gesture, please forgive us, it is simply a tribute we pay to your sex, one we gladly pay, because we love you, you that comprise about all that is lovable in this world. Try to obviate the necessity for flirtation on the road, by flirting with us at home, and of course I am too charitable to think, the fellow you used to flirt with has found more favor and smiles in the eyes and lips of that "wretch" across the street.

Good bye,

Acme.

CANASTOTA, N. Y., December 2, 1888.

Editor *Firemen's Magazine*:

Rickard Lodge, No. 229, had a grand time at the second annual ball, given at Mechanic's Hall, November 22. A highly interesting feature of the ball was a watch contest between two charming young ladies—Miss Leary, of East Utica, and Miss Bicycle, of West Utica, which was won by the former. The attendance was large and enjoyment ruled the hour. I will close by informing the readers of the *Magazine*, that Bro. Alonzo Pease, of 229, being the happy father of a ten pound fireman, has, with a liberality for which he is distinguished distributed the cigars.

Respectfully,

J. G. Agans.

COGITATIONS AND INTERROGATIONS.

BY SWITCH.

MR. EDITOR:—The winter has come, I hope not of discontent,
 If so, I could wish that some princely son of
 York,
 Might make it glorious summer, ere half of it is
 spent.
 Because I like the music of the babbling brook
 and lark,
 But if ice and snow and sleet,
 Are to cover track and street,
 If the mercury will go
 To zero, and below,
 Please tell us if for such grievances there's a bet-
 ter antidote
 Than three square meals a day, thick flannels
 and a storm-built overcoat?

We are inclined to the opinion that
 "Switch" has studied the Arctic question
 thoroughly, and has hit upon the panacea
 for such ills as old Winter visits upon the
 wayfarer, particularly those who run trains.
 —ED. MAGAZINE.

MR. EDITOR:—Since some time last June, ac-
 cording to the almanac,
 Old Sol's been going South, and the days have
 been growing shorter,
 There isn't poetry nor fancy in such astronom-
 ical facts,
 Still, they suggest the query, "Don't you think
 the boys had 'oughter'
 Have an eye to the hours,
 To improve their mental powers?
 To assemble and debate
 Such questions as relate
 To their vocation? To understand the machine,
 And make themselves familiar with all the ec-
 centric powers of steam?"

Manifestly time is money, and big money
 too, to those who use its precious hours in
 educating themselves so as to master in
 every detail, their chosen profession. Let
 the Lodge room be transformed into a school
 room, and the boys most frequently in at-
 tendance will be the first promoted.—ED.
 MAGAZINE.

MR. EDITOR:—I know how to fire an engine, no
 matter what the fuel,
 And I rate myself the equal of any locomotive
 engineer,
 And what I want to know: Don't you think it's
 cruel,
 For a firemen to be looked down upon with a
 supercilious sneer?
 'Tis not for brain and brawn,
 To flatter and to fawn,
 But step with manly tread;
 To hold up its head;
 And now, Mr. Editor, level-headed and serene,
 Pray tell us your conclusions in the *Firemen's*
Magazine.

We know of nothing more offensive than
 an aristocracy of labor, in which one toiler
 sets himself above another, simply because
 he receives more pay, or toils in another de-
 partment of the world's industries. To our
 mind the beaded sweat on an honest labor-
 ers brow is more resplendent than the dia-
 monds in the crown of a king.—ED. MAGA-
 ZINE.

KANSAS CITY, MO., December 5, 1888.

To the Editor of the *Firemen's Magazine*:

DEAR SIR:—I have been for a long time, a con-
 stant reader of the organ of the Brotherhood of
 Locomotive Firemen, and have not failed to no-
 tice your criticisms upon what you have been
 pleased to characterize as the improper actions
 of the O. R. C. There has often been a severity
 of expression which I have thought was not
 merited, because I have failed to remember at
 what time or under what circumstances the O.
 R. C. has been less than kind towards the Broth-
 erhood of Firemen. Your criticisms have been
 chiefly inspired by the strike on the C., B. & Q.
 But what grievances, I ask, did the firemen have
 which made them strike against that system?
 I have never heard that they had any grievance
 whatever. The engineers said they had griev-
 ances. The firemen made no such declaration.
 The firemen simply made the grievance of
 the engineers their grievance. Why? At the
 time the fireman took upon himself the griev-
 ance of the engineers, what was their stand-
 ing in the B. of L. E.? Could an engineer,
 a member of the B. of L. F., join the B.
 of L. E.? not much. He was only eligible for
 admission into the B. of L. E., when he had
 abandoned the B. of L. F. He had to forswear
 any and all allegiance to the B. of L. F. He had
 to disrobe himself of the regalia of his old home
 order—turn his back upon it, and then, possibly,
 he could become a member of the B. of L. E.
 Was it for this, your Order took upon itself the
 grievances of the engineers on the C., B. & Q.?
 Was it for this open insult and humiliation that
 the firemen went out with the engineers and
 took upon themselves the burdens of a prolonged
 strike? Will you answer? I should like to see
 your explanation.

But it has come to my knowledge as it has,
 doubtless, to yours, Mr. Editor, that at the Rich-
 mond Convention, your dear friends, whose
 grievance you made your own, with such grati-
 fying alacrity to the engineers, did not repeal
 the law which would enable a member of the
 B. of L. F. to become a member of the B. of L. E.,
 and yet you accept, as your compensation for
 your devotion, the taffy of being called a "twin"
 of the B. of L. E. The "Twin Brotherhoods"
 sounds well, but it is all sound. If there is any
 sense in it, please say where it comes in? Oh,
 but you say they "coöperate" with the firemen.
 Indeed. But I notice their coöperation is not
 federation, and it seems to me, there can be
 neither one nor the other while the B. of L. E.
 hold firemen in such such contempt, that an
 engineer, who belongs to the B. of L. F., can't be-
 come a member of the B. of L. E. until he re-
 nounces his connection with your Brotherhood.

The Editor of the *Firemen's Magazine* has not
 hesitated to use his lash quite freely upon the O.
 R. C., which never antagonized the B. of L. F. I
 await to see if the *Magazine* will exercise its
 courage of conviction in dealing with the B. of
 L. E.

Yours truly,

Conductor.

THE CORNER MAN.

Man wants but little here below, while with this mortal throne.

Man wants but little here below, nor wants that little long.

At least that's what the poet said, in years of long ago,

It might do then, it won't do now, as I'm prepared to show.

Man's wants are numerous as the sand upon the ocean's shore,

The more man gets, the more he wants for to increase his store,

He'll strive and struggle to get rich by foul means or by fair,

Man's grand and great ambition is, to be a millionaire.

He'll get a corner up in food, in coffee, bacon, wheat—

He'd get a corner if he could in God's own mercy seat.

Then put the prices up so high, to reach that tranquil strand,

The rich could scarcely pay the price, the poor would all be damned.

What cares he if the widow starves, or orphans cry for bread?

He'll strive and struggle all he can come out ahead,

He'll rob the laborer of his hire in every way he can,

Then pose before the public as a shrewd, a self-made man.

— Edward Splatne

NEW ALBANY, IND., November 4, 1888.

Editor Firemen's Magazine:

Please allow me space enough to answer Bro. "Throttle's" letter, which I gladly read this afternoon. I am sorry he is still of the same opinion and thinks it does not "please God." I would ask if it does not "please God" how could these things happen? It does not please us to have a worthy brother scalded and crushed, nor does it please us to see some firemen suffer tortured. But remember God moves in a mysterious way His wonders to perform. Just think, when some fireman gets hurt, God looks down in sympathy and says, "suffer a little longer and then I'll take you home, where accidents never happen." On the other hand, when a worthy brother gets killed, God says "come and enjoy the mansion I've prepared for you." The very angels rejoice to see some worthy brother cross the narrow flood, and make safe landing on that heavenly shore. It is so strange we can't agree on the subject, "It pleased God." Your wish that all firemen would reach that blessed home of spirits is exactly the same as mine. But it does not make any difference, if they go "via the C., B. & Q.," or the short line, or some other line. If they get there it will "please God." I would ask Bro. "Throttle" if he does not approve of either of the formulas "It pleased God," or "it pleased the devil," to be so kind as to give me the proper form for resolutions, for I may have to serve on a committee and should not like to be reproved. Bro. "Throttle" seems to think my liver is reversed and my liver also. I would first say, I haven't got the throttle fever if I am on the

right side. Let us not drop this subject for I like to hear Bro. "Throttle." So I am willing to continue until Bro. "Throttle" is converted and can see why "It pleased God." Bro. "Throttle" says we took the ground it could hardly "please God." I'd advise him to get off that ground for he is in great danger. *Reverse Lever.*

PINE BLUFF, ARK., Nov. 22, 1888.

Editor Firemen's Magazine:

As the *Magazine* is not often troubled with correspondents from this locality, I desire sufficient space to say that Aetna Lodge, No. 163, is fulfilling its mission and keeping up with the procession. Our first grand ball, which came off on the 20th inst., was a social and a financial success. The leading citizens of Pine Bluff were largely represented, and the ladies, God bless 'em, were out in force. Our thanks are due to Mrs. O. J. Holmes, who improved the occasion to present to the Lodge a beautiful bible and altar-cloth. The presentation speech was made by our popular Mayor King White. As this was the first ball given by the Lodge, the members are much elated over the success which attended the venture.

Fraternally,

A Brother of 163.

Unknown Addresses.

GEO. P. WRIGHT.—Is requested to correspond with the Secretary of Triumphant Lodge, No. 47, without delay.

GEO. E. SHEREDAN.—Any one knowing his address will confer a favor by notifying N. E. Denison of Great Eastern Lodge, No. 4, Portland, Maine.

JAMES McKENNA.—Of Capital Lodge, No. 46, is requested to correspond with the Secretary of his Lodge. When last heard from he was in St. Louis, Mo.

W. C. WRIGHT.—When last heard from was in Helena, Montana. Any one knowing his whereabouts will please communicate the information to his sister, Mrs. Joe Yost, No. 252 Plymouth Av. N. Minneapolis, Minn.

PAUL GOODRIDER.—When last heard from, in 1884, was in Bellville, Ohio, running on the road. Any one knowing his present whereabouts will confer a great favor by informing his sister, Miss Mary Kaiser, No. 11 Leslie St., Syracuse, N. Y.

WILLIAM FISHER.—An engineer, some time since running out of Stratford, Ontario, on the G. T. R., will confer a favor by corresponding with S. Vaughn, No. 5 Draper St., Toronto, Ont., or any one knowing his address will please address as above.

JOHN DIVINE.—When last heard from was an employe on the N. Y. L. E. W. R. R. He has light complexion, a high forehead and is short in stature. His brother, Luke H. Divine, B. of R. B. Lodge, 66, Providence, R. I., will be thankful for any information concerning his brother's whereabouts.

JAY E. SHOTTON.—Left Collinwood, O., his home, in December and, it is supposed, started for California. He is a boy fourteen years of age, has black eyes, dark hair and wears checked clothes. Anyone knowing his whereabouts will confer a great favor by addressing his mother, Mrs. F. W. Shotton, Collinwood, O.

Personals.

WM. C. FADEL, Master, and B. S. Williams, Receiver, of Old Fort Lodge, No. 347, passed a successful examination and have been rewarded with promotion. They are sure to give satisfaction on the right side.

We are pleased to mention the fact that Bro. F. M. Blaney, member of Cactus Lodge, No. 94, at Tucson, Arizona, and a Delegate to the Atlanta Convention, has been promoted, and now, as an engineer, is on the right-hand side.

S. S. WILSON, of Unwin Lodge, No. 305, is to be congratulated upon having been presented on Nov. 7, with a son, and a splendid specimen at that. The members of Unwin Lodge congratulate Bro. Wilson and his good wife, and the *Magazine* adds its felicitations.

S. BRAY, of Golden Rule Lodge, No. 131, was married to Miss Katie Flavin on Thanksgiving day. Bro. Bray has been in the employ of the Wisconsin Central for three years, and has the best wishes of a host of friends for a happy and prosperous wedded career.

A. H. BUSE, of Forest City Lodge, No. 10, was recently married. The members of No. 10 cordially congratulate the bride and groom, and wish them the largest possible share of earthly felicities. In all such cases, the *Magazine* desires to be numbered with the congratulators.

It affords us pleasure to announce the marriage of Bro. E. F. McNulty, Master of Fortune Lodge, No. 120, and Delegate to the Atlanta Convention, to Miss Lizzie Malloy, which took place Nov. 28th, at Syracuse, N. Y. We extend to the bride and groom our congratulations and wish prosperity and happiness.

THE members of Charity Lodge, No. 5, were surprised and pleased to learn that their brother, A. Arnum, had married one of the fairest daughters of St. Thomas, Miss Annie Maston. The members of No. 5 join in wishing the happy bride and groom as many blessings and felicities as heaven ever vouchsafes to mortals.

OUR esteemed brother, Homer Davis, erstwhile, Vice-Master of Vigo Lodge, No. 16, and still a member of that Lodge, though now a resident of Chicago, was married on the 15th of November to Miss Florence Gundy, of Danville, Ill. We congratulate bride and groom on their mutual good fortune, and feel assured that as the years go by their felicities will increase.

WE are pleased to announce that Bro. Frank Dupell, of Enterprise Lodge, No. 75, of Philadelphia, has arrived and taken his position in the Grand Lodge offices, as Chief Assistant of the Grand Officers, and has taken hold like one to the manor born. He has fallen in love with our sunny clime, for though
"The frost is on the pumpkin and the fodder 's
In the shock,"

the days have been Italian and the atmosphere just of the quality required to make eating, if not a thing of beauty, a real joy at least, three times a day. Suffice it to say, Frank finds no difficulty in becoming acclimated of our Presidential State.

Amusements.

Fargo Lodge, No. 85, B. of L. F., gave its tenth annual ball on the evening of November 29th. The *Fargo Republican*, of Nov. 30th, says: "The ball given by the locomotive firemen, at the Armory, was an exception to the rule, because it was more brilliant and more enjoyable than usual," and adds, "the Armory was never more tastefully and artistically decorated, and it is doubtful if there has ever been a larger

company of pleasure-seekers gathered there than on this occasion. There were perhaps two hundred couples on the floor, and a merrier crowd it would be difficult to bring together. Rupert's orchestra 'did themselves proud' in the music they furnished, some of which were new selections, that were excellently rendered. The dancing programme consisted of eighteen numbers, to which several extras were added during the evening. Almost every one present participated, and their enjoyment of the favorite pastime was such that it was continued until the approach of the otherwise 'silent hours of morn.' The supper at The Columbia was all that it promised to be—a really elegant repast that was greatly enjoyed by the guests. The ball was admirably conducted throughout, and if the firemen needed anything than their past social achievements to give them prestige and preëminence as entertainers, their tenth anniversary ball certainly answers that purpose." It is pleasant for the *Magazine* to record such incidents in the career of the Brotherhood, for no class of toilers are more deserving of success than Brotherhood Firemen.

Acknowledgments.

SCHENECTADY, N. Y., November 15, 1888.

To the Brotherhood of Locomotive Firemen:

DEAR SIRS AND BROTHERS:—With feelings of gratitude I wish to acknowledge the receipt of \$1,500 due me on my disability claim. I also wish to return my sincere thanks to the members of 18-K Lodge, No. 210 who took such a great interest in my welfare. Wishing the Brotherhood God speed in its noble mission, I am,
Yours fraternally,

J. W. VROOMAN.

ELDORADO, KAN., November 17, 1888.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

I desire to communicate my thanks to the officers and members of Cactus Lodge, No. 94, for their kindness in paying to me the \$1,500, on policy held by my brother, W. R. Thompson, and hope that God will bless the officers and members of the Brotherhood, and that it may prosper.
I remain yours,

HANNAH THOMPSON.

ST. LOUIS, MO., Nov. 7, 1888.

To the Brotherhood of Locomotive Firemen:

I desire to acknowledge the receipt of a draft for fifteen hundred dollars (\$1,500) from Bro. Pate, Receiver of Pea-e Lodge, No. 109. Please accept my grateful thanks for the remainder of my life for the prompt payment of my disability claim, and thanks to the members of our Lodge, and to the Brotherhood for their many kindnesses. God bless our noble Order.

Gratefully yours,
C. A. DURNELL.

BROCKVILLE, ONT., November 9, 1888.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

DEAR SIRS AND BROTHERS:—It is with feelings of sincere gratitude that I wish to acknowledge the receipt of a draft for \$1,500 due me on my disability claim. I wish also to tender to the members of No. 69 my warmest thanks for their kindness to me during my illness. To all members of the Brotherhood: Take my advice and keep your dues paid up promptly, for you do not know how soon misfortune may overtake you. I sincerely wish that prosperity may always attend the Brotherhood and that it may forever continue in its noble mission of charity and peace.
Yours fraternally,

WILLIAM FLANIGAN.

TERRE HAUTE, Ind., December 1, 1888.

To the Officers and Members of Vigo Lodge, No. 16,
B. of L. F.:

We take this method of acknowledging the receipt of a draft for fifteen hundred dollars (\$1,500) it being the amount of the policy held by R. H. Nicholson, and which has been promptly paid by the Lodge of which he was a member. Please accept our thanks and our best wishes for the prosperity of your noble Brotherhood.

ELIZABETH NICHOLSON,
LIDA NICHOLSON.

OLNEY, ILL., October 8, 1888.

To the Brotherhood of Locomotive Firemen:

I desire to return my heartfelt thanks for the payment of \$1,500, the insurance due me upon the policy of my son, Grant. I also wish to thank the members of Tried and True Lodge, No. 361, for the respect shown him after death and for the beautiful floral tribute. God alone can reward them and may He ever protect each member, and finally receive you unto Himself in that Brotherhood above, where sickness enters not and death never comes, is the earnest prayer of
MRS. MARGARET HILL.

NEW YORK, N. Y., October 15, 1888.

To the Brotherhood of Locomotive Firemen:

DEAR SIRs AND BROTHERS:—It is with feelings of gratitude, I acknowledge the receipt and payment of my disability claim by draft for \$1,500, amount of insurance, on the 10th inst. I also desire to tender thanks to the members and brothers of Lodge No. 140, for their kindness and good care taken of me during the long period of my sickness, of more than a year. Wishing you all good luck and the best of success in all your undertakings, I remain,

Yours fraternally,
E. P. MACDONALD.

PALMERSTON, ONT., October 23, 1888.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN AND BROTHERS:—Allow me through the columns of the *Magazine* to express my gratitude toward the Order for a draft for (\$1,500) fifteen hundred dollars, which I received on the 18th of October, due me as a disability claim. I sincerely thank those who rendered me assistance during my recent illness, and may success crown the efforts of the Grand Officers of the B. of L. F. May He who watches over us protect the members of the B. of L. F. is the best wishes of your disabled brother.

Yours fraternally,
THOS. H. COSFORD.

NORWALK, OHIO, October 13, 1888.

To the B. of L. F.:

Allow us to say we have received from the officers of C. R. Whipple Lodge, No. 142, of which our brother, S. M. Acker, was a devoted member, a draft for the amount of \$1,500, the full amount of his policy which he had made payable to our father, but he having died, left it to us to distribute, so we have purchased a monument with a portion of it, and if a y of the members of the Order should visit Woodlawn cemetery of this city, they can see a monument with the emblem B. of L. F. on it. The balance of it goes to the comfort of a widowed mother.

We extend our sincere thanks to the Brotherhood of Locomotive Firemen, and especially to the members of Lodge No. 142, for their assistance in the finding of the body of our brother, also to Lodge No. 198, for favors shown in our sad bereavement.

Yours fraternally,
CHARLES AND DAVID ACKER.

EASTON, PA., October 13, 1888.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

DEAR SIRs AND BROTHERS:—I wish to return my sincere thanks to one and all, through the columns of our *Magazine*, for a draft for the amount of \$1,500, due me on my disability claim. The draft was presented to me by Bro. J. W. Sinclair, Receiver, and Bro. E. Teel, Collector, of Excelsior Lodge, No. 11. I would earnestly say to all, be sure and keep up your standing in your noble Order, for you know not how soon misfortune may overtake you. May God bless each and every one of you and may the Brotherhood prosper and be to you what it has truly been to me.
Your disabled brother,
JESSE ROSEBERRY.

NEW ORLEANS, LA., November 14, 1888.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I wish to acknowledge through your valuable *Magazine*, the receipt of a draft for \$1,500, the amount of the policy of my brother, the late Sidney Gilbert, who was killed in a collision at Trustville, Ala., March 15, 1888. I wish also to thank the members of Lodge No. 200, of Meridian, and especially do I desire to thank Mr. Will Jones, of Birmingham, Ala. Words cannot express my deep gratitude for what he did for my dear brother at the time of the accident and at the funeral, and for the kindness show to my mother and my brother, George Gilbert, while in Birmingham. Gentlemen, may your Lodge be protected, and may our Heavenly Father watch over your Brotherhood is the prayer of a sister of a good and faithful fireman.
MISS SARAH GILBERT.

TENNYSON can take a worthless sheet of paper, and by writing a poem on it make it worth \$5,000. That's genius. Mr. Vanderbilt can write fewer words on a similar sheet and make it worth \$50,000,000. That's capital. The United States government can take an ounce and a quarter of gold and stamp upon it an "eagle-bird" and it is "Twenty Dollars." That's money. The mechanic can take the material worth \$50 and make it into a watch worth \$100. That's skill. The merchant can take an article worth 25 cents and sell it to you for \$1.00. That's business. A lady can purchase a comfortable bonnet for \$10, but prefers to pay \$100 for one. That's foolishness. The ditch digger works ten hours a day and shovels out three or four tons of earth for \$1.00. That's labor.—*Locomotive Engineer.*

Mr. H. S. Ives, by the use of brass, can wreck a railroad and appropriate millions of other people's money. That's keeping well within the law. "Old Hutch" by the use of money can corner wheat and advance the price of bread to workingmen. That's prescience. Jay Gould and others of his type can turn water into railroad stocks and collect dividends on the investment. That's a miracle. The C. & B. Q. corporation can employ scabs and lose \$8,000,000 in twelve months. That's economy.

THERE were 222 railroad accidents during the month of August last, against 127 in August, 1887, an increase of 95; 68 persons were killed and 202 injured; total killed and wounded, 270. For the month of August 1887, the total killed and wounded was 323, showing a difference of 53 in favor of August, 1888, notwithstanding there were more accidents.



Correspondence must in all cases be brief and to the point.

Subscribers must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazine will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

JANUARY, 1889.

MR. STREATOR, the Labor candidate for President, received, all told, about 150,000 votes.

The completed and equipped railroads in the United States January 1, 1889, will be about 160,000 miles.

The steamship *Great Eastern* was built at a cost of \$3,200,000. She was recently sold for \$100,000 for the old iron that could be got out of her.

The Matchless Metal Polish Co., of Chicago, awarded its prizes on January 1st, after the *Magazine* had gone to press. The announcement will be made in our next issue.

The fastest time on record made by a locomotive is ninety-two miles in ninety-three minutes, on the Philadelphia and Reading road, one mile having been made in forty-six seconds.

The Toledo, St. Louis & Kansas City narrow-gauge railroad has been changed to standard gauge, and now east of the Rocky mountains the narrow-gauge road has practically disappeared.

GEORGE E. DETWILER, editor of the *Chicago Knights of Labor*, referring to certain infelicities developed at the late convention of the order, remarks: "We have always been an ardent advocate for keeping the doors of the laundry closed while the soiled linen was being renovated." The editor is disposed to tote level with the order, but remarks "So far as I am concerned I desire to give Mr. Powderly and the General Assembly if necessary, written notice that, in the language of the immortal prince of muggumps, I carry my sovereignty under my own hat."

A PUBLICATION of high authority gives the number of commercial travelers in the United States at 250,000, who are credited with shipping about 300,000,000 tons out of the 400,000,000 tons of goods annually transported by the railroads.

In future, by order of the Convention, and in strict conformity with the laws of the Order, all printing and supplies must be ordered by the Secretary of Subordinate Lodges. There will be no exception to the rule. It will be lived up to to the letter.

THE United States has the largest ferry boat in the world, the *Robert Garrett*, plying between New York city and Staten Island. She has 1,500 horse-power engines, is 236 feet long, can carry 5,000 passengers and screws herself through the water at the rate of eighteen miles an hour.

THE city of Vancouver in British Columbia boasts of phenomenal growth. Three years ago it boasted of three houses all told. It now has a population of 8,000 and 30,000 is the estimate for 1890. Vancouver is the terminus of the Canada Pacific railroad, and in its shops employs from 600 to 800 men.

SOME several centuries ago, when Nero flourished as well as fiddled, a project was set on foot to cut a canal through the isthmus of Corinth in Greece. Work was begun but not completed. Some years ago work was begun again, and now, at an expense of \$9,000,000, the canal is ready for business.

SOME years ago, in the days of the poet prophet, Isaiah, a time was said to be coming when nations should "learn war no more." The United States is taking lessons in the other direction, and special appropriations of \$3,450,000 have been made by the present Congress to perfect means to carry on war should it become necessary.

THE Northern Pacific Railroad Company makes announcement of the promotion of Mr. J. E. Phelan to the position of Master Mechanic of the Missouri Division. Mr. Phelan is widely known among our members, all of whom will hail his advancement as the reward of merit. The *Magazine* tenders its most hearty congratulations.

It is stated that the Brotherhood of Railroad Brakemen, during the last fiscal year received \$145,405, and that of this amount \$123,000 was expended for benevolent purposes. Such facts are well calculated to arrest the attention of the general reader, as they indicate purposes worthy of universal commendation.

LATE in November, Grand Chief P. M. Arthur, and Grand Master F. P. Sargent, were called to New York to settle a controversy over the question of wages between the officers of the Rome, Watertown & Ogdensburg railroad, and the engineers and firemen employed by them. It seems that the difficulty arose from the fact that the engineers had been paid at the rate of \$3.31 for runs of 155 miles per day, and the firemen at the rate of \$1.61 for the same run per day. Considering that the average price paid for this work was \$3.50 per day of 100 mile runs, and three and one-half cents per mile for extra miles to engineers, and \$1.75 to firemen for the same runs, the men on the R., W. & O. thought they were entitled to more compensation. Messrs. Arthur and Sargent, after a few interviews with Mr. Parsons, the president of the road, were able to amicably arrange matters and hereafter the engineers and firemen will be paid according to the following schedule which commenced December 1st:

1. Engineers to be paid for the first year of service at the rate of \$3.00 per day. After the first year, \$3.75 per day.

2. Firemen to be paid for the first year at the rate of \$1.50 per day. After that time \$1.87½ per day.

3. Switching engineers to be paid for the first year \$2.50 per day. After that time \$3.00 per day.

4. Switching firemen to be paid \$1.50 per day.

5. The changes in runs which have been suggested by the committee, between Rome and Watertown, and Watertown and Norwood, in place of runs now made from Rome to Richland and return, and Richland to Norwood, will be adopted.

6. The complaint of the committee relative to orders given by train dispatchers for the movement of trains while on the road, will be carefully looked into and properly adjusted.

7. The complaint of the committee relative to being ordered on duty and having to await arrival of train crew after the time fixed for the departure of such train, will be carefully looked into, and if it is found such occurrences happen, they will be speedily corrected.

8. Hostlers will be provided at terminal points, as follows: Utica, Ogdensburg, Rome, Watertown, Norwood, Oswego, Charlotte and Suspension Bridge.

9. Oldest engineers in service are to have the preference in runs, merit being equal.

10. During the absence of Mr. H. M. Britton, or until April 1, 1889, the above terms are to be binding upon the engineers, firemen and railroad company.

The New York *Dispatch* remarks that, "Chief Arthur impresses one as being a cool, clear-headed man, one who can grasp the

subject that he is called upon to deal with, and prove equal to all emergencies. In his hands and under his direction, the B. L. E. can rest in perfect safety. Mr. Sargent has the appearance of a man who knows his business, and his face indicates an iron will. His look is that of one who is able to meet the problems that he is called upon to settle." There is seldom or never any difficulty in arranging such controversies, when railroad officials are disposed to act fairly with their men. Railroad employes seldom make demands without having a just cause, and a free, full discussion always results in restoring pleasant relations.

THAT the members of our Brotherhood who are profoundly interested in the success of the *Magazine* may know the estimate placed upon it by men eminently competent to arrive at correct conclusions, we print the following extract from a private letter received from Angus Sinclair, Esq., editor of the *National Car Builder*, than which no publication in the country has a more enviable position. Mr. Sinclair says: "I have just read the December *Magazine* and must congratulate you upon the highly interesting matter it contains. I am certain you must be doing untold good to the members of your Order by the efforts taken to make them think for themselves." Such generous words from such a source inspire us with fresh courage to labor for our noble Brotherhood. The writers in the various departments have ideas, and though grace and accuracy may not always adorn their contributions, they manage to make the reader understand what they are driving at, and are steadily improving in diction, and as Mr. Sinclair observes, "If a man refrains from giving his views all his life for fear of making a mistake, he is never liable to learn much."

WE have received from Messrs. Theo. Audel & Co. 91 Liberty street, New York, an illustrated, complimentary copy of their books relating to applied science, and the select library of books for engineers. The chapter relating to the six historical engines, giving illustrations of the Branca engine of 1629, the Newcomer engine of 1705, the Watt engine of 1784, the Berethicks engine of 1803, the Rocket engine of 1829 and the Centennial Corliss engine, is exceedingly interesting and well calculated to encourage investigation. The catalogue will be found valuable to those who desire knowledge in the department of applied science, or one in search of valuable information relating to books for engineers. All patrons of this *Magazine* will be furnished a copy of the catalogue gratis by referring to this notice in their application.

SWITCHMEN'S STRIKE.

About the middle of November last the switchmen employed on the various roads centering in Indianapolis, as also those engaged on the Belt road of that city, sought, by a manly presentation of certain well-founded grievances to the officers of the roads to obtain relief. The Indianapolis switchmen claimed, that while performing duties as arduous and as perilous as fell to the lot of men of the same vocation, in other cities, they received less pay. They, therefore, requested such an advance as would place their wages on a level with those paid switchmen in Chicago and other cities named. The Indianapolis switchmen were required to work thirteen hours for a day's work, and to this they objected, and their duties were rendered extra hazardous and laborious by the small number of men constituting a crew. They demanded, therefore, a reduction in the number of working hours and additional men to each crew. The demands were reasonable and ought to have been promptly granted, but the railroad officials, with one or two exceptions, persistently refused to grant the switchmen any relief. It was stated by the officials that while wages at Indianapolis were lower than in some other cities, the cost of living was less, and therefore, switchmen should be content with less wages than were paid elsewhere; while the switchmen contended that any advantages of that character should inure to their benefit, rather than to the profits of the corporations. The small number of men constituting a crew, as we have said, made their employment more laborious and perilous, and if the hours could not be reduced nor the crews increased in number, an increase of pay at least, should have been promptly awarded. But the railroad officials would neither concede, compromise, nor arbitrate. They ignored the grievances of the switchmen. They would not reduce the hours for a day's work; they would not advance wages nor give the crews additional men. They would not meet the Grand Chief of the Switchmen's Association, nor extend to him any consideration whatever. As a result the switchmen struck. It is worthy of remark just here, that every labor organization in Indianapolis was in sympathy with the switchmen, believed their grievances were just and that the railroad officials ought to have conceded something to them. An Assembly of Knights of Labor, composed of carpenters and joiners, resolved that "the unions are in sympathy with the switchmen in their strike and hope for their speedy success." Other resolutions were passed as follows:

Resolved, By Willetts Assembly, No. 4,479, K. of L., that the switchmen of this city, in their attempt to secure from the railroads sufficient compensation to insure them the necessities of life deserve and are entitled to the support of all

men and women who earn their living by toll.

Resolved, That this Assembly hereby extends to said switchmen its support and sympathies in their effort to insure fair treatment and reasonable wages. And be it further

Resolved, That we hereby condemn the railroad superintendents and other officials for their failure and refusal to arbitrate with or meet said switchmen and hear and consider their grievances.

At one time there were indications that the locomotive engineers, and firemen and the brakemen would take a hand in the strike and a joint committee of these railroad employes waited upon the railroad officials, requesting them to arbitrate the questions at issue with the switchmen, but the committee was told, "that if they had any complaints of their own to arbitrate or adjust, the superintendents would gladly meet them to talk over any grievances, but declined to meet the committee in regard to the switchmen's grievance." In this we state about all that was done to enable the heroic switchmen to obtain justice or recognition. It is eminently worthy of remark that the switchmen as a body were totally opposed to anything like violence, and when a wrong was reported as having been perpetrated by some one or more of the strikers, a meeting of the switchmen was promptly called, and the following resolutions unanimously adopted:

WHEREAS, It has come to our knowledge, through the evening papers, of acts of violence being committed on some of the railroads entering the city by unknown persons—

Resolved, That we, the switchmen of Indianapolis, do most heartily condemn the actions of any person or persons engaged in any illegal act, and will do all in our power to bring such parties to justice if any such are reported as being any of our men. Be it further

Resolved, That we sympathize with the business men of the city in the depression of business, owing to a strike of the switchmen, who were compelled to take these steps to exact fair wages and just treatment from their respective railroads.

It only remains to be said that the strike was a failure. After about three weeks of struggle, the strike was declared off by the switchmen and they asked to be taken back, and were peremptorily refused, the officers of the road declaring they would retain in employment the men who had taken the places of the strikers.

The failure of the strike brings into the boldest possible prominence several questions of great interest to railroad employes: First; that with possibly one exception, all the railroad superintendents promptly federated, formed an alliance to defeat the switchmen. They held frequent meetings, and acted as a unit. That was business. It was a success, and nothing succeeds like success. Second; while the railroads combined, the switchmen were compelled to go it alone. They had the sympathy of other railroad employes, kind and generous words were plentiful, but it was all words. There

was a deficiency of deeds. There was a total absence of *federation* as in all such cases, when there is a strike there need be no difficulty in predicting the results.

Switchmen occupy an important position in the railroad service of the country. They are as indispensable as any other class of employés. Their work is laborious and extra perilous. They are poorly paid. The movement on foot is to form a federation of railroad employés to secure justice when injustice is practiced, to avoid strikes by honorable means, to settle controversies by arbitration. In the accomplishment of this wise purpose, there are obstacles in the way, but they are not immovable nor insurmountable. They will disappear. The good common sense of workmen is pledged to the work, and success will ultimately crown their efforts.

An exchange says that "the business indications are that we will have a busy year. but that there will not be that extraordinary rush that we had last year. Machinery capacity has been greatly increased. While we are adding to our population at the rate of 400,000 to 500,000 beings, we are adding to our mechanical energy at the rate of 2,000,000 persons per year, or as much capacity as their labor is equal to. This is why there is a declining tendency in wages of labor. We are turning out more products with less labor, and at less cost." This thing of "turning out products" by the aid of machinery, results in "over-production," and over-production results in suspension of work. The machine stands still, and so does the man who tended the machine. Before the machine stood still, it brought a decline in wages, and when over-production came and the machine and the man were idle, the owner of the machine oiled it, threw a covering over it to shield it from dust, possibly repaired it and put it in good working order, and waited. The man, owing to a decline in wages, brought about by the machine has no money, and still the demand upon him continues. His expenses go on. He, and those dependent upon him, must be fed, clothed and sheltered. If without money—then what? It is not required to be particular, answers come thick and fast—almshouses, prisons, are quick to answer. The army of tramps receives recruits. The machine is constantly making overproduction possible and it inevitably reduces wages. The larger the number of machines, the less demand for worthy men, the larger the army of idlers, and if idleness is the "prolific parent of crime," then, more criminals. Is there a possible remedy? Can there be a practical suggestion in anywise calculated to modify the dangers of the situation? If not, then there are dangers ahead. Would a less number of hours of

work each day be in the line of a remedy? Would it be an easy matter to demonstrate that the less the number of hours the greater the number of men required to accomplish a task within a given time? The machine is forcing the question of limiting the hours for a day's work upon the public mind. It will be well for those who are chosen to look after the public welfare to give this subject special consideration.

We like humor. Bill Nye says it is a necessity as well as a luxury. We find several exceptionally choice specimens in the December number of the *Railway Conductors' Monthly*. It extols in lofty panegyric the Brotherhood of Railway Brakemen. It exclaims, "all honor is due the Brotherhood of Railway Brakemen for their stand," and we add, parenthetically, for their sand. It furthermore vociferates: "To their honor (the Brakemen) let it be said, that they have stood up in their manhood and said that they recognized no man as their master, that they could stand alone and take care of their own interests." Again, the *Conductors' Journal* wishes "the Brotherhood of Railway Brakemen the measure of success which it so justly merits by its *intelligent action*," (italics ours.) This is good, very good; as the Cockney, said of Niagara, "'tis well got up." Every word of commendation spoken of the brakemen is deserved. The *Conductors' Journal* eulogizes the brakemen because it understood that at the Columbus convention of the Order, federation was defeated. It is just here that the humor of the thing comes in. The Brakemen's Convention unanimously indorsed federation and agreed to federate. The convention was bold and outspoken, had the courage of conviction and placed itself on record as a wise, progressive organization. It is in order for the *Conductors' Journal* to rise again and offer a few additional remarks; or, it may be like Bret Harte's Chinaman, who

"Fell down upon the floor,
And subsequent proceedings interested him no more."

THE order has gone forth on the Rock Island railroad, that commencing with December, 1888, every conductor, engineer, yardmaster, train dispatcher, section or bridge foreman, or other officers connected with the operating department of the road, shall carry a watch of a certain standard of excellence, and these watches are to be examined every three months by a person employed by the company. The watch is to be what is known as the "fifteen" jeweled patent regulator, adjusted to heat and cold. It is the desire of the company to avoid disasters as the result of imperfect time keeping.

THE C., B. & Q.

We observe that the B. of L. E., at the Richmond Convention, appointed a committee of nine to take into consideration the condition of affairs on the C., B. & Q. One of this committee was appointed to go over the system, note the situation, etc., and when he reports, the committee determines what shall be done. In this very important movement the B. of L. E. did not deem it wise nor prudent to *coöperate* with the firemen on the system or elsewhere. The B. of L. E. preferred to act singly and alone, as though only engineers had anything at stake. In this we have the first specimen of the much vaunted *coöperation*. If anyone can see it with the naked eye, or with a microscope we would like to have them locate it. Perhaps it is so remotely distant that a telescope would be the better instrument with which to discover it.

The firemen on the C., B. & Q., having concluded to *coöperate* with the engineers have interests as vital as engineers. They sacrificed as much and their sturdy heroism, their fidelity to pledges has cost them hundreds of thousands of dollars, and now, the engineers take action in their own name and in their own behalf, without any regard whatever for the interests of firemen, and a committee of nine engineers, are clothed with the power to continue the strike or declare it off, as to them may seem proper.

As a sample of *coöperation*, the engineers have certainly completely distanced all competition. They are entitled to the blue ribbon. In this we are not particularly disappointed. We had neither underestimated nor overestimated the B. of L. E.'s conception of *coöperation*. We infer that the B. of L. E. understands the word to mean "when we want you, we will call for you." As a result, firemen may hold themselves in readiness, if occasion requires, to pull the chestnuts out of the coals.

By the action of the Richmond Convention the B. of L. E. assumes all the responsibility of the strike. It has taken it out of the hands of the C., B. & Q. men, and nine men, virtually one man, is clothed with power to determine all things connected with the strike, and no fireman is expected to have any voice in the important deliberations.

This *Magazine* has been the friend of all the striking employes on the C., B. & Q. system, engineers, firemen and switchmen. It is still their friend. It does not interpose any advice as to the strike—that is now in the hands of the B. of L. E. by its action which ignored the firemen, but we can speak of other matters, and our advice to the men on the C., B. & Q. system, is to seek for work. In view of all the facts, it is quite probable a warning note should have been sooner sounded, but it is better late than not at all, and therefore we say to the

men, seek for work and avail yourselves of any opportunity to obtain honorable employment.

THE Brooks Locomotive Works are building heavy consolidated locomotives for the New York, Pennsylvania & Ohio railroad. The following description of one of the monsters we find in the *National Car and Locomotive Builder*. "The cylinder of these engines are 20x24 inches, and the driving wheels have 44-inch centers. The boiler is 60 inches diameter at the smallest ring and contains 240 flues 2 inches diameter and 11 feet 6 inches long. The internal length of the fire-box is 11 feet 6 inches, and it is 41½ inches wide. The driving wheel base is 15 feet 2 inches, and the total wheel base 23 feet 7 inches. The weight in working order is 113,500 pounds on drivers, total 128,000 pounds. The tender holds 3,600 gallons and weighs empty 33,500 pounds. The engines have straight stacks and extension smoke boxes, the American steam brake on all the drivers, and all the most approved devices for promoting the convenient and safe operation of the engines. The engines stand very high and have an imposing appearance.

THE *Detroit Free Press* glowingly yet truthfully extols the telegraph operators who have remained at their posts, in the plague-stricken city of Jacksonville while sickness, suffering and death were on every hand, and says "of such stuff the world's greatest heroes are made." And yet the world is advised that certain railroad magnates tell these heroes to whom the world owes a lasting debt of gratitude, that they must renounce their obligations to the Brotherhood of Telegraph Operators, or submit to idleness. They must disrobe themselves of independence and become the mere tools of railroad corporations or pay the penalty of a discharge from their positions. If that is not Russianizing America, please tell what other term will fitly describe the infamous business.

THE statement of the affairs of the C., B. & Q., shows that the net earnings of the system for eight months amounted to \$2,328,926, against \$7,922,857 for a corresponding period in 1887, the decrease being \$5,594,131, and this rate of reduction kept up for the remaining four months of the year, would show a loss to the C., B. & Q., owing to the strike, of \$8,391,165. There is nothing fanciful in the statement, only cold, hard facts are given, but the whole truth is not told by the corporation's financial exhibit. The stock of the company has declined in value many millions of dollars, and its rolling stock has been fearfully damaged. The road no longer has the confidence of the public, and its days of penalty paying are not over.

ORGANIZING NEW LODGES.

It is always a source of satisfaction to the Brotherhood to have a new Lodge organized, provided the motive which prompts the proceeding will stand the test of scrutiny. But unfortunately it is all too often the case that a new Lodge is the outgrowth of circumstances which injure rather than benefit the Order. In many instances the spirit of faction is aroused, and because of disagreement which ought to be amicably adjusted, a few who will not be reconciled to the decisions of the majority threaten to *pull out* and organize a new Lodge. This is all wrong. It is a course that cannot be justified and is always prejudicial to the welfare of the Order. New Lodges should be organized only when there is an unquestioned necessity for them. They should be organized when good men of the right stamp are in sufficient number to maintain the Lodge and make it an agent for the accomplishment of good to the individual members and to the Brotherhood at large. To organize a Lodge and have it linger out a brief, sickly existence, is in every instance a positive injury to the Brotherhood. It evinces a want of those essential qualities of head and heart which secure success. It is desirable that in the future Lodges, as the result of faction, will not be organized. Brotherhood firemen ought to be able to adjust honorably their differences without resorting to a factional *strike*. The Brotherhood is bound by many high considerations to set the example of ability to settle all questions relating to the well being of Lodges without adopting extreme measures. To organize a Lodge from considerations other than those which relate to the welfare of the Order, such as spite or jealousy, can only result in humiliation and injury. Let us have peace and the prosperity born of harmony in all the Lodges.

A NEW RAILWAY GUIDE.

We have received from the Dearborn Publishing Co., Chicago, a book in one volume, costumed in cloth, entitled Nye & Riley's Railway Guide for 1889. The publisher's price for the package done up in cloth is \$1.00, but the inside of the bundle, if wrapped in paper, can be had for 50 cents, showing that the Dearborn Publishing Co. place the same value upon the cover of the book, they do upon its contents. But the eccentricity of the publishers, doing business in a city, noted for its bombastic humor and improved appliances for haltering humanity, in no wise detracts from the voluminous value of the volume, the receipt of which we hereby acknowledge. It is universally conceded, that as manufacturers of wit and humor, Messrs. Nye & Riley stand at the head of all the infant industries in that line in the country. The demand for

their wares is so large that the market is never glutted and as a consequence overproduction is not a vexation that ever confronts the firm. Messrs. Nye & Riley are not alarmed by the introduction of "pauper labor" from Europe, as it requires skilled workmen to give wit and humor that finish and polish which makes it saleable in the home market. Another thing which helps the business of Messrs. Nye & Riley is the large supply of "raw material" to be had in our ocean-girt Republic, said to be practically inexhaustible. In carrying forward their great American industry, we are not advised as to the number of hands Messrs. Nye & Riley employ, but so far we have not heard of a strike, lockout or boycott to disturb the harmonious relation that should always exist between employer and employed, but it is generally supposed, that the co-partners, Messrs. Nye & Riley, do their own work without the aid of a type-writer, telephone or office boy. In the Railway Guide which is the latest production of the firm, there are sixty specimens of their work, each one blazing like a locomotive headlight. These specimens, have been, in book parlance, revised and corrected, that is, polished, sand papered, burnished, made bright and resplendent, and it must be said that the seventy-nine illustrations by the best artists, add indefinitely to the playful and tuneful talents of the authors. As a Railway Guide, the book will be found a thing of beauty and a joy for the entire trip. The table of contents may be referred to as stations, and the traveler will have to be mighty hungry not to find in every instance viands of such richness and rarity, as to satisfy the yearnings of the inner man. The rich and ripe humor of Nye blends with the exquisite fancy of Riley as naturally as the colors of the rainbow. They are men of lovable natures, born to help men and women pleasantly over the rough places in life's pilgrimage, and the Railway Guide is proof positive that they are splendidly fulfilling their mission.

Poor's Manual of Railroads for 1888, says the length of track laid up to the close of 1887, as reported, was 149,913, an increase during the year of 13,081 miles. The gross earnings of all the railroads in the United States, in 1887, amounted to \$940,150,702, and the net earnings \$334,989,119, an increase in gross of \$110,209,866, and in net of \$24,385,555, over 1886. The rolling stock equipment given for the United States is: Locomotives, 27,850; passenger cars, 20,582; mail and baggage cars, 6,592; freight cars, 956,631. For the Dominion of Canada the rolling stock estimated is: Locomotives, 1,517; passenger cars, 1,357; mail and baggage cars, 465; freight cars, 40,692.

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A NEW LODGE OF SWITCHMEN.

Wm. A. Simsrott, Esq., Grand Secretary and Treasurer of the Switchmen's Mutual Aid Association, organized in Terre Haute on Sunday, November 25th, E. V. Debs Lodge, No. 66, of the Order. The new Lodge starts out under the most encouraging auspices, having twenty-three charter members. As a body of men, we doubt if any Lodge of the Order can boast of having their superiors in intelligence and full comprehension of the noble purposes of the Association; and that No. 66 will be, in all regards, a first-class Lodge, will not be doubted by those who know the men who have organized it—and the *Firemen's Magazine* wishes the Lodge a successful career. After the Lodge was organized, we had the pleasure of a call from Mr. Simsrott and found him fully abreast of the progressive spirit of the age, and sincerely devoted to the welfare of the Order, and who is doing his full share in giving it strength and influence. Mr. Simsrott is pronounced in his advocacy of federation, as is every other intelligent member of any of the railroad Brotherhoods, and believes that federation is absolutely essential to the well being of men who are engaged in the railroad service.

THE Chicago *Knights of Labor* refers as follows to the rapid rise financially of a number of gentlemen who have held high positions in the organization of K. of L. For instance, Mr. William H. Bailey is a miner. When he gets steady work he can earn \$2.50 to \$3.50 a day. From July 1st, 1887, to October 31st, 1888, he drew from the treasury of the K. of L. the sum of \$4,499.60, as a member of the General Executive Board. Bro. Bailey ought to have taken the other forty cents to make the even \$4,500. "In fifteen months," says the *Knights of Labor*, "Mr. A. A. Carleton, erstwhile a member of the General Executive Board, K. of L., drew from the General Treasurer the magnificent sum of \$5,087.87. Before becoming a Knight of Labor Mr. Carleton was a shoe cutter, earning \$16 a week. It's only by hard work that great men get a start in the world." The *Knights of Labor* further remarks that since July 1st, 1887, Mr. T. B. McGuire, a member of the General Executive Board of the K. of L., passed around the hat to the tune of \$4,110.49. Before being a Knight Mr. McGuire was a truck driver at \$12 a week. Some over sensitive labor reformers would have preferred to open a bank with a crowbar." We are told that "Mr. Ira B. Aylesworth began to take up collections from the toiling masses July 1st, 1887, and by October 31st, 1888, he succeeded in getting \$4,070.80. Before occupying his present position as a Knight of Labor, Mr. Aylesworth was a very good carpenter and earned \$3 a day for

eight months in the year, and the balance of the time set up the pins to capture his present position as a member of the Executive Board. And we are further informed that "Mr. John W. Hayes has spent nearly all his time in Philadelphia since July 1st, 1887. In that time Mr. Hayes has received contributions from Poverty's Box to the amount of \$3,783.68. Before being a labor reformer Bro. Hayes was a railroad telegrapher and earned perhaps \$50 a month. He is now a member of the General Executive Board of the K. of L., and boards himself and wife at a first-class hotel at the expense of the Order." Such biographical sketches are well calculated to arrest attention, and the purpose in writing this for the public need not be mistaken, but it would seem to be only fair to give the reasons why the K. of L. agreed to pay such salaries. Both sides of such questions should always be given.

It has been remarked that the South has been building railroads in excess of the demand but a New Orleans correspondent of the St. Louis *Globe-Democrat* is of the opinion such is not the case. It is shown that Maryland has "one mile of track to 3.18 square miles of territory. The next sixteen States, however, are all in the North and West. New England averages a mile of track to each five miles of area. Ohio one to 5.51 square miles; Pennsylvania one to 5.74 New York one to 6.57. Virginia, which makes the best showing of the Southern States, except Maryland, has one mile of railroad to 15.65 square miles, while Mississippi leads the Gulf States with one to 22.17. The following is the proportion of the other neighboring States:

	Square miles of area to one mile of track.
Alabama	22.91
Arkansas	24.52
Florida	30.59
Louisiana	35.28
Texas	36.43

With these figures before us it cannot very well be charged that the South has built all the railroads it needs and can support. Much has been done in the last eight or ten years, during which time, as we have noted, the mileage of this section has been doubled; but much yet remains to be done before the South has all the transportation advantages it needs and can support. Railroad building in the South is in its infancy, and the work will continue to go forward.

THE *Switchman's Journal* for November, says: "If federation is not an established fact in the near future, it cannot be said that our Association contributed in the least to its postponement." That is true, and the same can be said of the firemen and brakemen.

We have read a communication signed Gaffer Green, who we conclude is, or has been, a railway passenger conductor, because he writes graphically of "Conductors and their duties." According to Gaffer Green, conductors have a hard row to hoe in this life, so hard, indeed, that they ought to contemplate the future state with serene composure. Summing up, Mr. Gaffer Green says:

The conductor, with the care of his passengers and the company's property in charge, is paid \$100 a month by the company. He is expected to buy two new suits a year (suits and caps complete cost about \$40, or \$80 a year). He must stop at a first-class hotel to give the road he represents tone, and to assist him the company pays *spotters* to look after the poor conductor, and if, in all this confusion, the conductor should fail to remit one 25 cent fare, he is discharged and called a thief. The conductor was not born a thief, and if he is one to-day the company is to blame. Pay him a reasonable salary; furnish him the dearest blue suit; take off the spotter and look upon him as a man and not a thief. (Compare the wages paid to ticket agents, traveling passenger agents (\$100 and all expenses, vacations, no time lost, and no responsibility compared with conductors). If necessary to raise the pay of conductors, make a cut in the general offices. Some of them could live on \$20,000 a year or less, while the conductors must live on--well, if I had but a thousand a year.

After reading Gaffer Green through, we conclude the conductors are not so splendidly treated by railroad corporations that the O. R. C. can long be kept in antagonism to the Brotherhoods who demand a more equitable share of the money they earn.

In the grand old days, before the flood, men lived to such an advanced age, that undertakers, or funeral directors, must have found their business unprofitable, as for instance Adam lived 930 years, Seth 912, Enos 815, Cainan 910, Mahalabel 890, Jared 962 years, and Methuselah surrendered after a pilgrimage of 969 years. After the deluge, the time tables were changed and the stations, where travelers could leave the surface train for a sleeper on the underground road have multiplied so that a passenger who reaches the three-score and ten station, on Mount Lookout, is regarded as exceptionally fortunate. But it is held that there are many and valuable compensations for this fast time and short route arrangement and that the average man, who has lived say forty years, has in fact lived longer than Methuselah; liver longer, because he has seen more and knows more than any of the old antedeluvians. Indeed, it is not required to go so far away from the present to illustrate the idea that notwithstanding ours is a fast age, men who die young have lived longer than in any other country, since Adam cultivated Eden. A writer remarks that "the old men of this period, those who come into the world with the present century or a few years after, have seen more material progress than those of any preced-

ing century of which there is any history." In proof of this, reference is made to the "development of the uses of the power of steam alone is suggestive as anything need be of the material progress of the century, but to it must be added the Jacquard loom, the electric telegraph, the cotton gin, the power loom, the screw propeller, the iron and steel ship, the vast march of chemistry, and in the healing art, the sewing machine, the telephone, the plowing, planting and harvesting machines, the Hoe rotary and other multitude power printing machines, the photograph, the "dynamo," the electric light, the electric motor and all those thousand and one mechanical inventions and scientific discoveries which are in active operation to-day, and which were not in practical existence in the year 1800." And it should be added not until long after the year 1800. The first steam vessel crossed the Atlantic in May 1819. In 1825 there was not a mile of railroad in the United States, while now there are 160,000 miles. If life is to be measured by what a man knows or by opportunities for knowing, then it must be admitted that a man of the present who has seen forty or fifty years knows more than any man who ever lived in any of the centuries gone, and if men are disposed to measure life by a still higher standard, opportunities for doing good, it is safe to say that a year of the present is more fruitful of such opportunities than were crowded into any century since God said "Let there be light."

THE *Gazette* has said that since the railway managements offer a premium to those employes who organize labor unions, that no fault should be found with such employes as do so. A telegraphic report is to the effect that the Atchison, Topeka & Santa Fe has notified all employes that salaries are to be reduced 10 per cent., the only exceptions being in the cases of such employes as the engineers and firemen, who belong to organized bodies or unions. This class was exempt from reduction, the reason being, it is said, that it was not thought advisable to court a strike. It is reported the cut covers every branch of the line.—*Railway Service Gazette*.

Admitting the "telegraphic report" to be correct, what must be the inevitable conclusion of employes in every department of railway service? We presume the brakemen and switchmen on the A., T. & S. F. are organized, and we do not see why they are not included in the exemption from reduction. Trains can't run without brakemen and switchmen any more than they can without engineers and firemen, and if these Brotherhoods were federated as their best interests demand, sweeping reductions would not occur.

A GRAND union meeting will be held at Parsons, Kas., on January 18th, which will be addressed by Grand Master SARGENT. A cordial invitation is extended to all members of the Order to be in attendance.

THE switchmen employed in the New York Central yards at Buffalo, N. Y., recently presented to the officers of the road, certain grievances which they regarded of sufficient importance to require action. They placed the matter in the hands of the Grand Officers of the Switchmen's Mutual Aid Association, and the result was an amicable adjustment of the matters in controversy. On November 28th Grand Organizer and Instructor George S. Baily, George Goron, of the New York Central; Martin Barrett, of the West Shore, and Robert Burns, of the Jersey Central, had a conference with President Chauncey M. Depew at his residence. There were present General Manager Tousey, Assistant Voorhees and General Manager Layng, of the West Shore road. The Chicago rates for switchmen (who make up and break up trains in the freight yards, not switch-tenders) are \$70 a month for foremen or conductors, \$65 for day helpers, \$75 for night foremen and \$70 for night helpers. Ten hours constitute a day's work and twenty-six days a month's work. After a long discussion a compromise was reached by which day foremen are to receive \$65; day helpers, \$60; night foremen, \$70; night helpers, \$65. Eleven hours to be a day's work and twenty-six days a month's work, extra to be paid for Sundays. Such reports of settlement are alike creditable to employer and employé. Railroad employés, so far as we are informed, never trump up grievances, and when a fair hearing is given them, they secure substantial benefits, by granting which, railroad officials evince a purpose to deal justly with their men.

THE agreement entered into on the 1st day of November last, between the officers of the Missouri Pacific Railway Company, and the St. Louis, Iron Mountain & Southern Railway Company, and the Brotherhood of Locomotive Firemen employed on the roads named and the leased and operated lines of said roads, is probably the most perfect thing of the kind extant. For a long time there had been complaints and serious unrest on the part of the firemen on the roads named, and as early as January, 1888, an effort was made to have matters fairly adjusted. The troubles on the C., B. & Q. interfered, and the Vice-President of the roads, S. H. H. Clark, suggested a postponement of the matter till certain difficulties then in the way, should be removed, promising that then attention should be given them. This pledge was faithfully kept, and in November last, the conferences required were held between Mr. A. W. Dickinson, General Superintendent Missouri Pacific, Mr. R. E. Ricker, General Superintendent St. Louis, Iron Mountain & Southern railway, and Bro. A. Dillon, Chairman Joint Board of Ad-

justment, and Mr. John O'Connor, Secretary and Treasurer Joint Board of Adjustment, acting for the firemen. The conference resulted in bringing about a settlement of every question in controversy, every agreement being sharply defined in thirty-eight paragraphs, signed by Messrs. Dickinson and Ricker for the roads, and by Bros. Dillon and O'Connor, and the other members of the Board of Adjustment for the firemen, approved by Mr. Clark, the First Vice-President of the roads. The schedule of pay rates agreed upon is as follows:

For eight-wheeled passenger engines, \$2.00 per day or 2 cents per mile.

For eight-wheeled freight engines, \$2.25 per day or 2½ cents per mile.

For ten-wheeled or Mogul passenger engines, \$2.20 per day or 2½ cents per mile.

For ten-wheeled or Mogul freight engines, \$2.30 per day or 2½ cents per mile.

For consolidation engines, \$2.40 per day or 2½ cents per mile.

For switching engines, \$1.85 per day or \$55.00 per month.

For pushing or helping engines \$2.00 per day.

Too much credit cannot be given to Bro. Dillon for the manner in which he conducted the business. The interests of the Firemen were protected throughout, and the agreement is to remain in force, except on three months' written notice from the firemen, or from the First Vice-President, Mr. Clark.

THE C., B. & Q. announcement of appointments on that scab-cursed system is as follows: Mr. L. E. Johnson, superintendent of the Chicago division, vice Mr. George Alexander, assigned to other duties; Mr. E. M. Herr, superintendent of the St. Louis division, vice Mr. L. E. Johnson, transferred; Mr. W. W. Nichols, superintendent of telegraph, vice Mr. E. M. Herr, promoted. Stone has been made vice president. The term vice as applied to an official means second, next in order to the president, etc., but the term in its other signification applies to Stone with eminent fitness.

SPEAKING of skilled workmen we note in the *New York Dispatch* that "Engineer Tom Bressett, who runs Engine 656, on the Harlem R. R., is counted as one of the best and most reliable men on the road. He has been handling the throttle only two years, but previous to that time he must have proved himself a good fireman, for during his time as such he paid close attention to business, and when given a throttle, he knew how to use it." Such statements emphasize the fact that locomotive firemen acquire the skill to run engines, while they are firemen. The man who does not see it is wilfully blind.

THE *Gazette* is not a party organ, and while it does not throw up its hat and shout for the Democratic party, or the Republican party, or the Prohibition party, or the Labor party, and while it does not march in processions, and howl at the heels of any set of small party leaders, bummers and blackguards, whose general "cussedness" is only surpassed by their cheek and their impudence, we are willing to admit that political parties are necessities, but in the language of a once noted politician, "like skunks, mosquitoes and other vermin, they are d-d bad necessities."—*Railway Service Gazette*.

Parties are absolute necessities, and it ought to be a matter of universal congratulation that at last a "Labor party" has made its appearance. The "skunks, mosquitoes and other vermin" in no wise abate the necessity of parties. Parties are the outgrowth of free speech, and a free press. Strike down American freedom, and the result might be an imperial party *a la* Russia or Turkey. The fact that there is a "Labor party," though yet in its infancy is a promise of good. It means ultimately justice to workmen, and therefore the triumph of things of good report. The Labor party of the United States, once in the ascendancy, or in a position to influence legislation, will sound the death-knell of certain outrages perpetrated by men who, like Ives, the "Young Napoleon" of finance, "keep well within the law." Political parties are a necessity. They act as checks upon each other. Being made up of human beings they are not perfect, and require watching. Political parties have existed since the date of the landing of the Pilgrims, and under their sway, good or bad the country has prospered. The country is now confronted with conditions which demand a Labor party, and it has come, and come to stay. We hail its coming with undisguised satisfaction.

IN November last the Governing Committee of the New York Stock Exchange ordered the following securities placed on the regular list: Mexican National Railroad Company, \$10,500,000 first mortgage bonds, \$12,265,000 second mortgage bonds, series A, \$12,265,000 second mortgage bonds, series B, and \$33,350,000 capital stock; St. Paul, Minneapolis & Manitoba, \$8,000,000 collateral trust bonds, \$1,000,000 additional consolidated mortgage bonds, and \$468,000 additional first mortgage 6 per cent. bonds; Pittsburg, Painesville & Fairport railway, \$1,000,000 first mortgage bonds; Cleveland & Canton railroad, \$483,000 additional first mortgage bonds; Richmond & Danville railroad, \$200,000 additional consolidated mortgage bonds, a total of \$66,566,000 entered for sale in one day. It occurs sometimes that transactions on the New York Stock Exchange reach a sum total of \$100,000,000, and on such days the bleatings of the shorn lambs can be heard from New York to San Francisco.

THE *New York Dispatch* remarks that "D. W. J. Mahoney, the secretary of Adopted Daughter, No. 3, B. L. F., is another of the throttle handlers who would not give up his mother lodge to join the B. L. E. He also hails from Enterprise Lodge, No. 48, F. & A. M., celebrated all over New Jersey as a first-class lodge. He also admits to membership in Jersey City Lodge, No. 24, I. O. O. F., and to cap the climax he is the chairman of the Committee of Arrangements of the ball which "Adopted Daughter" is to give next February, and added hereto is the fact that he is an intelligent man and an excellent engineer." Manifestly Bro. Mahoney, has the courage of conviction, and that he has the right sort of convictions, is quite as evident.

THE *Conductor's Journal* does us the honor of mentioning our name in connection with the address delivered before the Brakemen's convention held in October last. We confess that we had the "gall" to believe the convention would favor federation, not "without a moment's notice," but after mature deliberation, and we were right. We estimated the "intelligence" of the brakemen high, but there was no over estimate. As a result of it all we are entirely satisfied. We were appointed by the B. of L. F. to attend the brakeman's convention; besides we received a royal invitation from the brakemen to be present and to address the convention. We were armed with credentials of a high order. We had a most delightful visit. If that is "taking the cake" we had enough offered us to even sweeten the bitterness expressed by the *Journal*. Come over and take a slice.

It is reported that the Brotherhood of Locomotive Firemen at their recent annual Convention at Atlanta, Ga., have approved the proposed plan of federation, which is to unite for more harmonious action the various railway labor associations. Chief Arthur, of the Engineers, who attended the Firemen's Convention, is said to favor the federation plan. If the federation schemes should be successfully inaugurated, all classes of railway employes will eventually be represented in it. That will follow as an inevitable result.—*Railway Service Gazette*.

The "federation scheme" is certain to be inaugurated. It is a common-sense scheme. It has right and justice on its side. It means an era of fair play. It is in consonance with the growing enlightenment of the age. It bears convincing testimony that labor's winter of discontent is drawing to a close—that its sun is rising to meridian power. There is not one legitimate argument against federation—there are a thousand in its favor—and "all classes of railway employes will eventually be represented in it," and the Brotherhood of Locomotive Firemen will be entitled to everlasting gratitude for having set the federation ball in motion.

GENERAL MASTER WORKMAN POWDERLY in his recent address to the representatives of the Order said:

The most important questions that can come before this body for consideration are those of finance, land and transportation. These great questions are up before the people for discussion and solution. They must be settled by the people, for it is not the interest of politicians to do so. Those who control our public highways are reaching out with the hand of steel to grasp and control the government itself, and it is indeed a battle for supremacy. If the masses remain idle and indifferent these classes will rule through the power which comes to them through bonding railway and land monopolies. It is therefore a duty which we should not neglect to select the questions which I have pointed out and place them prominently before our members for discussion.

It is not required that anyone should indorse Mr. Powderly's dictum as to the "most important questions" to be discussed by the working people, and we doubt if "finance, land and transportation" are the most important questions relating to the welfare of working people. But, be this as it may, they are political questions of great gravity. Men will take widely divergent views regarding them, and thus political parties are formed. If matters as they now stand, are wrong, the right can only be made triumphant by the success of the party which favors the right. In all of this what is to be seen degrading in politics? And yet, nothing is more common than the denunciation of politics and politicians. Politics is the science of government, and the most renowned statesmen are the men who are the best versed in politics. If Mr. Powderly is competent to map out a policy for the Knights of Labor, calculated to improve the condition, it is because he is a more thorough politician than any other man in the Order. If labor is to achieve any triumph in legislation by which just laws are placed on the statute books and unjust laws are repealed, it will have to be accomplished by a political party without reference to a name, and the fact that there are vicious men in politics has nothing to do with the matter. There are vicious men in all parties, in all organizations—even the church is not exempt. There is a Labor party. It is political because it proposes to deal with governmental questions. To denounce the party because there are designing men in it would be equivalent to denouncing the religion of Christ because Judas Iscariot was a traitor.

A STATEMENT of the Pullman Palace Car Company's receipts and expenditures for the year, made at the annual meeting held October 11, 1888, was as follows: Receipts, \$7,509,754.97. Expenses, \$5,494,193.09. Surplus for the year \$2,015,561.29. The statement says the company has built and placed in service during the year 147 sleeping, parlor and dining cars, costing \$16,382.43 each, or an aggregate of \$2,408,217.21. There are

now under construction ninety cars, the estimated cost being about \$17,000, each, or an aggregate of \$1,530,000. These cars, with the eighty-five purchased of the Baltimore & Ohio and the 147 built during the year, will make a total of 322, an addition of about twenty-five per cent. to the total equipment in service July 31, 1887. The total number of persons employed is 10,530 and the amount paid out for wages during the year was \$5,516,201.55. The statement shows that the total number of cars employed in the service is 1,420; the number of passengers carried during the year, 3,482,006; the mileage of the cars, 120,801,807. The total mileage of railway covered by contracts for the operation of the cars of this company is 106,131. The value of the manufactured products of all the car works of the company for the year was \$8,704,949.08; other industries at Pullman belonging to the company, including rentals, \$2,118,276.10; a grand total of \$10,822,225.18.

The town of Pullman, Ill., has a population of 10,710 and the savings deposits of the employés of the company amount to \$262,157 and the number of depositors is 1,150. Pullman is a thriving town and a good place were should think to work, live, grow old and die in.

BROTHER CHAS. COWDRICK, No. 221 East 126th street, New York City, has on hand 1,000 copies of the Programme of the First Biennial Convention of the B. of L. F., which he desires to dispose of as early as possible, and offers special inducements to purchasers. Any person sending him postage stamps to the amount of 50 cents will promptly have a copy of the *souvenir* mailed to his address, and Lodges of the Brotherhood can have them upon the same terms. The book is beautifully bound and contains a concise history of the Brotherhood, together with biographical sketches of the Grand Officers of the Order, together with admirable engravings of each. The book makes a beautiful center table ornament, and as it is now offered at the nominal price of 50 cents should be in the possession of Brotherhood Fireman.

THE order of the Knights of the Golden Eagle was organized in Baltimore, Md., Feb. 6, 1873, and is now established in twenty-seven States and Territories. It has for its motto, "Fidelity, Valor and Honor." It has three degrees, 1, Pilgrims; 2, Knights; 3, Crusaders. It is semi-military in its methods and is organized with its supreme and subordinate castles, and has for its aim "that of a Christian warrior struggling for an immortal crown." We wish the Golden Eagles such sublime flights as will keep their plumage forever bathed in the sunlight of prosperity.

SELECTIONS.

HOW TO BECOME A MECHANIC.

Wood and Iron.

Perhaps no question in the whole range of mechanics is asked with so much earnestness, and usually receives so meagre a reply, as that from the young man who asks: "How can I become a good mechanic?" In nearly every case the young man asking this question feels that the circumstances surrounding him absolutely prohibit the idea of his attendance at any of the technical schools, and in his despair of finding any way himself, he turns to the editor of some mechanical journal. Too often he is told to read such and such a book, regardless of the fact that the reading of no one, or a dozen books, or a hundred books, will make a mechanic of him.

As one who has been compelled to get all of his mechanical information without personal assistance from any one, it may not be out of place for us to outline such plans as have been of the most help to us. The best of all mechanical educators of to-day is the mechanical journal. Let the young man who wishes to become a mechanic subscribe and pay for one or two such journals as have a special bearing upon what he wishes to learn. We say pay for it, because there is a moral influence of having paid for what he is getting that will cause him to obtain more real information from one journal so obtained than from a dozen which may be given him. Each number should be read carefully, and every article studied so thoroughly as to be certain that there are no points not understood.

Nor is that all; each statement made should be carefully compared with every day experience, and when items of information are conveyed that have no direct relationship to his present surroundings, he should enter upon experiments, or carefully retain the remarks until he can find such an opportunity. It is by the careful comparison of others' statements with one's own practical experience that the best and truest knowledge of mechanics comes. Books on various subjects are also of great advantage to the young mechanic; in fact, they become a necessity, if he wishes to develop far in mechanical science; but as a great number of minds are wiser than any one mind, so is the technical journal, which is the reflex of many minds, better than the book, which is the reflect of only one mind.

On the practical side of the question the young mechanic should carefully study the machine with which he comes in daily con-

tact. A long time spent in the study of a single machine may seem like a waste of time to the beginner, but if he thoroughly understands but one machine, he has traveled a long road towards the comprehension of all machines. By the understanding of a machine is meant not only the understanding how it operates, but how it is made, the thickness and kind of metal, the size of bolts, the proportions and general arrangements of parts. The best way to go about the study of a machine is to carefully make a set of drawings of it, letting everything in the drawing be of the exact size and proportion that it is in the actual machine. Having made the drawing, the next study, and the one that will give the test to native ability, is to locate in the machine the amount, kind and direction of the strains that come upon it when in operation, and see if the proportions are in true relationship to these strains.

If he finds in his work what are apparent weaknesses in the machine, let him then carefully watch it in operation, with every nerve on the alert, and see if he can detect these as actual weaknesses. If this work is made and studied out faithfully, without the assistance of any one, it will be of vastly more benefit to him than anything he could possibly learn in a college. Having extracted all the information possible from the first machine, let him take another of a somewhat different class and go through it in the same way. A comparison of the strains and proportions in one machine to the strains and proportions in the other will give him some idea of the latitude exercised by designers. If the young man has the true mechanical instincts, this investigation will have an absorbing interest to him, and he will see a wide vista of thought opening up before his mind, which in after years will bring forth good fruit.

Such work is not impossible or even hard for the young man who has to work ten hours a day for his living. If he has any real desire, real ambition to become a good mechanic, his spare moments, morning, noon and night, will be turned upon his investigations, and even in so short a time as a few months he will find that he has made wonderful progress. The watchword of advance is, think. Think in all times and places. Remember that one hour's earnest thought upon a subject on which you have been reading is worth ten extra hours of reading upon it. The mechanic who will persistently study and think on his business will not down. He will certainly come to the front even though he were confined in the walls of a prison.

It is asserted that the Inter-State Commerce Commission will declare any movement on the part of the railroads to inaugurate a pool illegal.

A TRAIN ROBBER'S RECORD.

Globe-Democrat.

Dispatches from New Orleans announce the arrest of J. Leon Pound as an accomplice in the recent train robbery near New Orleans, as well as that of a woman named Cora Ellis, formerly of Tyler, Tex., who has for some months been known under the dual names of Mrs. Girard and Mrs. Bunch. Both parties allege that the chief of the gang which perpetrated the robbery is E. F. Bunch, a party well known in Dallas, and, in fact, throughout north Texas. The woman was captured on November 13, and upon her person, sewed up in her clothing, was found \$1,300 in greenbacks, which she alleges Bunch gave her immediately after the robbery.

Few men have led a more adventurous career than E. F. Bunch. Born in Noxubee county, Miss., he entered the Confederate army at the early age of sixteen years, and by conspicuous daring and bravery, soon won his straps. At the close of the war he migrated to Amite, La., where he taught school, but, becoming involved in some trouble, he pulled up stakes and immigrated to Texas, settling in Cooke county, where he continued to follow the profession of a teacher. Bright, intelligent, with polished manners and insinuating address, he soon established himself as a popular favorite, and almost before he had acquired citizenship, he was elected county and district clerk. He held the office for two terms, and then disposing of a handsome landed property which he had accumulated, moved to Wichita county, in the Panhandle, where, for a brief period, he engaged in the publication of a newspaper at the county seat.

Throughout all this time he was regarded as a model citizen, upright in his dealings, temperate in his habits, and peaceable in disposition; but now and then wild stories of dissipation and high old larks, which received no credence, were put in circulation, and in his new home as in his old home Captain Bunch was esteemed one of the best citizens.

One of the stories was to this effect: "Bunch, while on his way to St. Louis, became intoxicated at Texarkana, and struck a negro porter over the head with a six shooter. He was arrested by the marshal and placed in the calaboose, but on searching him the marshal carelessly overlooked a revolver Bunch had concealed under his vest. As he stepped inside the cell, he drew his weapon, and, covering the marshal with it, compelled that official to change places with him. Turning the key upon the imprisoned official, Bunch coolly walked to the train which was just then ready to start, and stepping aboard, continued his journey un molested."

About eighteen months ago Bunch removed from the Panhandle, but he gave no intimation as to his future location. He was seen frequently at Dallas, Fort Worth and other prominent railroad points, and when the train robbery occurred at Benbrook, in June 1887, certain circumstances led the officers to suspicion Bunch as one of the parties concerned in the affair. Whether justly suspected or not, it is an open secret. But immediately after the robbery Bunch appeared in Dallas and Fort Worth, in both of which cities he lost large sums of money at the gaming table, and frequently boasted there "was plenty more where that came from."

A story was current at the time that Deputy United States Marshal Lum Johnson entered the Glen Lea saloon, where Bunch was drinking, and attempted his arrest upon papers issued by a United States commissioner, but that Bunch declined to submit to arrest, and openly boasted that there were not deputies enough in north Texas to arrest him, at the same time striking Johnson. Whatever truth may be in this rumor is not known, but it is known that Bunch had several interviews not only with Deputy Marshal Johnson, but also with General Cabell, United States marshal.

"Bunch is a living curiosity," remarked a gentleman to a reporter to-day. "I had occasion to sleep in the same room with him some months ago, and was surprised to see him unbelt two navy sixes and a Bowie knife before retiring. Expressing my surprise that a private citizen would go so heavily armed, he remarked that a man who had passed through what he had had good reason to make a walking arsenal of himself, and with that he stripped his undershirt. The sight that presented itself was a curiosity. The man had been literally cut and shot to pieces. His back and breast were a solid mass of scars from wounds received in battle and personal affrays. A dozen times or more he has been shot through and through, while there was scarcely an inch upon his breast and sides but what bore the mark of a knife or sabre."

The conundrum now is: Will they capture Bunch? He is a desperate man and will not be taken without a struggle. He has a brother residing in the Indian Territory, and it is supposed that he is making for that haven of the wicked. Once there he can bid defiance to any ordinary posse of officers and hold the fort against his enemies.

Bunch is about forty years of age, weighs about 180 pounds, and is tall and well proportioned, with dark hair and red mustache. He dresses well and is an interesting conversationalist, and will pass as a clever gentleman in any company into which he is thrown.

PRESIDENTIAL BABIES.*Philadelphia Record.*

There are more than 300 Harrisons residing in Philadelphia, but previous to the Chicago convention a solitary upholsterer was the only Benjamin among them. Since the Hoosier statesman was nominated the Harrison family in this city has increased somewhat, and nearly every Harrison who has first seen the light of day since that event has been christened "Benjamin." So far as the registrar of births and deaths has been informed there have been no baby Harrisons of the male persuasion born in the city since the election, but the list of other babies christened after the president-elect is a long one. The clerks who register the births in the board of health office kept a tally of the "Harrison" and "Cleveland" babies previous to the election. Curiously enough the records show that the two candidates ran neck and neck in the race, eight proud and intensely Democratic parents having given their babies the benefit of the president's name as a prefix, and eight equally enthusiastic Republicans having named their new-found blessings after the then Republican candidate and now president-elect.

Reports in the local papers in the country districts show that since election day the "Benjamin Harrison" baby has appeared, as Colonel Tom Ochiltree, the distinguished Texas statesman, would say, "very numerous." Nearly every country paper contains a list of birth announcements, in which the babies who have been christened after the president-elect have a large plurality. The Grover Cleveland baby has almost disappeared, but there is no evidence of any waning of the popularity of the president's wife among the mothers of Philadelphia and the surrounding country. Within the past two months a score of girl babies in Philadelphia have been christened "Frances Cleveland."

It is not improbable that there is to be a lively dispute among the parents of the "Benjamin Harrison" baby as to which was the original. The records will show, of course, the priority of registration, but the claim will be made that the first christened and not the first recorded is entitled to the bun. It has been suggested that the president-elect be asked to decide this interesting question. A personal friend of Mr. Harrison who was in this city yesterday, said that next to letters of advice upon how to form his cabinet, the most numerous class of letters received by the president-elect consists of epistles of notification from fond parents that their latest joy has been christened "Benjamin Harrison ———." This gentleman said that some waggish friend had suggested to Mr. Harrison to purchase a carload of chestnut bells, one of which could be sent to the parents of each new Harrison baby.

The president-elect, however, was too long-headed a politician to accept such advice, and will no doubt send a neat little note to each mother if his supply of paper shall prove adequate to the demand.

AFRICAN CANNIBALISM.*Drake's Magazine.*

Colonel H. P. Johnston, the British Consul at Cameroon, estimates the cannibal population of Western Africa, at more than three millions. In the delta of the Niger, on the lower Cross River, on the lower Congo and its southern tributaries, and all along the Bay of Biafra, human flesh forms an occasional or staple article of human food. On his trip to the Cross River settlements he saw a smoked human ham dangling among bundles of dried fish and similar items of household provender, and a pious looking old native presented him with a necklace of human knuckle-bones. The Feejee Islanders and the natives of southwestern Borneo indulge in cannibalism whenever they can evade the suspicion of their Caucasian neighbors, and sporadic cases of a similar *penchant* have been observed in Celebes, and even in northern Africa. In the neighborhood of Sidi Belbez, Algeria, a troop of roving Bedouins a few years ago caught a countryman of their own in the act of roasting a human body, but contented themselves with giving him a good thrashing; and not long after caught the same offender again *in flagranti*, but let him off because his victim had been only a foreigner.

CHINESE WAYS.*Family Reader.*

The methods which the Chinaman adopts to defend himself against cold are not without a certain value as aids to the reading of his mind. We put wooden floors in the rooms of our houses for others to walk on as ourselves. A Chinaman puts a two-inch sole on his shoe, and thus makes sure of a piece of floor under his own feet. If driven by cold to the use of fuel, he does not like a fire for the sake of the family at large, but puts his red-hot charcoal balls into the metal vessels he uses as a footstool, and into the smaller ones which he carries in his capacious sleeves for the warming of his hands. A Chinaman, naturally portly, is a sight in the cold season; while a little child clad in his winter clothes becomes a most comical object. He cannot get his arms down to his side; they stick out horizontally; and should he fall, he is as incapable of getting up again as an overturned turtle or a mislaid sheep. However, he is Chinese, not English, so he wastes no strength in vain strugglings; he lies where he falls, calmly and contentedly, with his four limbs in mid air, till some passerby thinks it worth while to pick him up.

SAVE BY KEEPING ACCOUNTS.*London Reader.*

If all men, whether engaged in business or acting as employes and receiving salaries of daily wages would keep a regular account with themselves, in which should appear in detail all the money they receive and all they expend, they would live more wisely, and, as a rule, far more successfully. Here, for example, is a man who is in receipt of a salary. This salary he receives in twelve monthly payments. Let us suppose him to keep an account with himself. When he receives a monthly payment he charges himself as a debtor to that amount, and during the month he credits himself with all he pays out, item by item. At the end of the month he settles this account with himself, and sees on paper just where his money came from and just where it has gone. If he has spent less than he has received he carries the surplus forward to the next month, and keeps an account of the month in the same way, and thus continues for the whole year. At the end of the year he can look back over the whole period, and see in black and white just how he has lived in the matter of personal and family expenses. If his whole salary was spent he can see how it was spent; and if a part of it has been saved, he can equally see how he managed to save it.

FAST LOCOMOTIVE RUNNING.*American Journal of Railway Appliances.*

The New England Railroad Club at its late meeting, considered the subject of quick journeys and fast running. While the importance of maintaining a steady speed for a long distance, rather than an occasional burst of excessive speed for a few miles of clear road, to be slackened at a dangerous or unprotected crossing, was generally enforced, much of the discussion turned upon the comparative weight of American and European trains. One member of an analytical turn of mind pointed out that the permanent way might be the weak future, and that while the weight of engines and rolling stock had been greatly increased, the rails and roadbed had not been correspondingly strengthened. In regard to high speed, J. B. Barnes, superintendent of motive power of the Wabash railway, is said to have expressed himself to an interviewer as follows: The surprising feats of fast running recently made by railroad trains has prompted an interesting discussion in the newspapers and in railroad circles of what may be the possible limit of speed at which a railway locomotive may be made to travel. Theoretically there is no limit, practically there is; but that practical limit is not within 100 miles an hour. I hold that speed can be attained if the machinery and the track be sufficiently im-

proved, and by means that locomotive builders and railroad men well understand. In the first place the engines would have to be of the compound construction and drivers would have to be at least eight feet in diameter. But no attempt, I apprehend, will ever be made to run passenger trains at such frightful speed. It would involve a revolution in railroading so complete and radical as to make the idea preposterous. Besides, it is doubtful whether passengers would be found willing to outride the gales; or engineers could be found cool enough to be intrusted with the management of locomotives on such trips. Still we cannot say what will happen. Not long ago we used to consider sixty miles an hour a pretty good pace on the Wabash, but we are now running seventy-five and even eighty miles an hour in spurts. One evening last week engine No. 1571 pulled express train No 42, made up of eight heavy day coaches and sleepers out of East St. Louis at the rate of seventy-two miles an hour, and this pace was kept up for eleven minutes. I have myself driven locomotive 1051 at the rate of seventy-three miles an hour. Superintendent Stevens was on the train and timed me. The question is beginning to resolve itself into this: "Not how fast can passengers be pulled, but how fast dare we ask them to ride?"

THE INFLUENCE OF THE UNITED STATES.*Reynold's Newspaper.*

The United States is not only the foremost nation on the earth, but it is the type of the nationality of all future nations, and the nearest approach to the ideal of self-government that, since the dawn of civilization, philosophers, poets and statesmen have dreamed of. A century of republicanism has done infinitely more to dignify citizenship than the thousand years of monarchy and imperialism that make up the history of the Old World. In what country of Europe or Asia, where the light of citizenship has broken, are there not tens of thousands of patriotic souls, inspired by the glorious examples of freedom and self-respect that the United States has set up, and who are sowing the seeds of political independence in their own lands that will sooner or later ripen? The time is not yet, but it is fast approaching, when monarchy, imperialism, and the countless evils they generate, will disappear, and people all the world over take the power into their own hands, using it for their own ends. Self-government, whether, as in the States, through individual forces, or as in the dreams of Lasalle and the socialists, is the Future of Nations; and in the making of that future the immeasurable success of the United States of America will have had the most potent influence.

KRUPP AND HIS SECRETS.

A draughtsman, who had been twenty-five years in the service of Krupp, at Essen, had received several pecuniary rewards from him and was in his confidence, has just been arrested for offering his services to Messrs. Armstrong, Mitchell & Co., in which case he would have divulged Krupp's manufacturing secrets, against which offence a law is in force in this country. As might be expected from such a firm as the Newcastle one, supposing even this man could have enlightened them, they ignored his letter and enclosed it to the Essen firm. He has been let out of prison, but will be tried before a criminal court.—*Letter from Germany.*

Imprisonment for such an offence would seem to us to be a strange proceeding, especially since our railway clubs and master-mechanics' associations are formed largely for the purpose of exchanging shop secrets. Not so with the Krupp works; the gates of the Essen shops do not open to every caller. Admission is positively refused to all metal workers. There are processes, the result of several generations of experience, which are kept secret, on the ground that they regard the experience gained in a lifetime of incessant work and unparalleled activity such as Krupp's as a precious possession, and to allow the keen glances of rival manufacturers an opportunity of noting and appropriating the fruits of such life-long labors and experience would be silly and weak, and against the interests of thousands who are dependent on the works for their living. This is not the American idea; we believe in the greatest good to the greatest number, and if all would publish their secrets and compare notes the chances are that those who have pet secrets would get more than they give, and also find that many points on which they were still experimenting had long since been solved by others. Recognizing this fact, the American Society of Mechanical Engineers at their late meeting in Scranton propounded the following query: "What experience and phenomena can you describe as to the conduct of steels under the conditions in which you are using them?" From facts brought out in answer to such questions better theories will soon be deduced and all classes of metal workers will be benefitted.—*American Journal of Railway Appliances.*

PENALTY AND REFORM.

Christian Weekly.

Our prison system ought to be both punitive and deterrent. It ought to be such that it will not multiply the evil that it seeks to control. The community is in danger of being led into indifference in regard to this matter from the fact that very great reforms have been wrought in externalities. The construction of prison buildings has been improved; there has been great progress in the humane treatment of prisoners under

sentence. So people in general have come to think that there is very little more that needs to be done. There are several things that are essential in this matter if crime is to be controlled and the number of the criminal class reduced. In the first place, we must have regard to cutting off the sources of the supply of criminals. In other words we must educate the children, especially those who by the circumstances of their birth are predisposed to crime, so that they shall shun crime. It will be found far cheaper in the end to educate the children—in morals as well as in intellect—than to deal with criminals. It is far easier to extirpate nascent crime than to deal with full-blown crime. For another thing, work must be provided for the prisoners in our penal institutions. The demand of the so-called labor reformers that prisoners should not be employed in remunerative labor ought never to have been yielded to. Having been granted, consent ought now to be revoked. The third essential thing, in our judgment, is the subjection of actual criminals to such discipline—labor and instruction—in the prison as is fitted to change their habits, and the detention of them till they are pronounced by competent authority, fit to be dismissed.

A SUBTERRANEAN LAKE.

Globe-Democrat.

Two miners, named Robbins and Bunch who are operating in the Huachuca Mountains, near Tombstone, and who are in the habit of sending their ore to El Paso smelters for treatment, have made an interesting discovery near Ash Canyon, in those mountains, and about 1,500 feet west of Ash Canyon Spring. While following the outcroppings of a lode of mineral which they were able to trace along the surface, and while displacing some boulders and loose rock at a point where the indications of mineral were quite pronounced, they found signs of work having been done by human hands. Half an hour's work revealed to them a cave, having apparently no natural outlet to outer air, but to which an artificial entrance had at one time been made at the spot that they had accidentally stumbled upon. The bottom of the cave is covered by a lake, the water of which is of the utmost purity. The cave is of unknown extent, and owing to the difficulty of exploration the discoverers examined it only for a distance of 300 feet. Around the edges of the lake human bones and a quantity of ancient pottery were found. The roof of the cave was entirely dry, with no signs of stalactites, and the air very cold. The sheet of water has been named Lake Huachuca, and endeavors will be made to have the cave thoroughly explored at an early day.

MATERIAL OF BOOKS.*Magazine of American History.*

If we of this stirring generation were suddenly jolted backward to the time when the art of writing consisted in painting with different kinds of ink, or when events were recorded by planting trees or throwing stones into piles, we should begin to appreciate our current privileges. Visitors at the British Museum are often entertained by the examination of specimens of the earliest modes of writing on bricks, tables of stone, ivory, the bark of trees and the leaves of trees. In the Sionian Library is a nabob's letter on a piece of bark about two yards long, and richly ornamented with gold. There are also several copies of the Bible written on palm leaves. The ancients appear to have written on any leaves they could find adapted to the purpose. Hence the name of leaf, of a book, referring to a tree was derived. The Babylonians made their contracts of business on tiles or broken pots. The treaties between the Romans, Spartans and the Jews were written on brass. The speech of Claudius, engraved on a plate of bronze, is preserved in the Town Hall of Lyons, in France. There are wooden manuscripts which must have existed prior to 1423. In the shepherd state people wrote with horns and awis, then they invented an iron bodkin. After that the stylus came into use, made sharp at one end to write with and blunt and broad at the other for effacing and correcting. But the Romans found these sharp instruments dangerous, as vicious persons used them for daggers. A schoolmaster was killed on one occasion with them in the hands of his own scholars.

THE INTER-STATE COMMERCE LAW.*Philadelphia Record.*

There is a general and apparently a concerted demand on the part of the great trunk railroad managers for the repeal of the fifth section of the Inter-state law. This is the important section relating to the formation of railroad "pools." While there is nothing to prevent the railroad companies from having understanding in regard to rates of freight, they find that the prohibition of pools seriously interferes with their mutual arrangements. The fourth section of the act, relating to "the long and short haul," is scarcely less obnoxious to them than the provision against pools, and if these two features could be effaced from the law they think they might manage to get along very comfortably with the rest of the statute.

As a compromise between the public and the railroads the Inter-state Commerce act is anything but a perfect measure. When the law first went into effect the Commissioners, in their extreme caution, made so many exceptions from its strict enforcement that the

railroad companies had not much difficulty in accommodating themselves to its provisions. But since the law has been put into working order and the Commissioners have refused to grant dispensations in behalf of the numerous claims of exemption from its operation, Government supervision of the railroad companies has been found extremely inconvenient to the parties immediately concerned. As a great deal is left to the discretion of the Commission, the future success of the law must largely depend upon the character of the men who may be intrusted with its enforcement. Thus far, at least, neither the public nor the railroad companies have any just cause of criticism or complaint in regard to the Commission.

Whether the demands for repeal of the fifth section of the Inter-state Commerce law be or be not inspired by the result of the late election, they are not likely to receive favorable consideration from the next Congress. There will be no reaction against the spirit and policy of the Inter-state Commerce law. As for the railroad stockholders who complain of the decline in their dividends, they will not discover the cause of it in the operation of the laws. Nor will they find a remedy in a restoration of the "pool" arrangement. But for the intimate relations of railroad management with the manipulations of the stock boards for a rise or fall in the market, shareholders would not have so much reason to mourn the loss of their dividends.

The people—the producers and consumers of railroad freights—are chiefly concerned in protecting the public interests against the encroachments of the great corporations, and they will jealously watch every attempt to cripple the law which they have set up for their defense.

THERE is now a proposition to have railway tunnels under the city of New York, sixty feet below the street surface. The tunnels will extend from Long Island to New Jersey, and when completed, the freight and passenger depots will be located in this underground New York. The underground city will be lighted by electricity and only electric motor power will be used, and at the subterranean crossings great elevators will be constructed to lift passengers and freight to the surface. It will take a pile of money to construct the tunnels, but since capitalists are multiplying and wealth is increasing something will have to be done to keep it from lying idle, and during the next half century, the world will witness daring enterprises, the mere mention of which at present makes the heads of millionaires dizzy.

Merchant Traveler :—"Whose deal is it?" asked one wheat cornerer of another.

FOREIGN CONTRACT LABOR.

New York World.

The Common Council of Reading, Pa., has passed an ordinance making it unlawful for any contractor on public works, such as sewers, reservoirs, public buildings and the like, to employ any but citizens of the United States. It is said that the ordinance emanates from labor organizations in Reading, and that it is a part of a concerted effort to be made in all the leading cities to put a stop to the importation of foreign contract labor.

Such a law has already been proposed in this city. With some modification it has met much approval. Persons who emigrate to this country with the honest intention to become citizens should be eligible for employment after they have legally declared that intention. When an immigrant has taken this first step in naturalization he has done all that is in his power to make himself a citizen and he awaits only the delay required by the law to complete the work.

It seems just that the money paid by the citizens for their public works should go to citizen workmen rather than to strangers who come here only for a temporary refuge. If the law prevailed in New York many hundreds of unemployed citizens would have found employment on the aqueduct in place of vagrants.

But the Reading ordinance will go on but a very little way towards abolishing the "importation" of contract labor. The public contractors of a city find their cheap foreign laborers here. The wealthy "protected" manufacturers and corporations are the "importers" of the pauper labor of Europe, and a law which will reach the evil must be of wider and more general application than a city ordinance.

PRESIDENT DEPEW, of the New York Central, while recently in Europe, rode upon the Government railroads in Germany, Belgium and France and concludes that the American railroad is enormously superior in all regards to the European institution. In riding upon a French road he says "the people in the cars were virtually slung from one side to the other by the oscillation of the train. It was impossible to read or even comfortably dispose of a lunch. One gentleman, who was very fat, was laid up for a week by the muscles of his abdomen being bruised and strained because he was slung about so miscellaneously during the six hours' trip." It would be difficult to find such railroading in the United States, and yet there are silly Americans who are everlastingly slopping over about the superiority of Europe in all things.

Toledo Blade :—Many struggling men keep pup by supporting a useless canine.

DOG INTELLIGENCE.

Exchange.

A story is told of a dog which lived on a ship. The vessel was anchored in the harbor of a foreign port. The dog often went ashore with the officers, and, being occupied with various doggish amusements, often was left behind when the officers returned in their boat to the ship. The first time this occurred the poor dog knew not what to do when he found the ship's boat gone. He ran up and down the wharf barking and whining.

A boat was lying at the wharf in which a native was sitting. The dog suddenly stopped, jumped into the boat, and gave several short barks, as if to say: "I want to go to that ship out there."

The man knew the dog, took in the situation, and, doubtless thinking of a fee, he rowed the dog to the ship's side. The man got his fee, for the officers were glad to have their pet returned to them. After that the dog often got back to the ship in the same manner.

The following anecdote is somewhat similar in character, and speaks well for the dog's intelligence.

"You know how much I rush about in hansom cabs," said the narrator," and Scoti, my collie dog, always goes with me—we travel many miles in a week together in this way; but on one occasion I was walking and missed him.

"Search was in vain. The crowd was great, traffic drowned the sound of my whistle. After waiting awhile and looking elsewhere, I returned to my suburban home without my companion, and sorrowful, yet hoping that he might find his way back.

"In about two hours after my arrival a hansom cab drove up to the door, and out jumped Scoti. The cabmen rang for his fare, and thinking he had some how captured the runaway, I inquired how and where he found him.

"Oh, sir," said the cabby, 'I didn't hail him at all. He hailed me. I was standing close by St. James' Church, a looking out for a fare, when in jumps the dog.' 'Like his impudence,' says I. So I shouts through the window; but he wouldn't stir. So I gets down and tries to pull him out, and shows him my whip; but he sits still and barks as much as to say, 'go on old man.' As I seizes him by the collar I reads his name and address.

"All right, my fine gentleman," says I 'I'll drive you where you're a-wanted, I dare say!' So I shuts the door, and my gentleman settles hisself with his head jest a-looking out, and I drives on till I stops at this here gate, when out jumps my passenger, a-cikaring the door, and walks in as calm as though he'd been a reg'lar fare."

AN AMERICAN GIRL.*London Star.*

There is living at an old farmhouse at Cornay la Ville, in the department of Seine et Oise, a young American girl, whose quiet but steady success at animal painting promises to enable her to share with Landseer his reputation for animal painting. Miss Strong started painting pictures in San Francisco for her bread. She is a little girl, with blue eyes, brown hair, a small face, and a mouth with determined corners. Honest and earnest in conversation, she tells how she came to Paris. She could not afford the ten francs a lesson which Von Marcke charges; but the painter, seeing her need, gave her his advice gratis, and she picked up what she could at the ateliers. Her drawback was a want of knowledge of technique and anatomy, and she actually learned the latter by feeling the animals' bones and their relative positions. She says this is better than studying anatomy from a plaster cast or skeleton, in the case of dogs. She loves dogs, and stuck to her dog painting till she made it pay. She is shortly going to Algeria, to study there. Her country home in Cernay la Ville is surrounded by several chateaux, and from these she obtains subjects for her animal paintings. Miss Strong started to earn her own living at seventeen, "without a cent," as she herself says, and with no friends. When she had saved enough money, she went to Paris. The little woman's work now finds a market, but she has not done so well as she could "if my circumstances had been better," she adds, wistfully.

EUROPE IN AFRICA.*Missionary Herald.*

After the scramble for Africa, which has been going on for some six or eight years, and which is now practically ended, it is said that only about four and one-half millions of the eleven millions of square miles in Africa remain unattached, directly or indirectly, to some European power. Of these unattached portions, more than one-half lie within the desert of Sahara. France has about 700,000 square miles; Germany, 740,000 square miles, to which should be added, if various disputed claims were admitted, another 200,000. England's possessions and "sphere of usefulness," not including Egypt, are set down at about 1,000,000 square miles. British trade with Africa is estimated to be worth about \$125,000,000 annually, while that of France is about \$1,000,000. The total commerce of Germany with the great continent is yet insignificant. The total value of exports and imports of Africa is estimated at \$350,000,000 annually. An enormous sum, truly. What a field for commercial enterprise the great continent is!

WOMEN AND ROSES.

Malherbe—There are only two beautiful things in the world—women and roses—and only two sweet things—women and melons.

Bulwer Lytton—O, woman! In ordinary cases so mere a mortal, how in the great and rare events of life, dost thou swell into the angels!

Saville—Women have more strength in their looks than we have in our laws, and more power by their tears than we have by our arguments.

Emerson—A beautiful woman is a practical poet, taming her savage mate, planting tenderness, hope and eloquence in all whom she approaches.

Anna Cora Mowatt—Misfortune sprinkles ashes on the heart of the woman, and brings forth germs of strength of which she herself had no conscious possession.

Thackeray—Almost all women will give a sympathizing hearing to men who are in love. Be they ever so old they grow young again in that conversation and renew their own early time. Men are not quite so generous.

PREHISTORIC SETTLERS IN DAKOTA.

Professor Henry Montgomery, of the University of North Dakota, has made some successful explorations near Devil's Lake Dakota. He has found the remains of some extinct race, which, for the want of a better name, he has called the mound builders. He has been at work at these discoveries since 1883. He excavated twenty-one mounds last year, and each mound averaged fifty feet in diameter, with a range from thirty to ninety feet, and was five feet high. Seventy-one skeletons of human beings were taken from these mounds. The sutures of the skull were quite distinct, and were decidedly marked in form. Implements of stone, bone, copper, and some of birch bark, were excavated, as well as earthenware of skillful workmanship. The copper in the tools was undoubtedly taken from the rocks in the vicinity, as it is of the same quality and fineness of that now produced.

The professor is of the opinion that these skeletons belong to a Mongolian race, not as Chinamen of to-day, but a larger-sized people. Some of the skeletons were six feet in length. Buried in these mounds were also skeletons of bears, and other animals, and, as altars of clay were found, it is believed these animals were offered as sacrifice, and that many of the mounds were sacrificial. Professor Montgomery is satisfied that a city once flourished there, and it is his intention to continue his explorations for some time, as there are more mounds yet to be opened.

Martha's Vineyard Herald:—It takes a very smart man to guess the weight of a ton of coal as it comes from the dealer's yard.

LUCK AND INSANITY,*Globe-Democrat.*

Several years ago, when Sansom street, Philadelphia, was filled with gambling dens from one end to the other, there was enacted a scene in one of these illegal retreats that really exceeds belief, says the *Wilmington News*. The principal actor in one of the most venturesome and successful gambling deals was a young college student who had never played at a gaming table in his life. Having heard and read considerable about the wonderful fascination of gambling, this young man, while on his way home one evening, decided to visit one of the dens and try his luck. He had but \$15 in his pocket, and was willing to spend that amount for his experience. Being alone upon the evening introduced he selected what he supposed was the most conspicuous establishment on the street.

He entered the room, seated himself at one of the tables, and contented himself by simply watching others play. No one molested him, and he soon had a fair insight into the game. As soon as he manifested a desire to play, cards were brought, and his opponent allowed him to win the first game, doubtless for the purpose of leading him on and inducing him to play for larger stakes. The second game was played with a little more spirit, and he soon won again. The next bout was enlivened by a strenuous effort of his opponent to win, but that game, like its predecessors, was destined for the hero of the evening. The first stake of \$5 had been doubled at each new game, and the young student began to warm up to his work.

Game after game was played in rapid succession, and the student had quickly accumulated a small fortune. Notwithstanding the shrewd manipulations of his opponent, the student never lost a game. Other men came along and tried their hand against the young player, but they all met the same fate as the first player, and soon left the table completely broken in purse and spirit. As the hours rolled by the interest in the young stranger became intense. Games were stopped at all tables excepting his, and all eyes were fixed upon the man who had vanquished some of the best players of the house. The stakes now ran into the thousands and still the student won. Ten thousand bets were quickly followed by twenties, twenties doubled themselves up into forties, and still the student won. His luck never deserted him, and when he left the gambling house instead of \$15 he carried in his pockets \$45,000.

The following morning the student was unable to leave his bed. His parents summoned their physician, who insisted that the young man was threatened with a severe attack of brain fever. To make matters

worse the patient persisted in telling the doctor about his adventure. The physician then declared that the young man was insane, and so informed his parents, who were naturally frantic with grief. Later in the day an intimate friend of the family called and was ushered into the patient's presence in order to test the insanity theory which the physician had advanced in the morning. The student told his friend the whole story of his night's experience. He graphically described how he went into the gambling house with but a few dollars in his pocket and came out with a moderate fortune. "Now," he said, as he reached the end of his narrative, "the doctor says I am insane; I am not. To prove to you that I know what I am talking about, I will tell you where to find the money." And, sure enough, the money (\$45,000) was found where it had been secreted the night before. After his friend had brought the pile of greenbacks to the sick man's bedside the family were let into the secret, and a more thoroughly astonished household perhaps never gathered under one roof. As soon as the excitement had in a measure subsided the young man said that the possession of the money for one night had been the cause of his fever. He declared that the dollars were not his, and as he did not know to whom they rightfully belonged, he gave them to a charitable institution. As incredible as this story may appear, every word of it is true, and it happened in Philadelphia during the reign of Mayor William B. Smith.

HE KEPT HIS PROMISE.

During the lifetime of jovial engineer Bronson's first wife it was his custom when dashing into town with his engine to blow a long flourish on the whistle as a signal to his wife that his run was completed and he was all right. Upon her death-bed Mrs. Bronson made him promise that as long as he remained an engineer on the road he would remember the grass plot in the cemetery, where she was to be laid, and blow the whistle whenever he passed. A short time ago engineer Bronson married his second wife. He has faithfully kept his promise to the dead and, and blown long dismal blasts whenever passing the cemetery, afterward saluting the quick by joyful tootings as he rushed into town, so that the living wife might prepare in season the evening meal. Yesterday, for the first time, the engineer ran by the cemetery forgetful of his promise. During the night, in fitful dreams, his forgotten promise must have occurred to him. He arose, and mounting a switch engine, backed the engine over to the cemetery, blowing screeches upon the whistle. After thus fulfilling his promise he returned to bed unconscious of what he had done.

RESPONSIBILITY OF RAILROAD MEN.

"As I look over the faces of these men before me, I cannot help thinking what a responsibility rests upon them. There is probably no class of men in the world who have so many lives continually in their hands, strangers to them, as they are to the people under their charge. I once heard a man who had often been disappointed, say, 'You can't put confidence in anybody!' Yet think of the millions of people traveling in railroad trains, at this very hour, whose lives are in the hands of strangers they never saw—not only the men who run the trains, but you, practical and intelligent mechanics, who manufacture the iron and appliances used, in which a little carelessness on your part might destroy we cannot tell how many lives.

It is wonderful how in this life everything seems to develop the right men for the places that need them; their professions develop them. In associating with men of different professions I have been struck with this fact, that the railroad profession seems to me, is developing stronger men than any other. I say railroad profession, because it is a profession. The legal profession, the medical profession and the other professions develop men of their class. The men in railroad business must be men of brains, or they cannot sustain themselves or fill their places long. In some of the other professions men may blunder; they may blunder into wealth; but there can be no blundering in the railroad business on the part of the men who carry out its important details in their respective positions."—*Ex-Governor Smith, at New England Dinner.*

WHO ARE HEROES.

Railway Service Gazette.

The heroic action of Fireman Kellog, of the Missouri Pacific, reported in the last number of the *Gazette*, excites general admiration. In a wreck near Eldorado, Kas., Mr. Kellogg was thrown a distance of fifty feet and badly hurt, but he crawled to the wreck where engineer Spencer was caught between the engine and tender, and held up the imprisoned man's head, and kept him from drowning for almost an hour, until they were rescued.

Again we recall the sneering remark of a railway exchange, when Grand Master Sargent incidentally referred to the "heroes of the scoop" during the C. B. & Q. strike, and again we ask if the locomotive fireman, even with his dust-covered face and greasy clothes, in view of such deeds as the one reported above, has not about as nearly earned the right to be called heroes, as the average run of mortals here below. The stunning swell of the general office in his faultless attire, may be more pleasant to look at than the

fireman, but in those awful moments, while the dark-winged angel of death is hovering over the scene of wreck, ruin, flood and fire, then the metal from which the true heroes are made is tested.

The great swells of the railway service are all right. They are created for a certain purpose. They are created for a certain purpose. They meet the requirements of their creation, we suppose. But you must not attempt to rob the unassumed working men of what you consider the lower ranks of the service, of the glory reflected upon them by a thousand deeds like the one mentioned above. There, from the terrible wreck, come the shrieks of the crushed, bleeding and dying; there, amid the devouring flames and black, rushing waters, death is holding its carnival. Beneath the blackness of night, the lurid glare reveals a sight more horrible than fancy can picture of hell. You stand appalled. Your face whitens; your heart's blood freezes. Your limbs refuse to move. Well, that is not your fault. You are not built that way. Lives there a man who in a scene like this, his own limbs broken and bleeding—lives there a man with a courage so undaunted, with presence of mind so wonderful that he forgets only himself, but remembers his brother and crawls to his aid? Such there are. Such was Fireman Kellogg, and there are thousands more like him among the humble, unpretending workers in railway employ. It is sublime; it is heroic, if the heroic is ever attained in this world. These are the "heroes of the scoop," of the throttle, of the punch, of the brake, and among the living and the dead there is not one who can question their title to heroism.

BUILDING A POLITICIAN.

A farmer had a son who showed no special aptitude for business, and he was puzzled what to do with him. He concluded to try an experiment, so he locked the boy in a room in which there was only a Bible, an apple, and a dollar. A few minutes later he stole quietly to the room. He had made up his mind that if he found the boy eating the apple he would make a good farmer, if he were reading the Bible, he should be trained for the pulpit, and if he had taken the money, his success as a broker, the father thought, was assured. Upon entering the room he found the boy sitting upon the Bible, eating the apple, with the dollar in his pocket. The boy became an able politician.

Texas Siftings.—She—"Perhaps you're not aware, Col. Snarlington, that I had half a dozen offers before yours."

He—"And perhaps you are not aware, Mrs. Snarlington, that I proposed to a dozen different women before I met you."

THE GOLDEN FLOWER.

When Advent dawns with lessening days,
While Earth awaits the angels' hymn;
When bare as branching coral ways
In whistling winds each leafless limb;
When Spring is but a spendthrift's dream,
And Summer's wealth a wasted dower,
Nor dews nor sunshine may redeem—
Then Autumn coins his Golden Flower.

Soft was the violet's vernal hue.
Fresh was the rose's morning red,
Full-orbed the stately dahlia grew—
All gone! their short-lived splendors shed.
The shadows, lengthening, stretch at noon;
The fields are stripped, the groves are dumb;
The frost-flowers greet the icy moon,
Then blooms the bright chrysanthemum.

The stiffening turf is white with snow,
Yet still its radiant disks are seen
When soon the hallowed morn will show
The wreath and cross of Christmas green,
As if in a-turban's dying days
It heard the heavenly song afar,
And opened all its glowing rays,
The herald lamp of Bethlehem's star.

Orphan of Summer, kindly sent
To cheer the fading year's decline,
In all that plying heaven has lent
No fairer pledge of hope than thine,
Yes, June lies hid beneath the snow,
And Winter's unborn hair shall claim
For every seed that sleeps below
A spark that kindles into flame.

They smile the scowl of winter braves,
Last of the bright robed, flowery train
Soft glowing o'er the garden graves,
"Farewell! farewell! we meet again!"
So may Life's chill November bring
Hope's Golden Flower, the last of all,
Before we hear the angels sing
Where blossoms never fade and fall!
Oliver Wendell Holmes.

THE CAMPHOR TREE.

London Paper.

Why do we continue to depend on certain parts of the world for our supply of what have become necessities? Some of them are vegetable products that with due care ought to be naturalized on some part of our continent, in which there is every variety of soil and climate. Why cannot the camphor tree be grown? The tree is of the laurel family, and grows in China, Japan, and several of the East India countries. It is a tree of considerable size, straight, towering, elegant. The leaves are oval, inclining to the lancehead shape, as they are pointed at each end. They are glossy and leathery, smelling of camphor strongly when rubbed in the hand. The blossoms of the tree are very small; the fruit is a berry about the size of a pea, of a deep purple color when ripe. The camphor does not exude from the tree, even when the bark is cut, but is found in little bunches in the pores of the wood. To obtain it, the trunk, branches and even the roots are cut into small bits and distilled. The camphor, volatilized by the heat, deposits on the cover of the vessel as it cools, and to remove it easily the inside of the cover is lined with a matting of rice straw. The crude camphor is exported,

and in Europe and this country prepared for the market in the form under which we know it. The preparation of camphor originated with the Venetians, and was jealously guarded, but the Dutch in time obtained the secret, and succeeded to an almost complete monopoly of the trade. The wood of the tree is used for trunks and boxes, in which to preserve valuable vestments and garments, as the powerful odor repels most insects.

RAISING VEGETABLES BY MUSIC.

Texas Siftings.

A correspondent of an English journal professes to have discovered that musical sounds stimulate the growth of plants. If that is so a vast field—in fact, any quantity of fields—is opened for the utilization of the surplus music of the country. Wheel the piano out into the garden and let your daughter practice her daily lessons, in order to hasten the growth of spring vegetables. Hire a brass band to march through your fields, and you will hear the grain growing, with their "Coming through the Rye." Cultivators are manifestly unnecessary if you will only lead a fife and drum between the rows of corn. This would render farm work easy and agreeable, besides cultivating an ear for music in the growing corn. And it needn't surprise you to hear the constalk about it, either. New songs might be composed to aid in this new mode of culture, and the authors may be sure of their bringing something to eat, which hasn't always followed song writing. Titles easily suggest themselves—"Call me Where My Radishes are Sprouting," "Mother, how are the Early Potatoes Coming On?" etc.

THE ENGINEER'S SIGNAL CODE.

The following signals, taken from the standard code, are used by the majority of the locomotive engineers employed on American railroads.

The sign **O** means a short, quick sound, while the dash — means a long sound.

Apply brakes, stop	O
Release brakes, start	O O
Back	O O O
High way crossing signal, —	O O or O O —
Approaching station, — blast lasting 5 seconds.	O O O O
Call for switchman	O O O O
Cattle on track	— — — —
Train has parted	O
Railroad crossing, same as approaching station.	O O O O
For fuel	O O O O
Bridge or tunnel warning	O O —
Fire alarm	O O O O
Will take side track	— — — —

Red signifies danger; green signifies caution, go slowly; green and white signifies stop at flag stations for orders for passengers or freight. One cap or torpedo on rail means stop immediately; two caps or torpedoes means reduce speed immediately and look out for danger signal.

SHE DID'T SCARE.*Detroit Free Press.*

"Say, fellers," he remarked to a crowd in a grocery the other evening, "I know how we can have some fun."

Several parties asked him to explain, and he said:

"My wife is always telling how brave she is and what she'd do in an emergency, and I want to take her down a peg. I believe she'd scare like a cat. I want one of you to go to the back door and be ugly and sassy and demand supper, and see if she won't fly out of the front."

One of the crowd said he'd cheerfully go, and go he did, while the others posted themselves in front. By and by a woman came to the door, looked up and down, and said to a boy who was passing:

"Bubby, won't you go over to the store and tell my husband to come over?"

"Yes'm."

"Needn't hurry any, but just drop in if it's convenient."

When the crowd came over they found the volunteer lying on his back in the rear yard, unconscious and his nose broken, and the wife said:

"He wanted supper, and was ugly about it, and so I laid him out with a flatiron."

And an hour later, when the poor man felt of his nose and wanted to know who was to pay damages, echo sadly answered "Who?"

REFORM.*Globe-Democrat.*

Rev. Wilbur Crafts has turned for help to the Knights of Labor. He represents those who desire to Christianize the Constitution, to enforce Sabbath keeping and put an end to all actions on that day not fully in accord with his own views. He wants all postal service stopped on Sunday, even to the moving of the mail. Sunday trains of every description are his abhorrence. Sunday newspapers are an unpardonable crime. At the garrisons the soldiers should not be paraded on Sunday. There are worse things the soldiers might be at in barracks, as Bro. Crafts might know. As to Sunday papers, they are doing more preaching than the pulpits, and are a positive power for direct good. To stop Sunday trains should also stop Sunday carriages, and Sunday grooms, and cooks, and waiters. As to the postal services, to stop it altogether on Sunday would do as much mischief relatively as to stop the world's motion on Sunday. Suppose the Sabbath National Reformers try to stop the trees growing on Sunday.

Buffalo Express:—A west side young man calls his girl "Opportunity" because he so gladly embraces her.

NOT CONTAGIOUS.*New York Sun.*

"What were you laughing at so loudly this evening?" asked Mrs. Brown when her husband came up-stairs to bed.

"I was telling that old schoolmate of mine a very funny story."

"But I didn't hear him laugh."

"No," growled the old man, "that fellow is an ass."

FAST TIME.*Lewis & Dryden's Guide.*

The fastest time ever made between Portland and Chicago was that of a special train chartered by Geo. W. Markle, a prominent Portland banker to convey him to his father's deathbed. The train left Portland Tuesday at 8 P. M., and reached Chicago at 11 A. M., Friday, having made the run of 2,310 miles in sixty-three hours, an average of thirty-five miles an hour. Between Portland and Huntington, a distance of 404 miles, the run was made in less than ten hours. The average speed between Cheyenne and Omaha was forty-nine miles per hour, and between Portland and Cheyenne forty-eight miles. The train cost Mr. Markle \$2,000, or \$32 an hour, or 50 cents a minute. Elijah Smith will probably endeavor to beat this time when he visits Portland next summer.

IT IS NOT ENGLISH.*New York Times.*

No question is oftener asked by Americans in England than the reason why the English roads do not adopt the Pullman service and open cars. The answer has been repeatedly given by railway men, and is always the same. The English do not want open cars, and will not have them. The Englishman likes his compartment, and desires as few strangers in his company as possible. Both from force of habit and national qualities, he objects to any innovation on the methods of travel to which he is accustomed. As an instance of this, the manager of one of the largest roads said: "Two years ago we sent two of our men to America under salary and expenses to examine everything of value in the American railway system and report to us. When they returned the only valuable suggestion they had to make, in our opinion, was the adoption of the American system in checking baggage. We tried it. We took baggage up at the house of the owner and delivered it at his destination in whatever city he was going to. We could not make it popular, however. The first year we managed to clear expenses, our profit being £7. The next year we cleared £15. The fact is the English people like their own way of doing things, and you cannot change them."

BECAUSE I LOVE YOU.

"I can not bring you wealth," she said;
 "I can not bring you fame or place
 Among the noted of the race,
 But I can love you.

"When trials come to test you, sweet,
 I can be sunlight to your feet;
 My kiss your precious lips shall meet,
 Because I love you.

"When daylight dies along the West,
 You will come home to me to rest,
 And I shall sleep upon your breast,
 Because I love you.

"If sickness comes, beside your bed
 I will bend low with quiet tread
 And pray God's blessing on your head,
 Because I love you.

"As dew clings to the violet,
 Making the fragrant chalice wet,
 So my life unto yours is set,
 Because I love you.

"Only myself, my all, I bring;
 But count it sweet, a precious thing
 To give my life an offering,
 Because I love you.

"I bow before no other shrine;
 If I go first across death's line,
 I will return to claim you mine,
 Because I love you."

—Sarah K. Bolton.

A CONVINCING ARGUMENT.*Boston Transcript.*

There used to be in practice in one of the southeastern cities of Massachusetts, a well-known lawyer who had a considerable degree of success at the bar in spite of an infirmity of speech that he never could get rid of. His stuttering appeals in behalf of his clients were sometimes fearful and wonderful deliverances oratorically, but his opponents used to say that they really gained in effectiveness from his stuttering, because the jury not only sympathized with him but had time to take in and digest all his points.

One day he appeared in a Bristol county court room, before Judge Pitman and a jury, to defend a very tough looking citizen who had been arrested on a charge of selling liquor without a license. The man had a bad reputation and a bad face; whisky had been found on his premises, and if ever a man was convicted before he was tried it seemed to be this one.

But his stuttering lawyer was equal to the emergency. He cross-questioned the policeman who made the seizure:

"You s-s-say you found li-li-li-liquor in this man's house?"

"Yes."

"W-w-w-hat kind of liquor w-w-was it?"

"Whisky."

"Um. Now, h-h-how much w-h-h-hisky did you f-f-f find?"

"About half a pint, sir."

"H-h-h-half a pint? Yes. Now g-g-g-gentlemen of the j-j-j-jury, I want you to

take a good l-l-l-long look at my c-c-c-c-li-lilent."

The jury took a good long look at him. He wasn't a very pleasant sight to see; his nose was a sort of purple vermillion, and considerably exaggerated in its proportions at that; his brows were low and shaggy, and his eyes bleared.

"Now, g-g-g-gentlemen of the j-j-j-j-jury," the lawyer went on, "I want you to t-t-t-tell me if my c-c-c-c-c-li-lilent looks like a man that would s-s-s-sell a half pint of whisky if it was all he had in the house?"

The jury acquitted the man without leaving their seats.

MACHINERY AND POWER.*Mechanical News.*

There are innumerable illustrations of the increase of efficiency and productive power which mankind derives from the introduction of machinery. One of the most striking, perhaps, is reported by the railroad statistics of the United States. It has been computed from these that the land transportation, for which, in a single year, the railroad companies receive less than \$1,000,000,000, would cost if accomplished in any other way more than \$11,000,000,000. Here are ten thousand millions dollars saved in one year by one description of machinery alone; or, to put the case in another way, the human energy which without such assistance would produce results valued at one thousand million dollars is multiplied elevenfold by the agency of the steam engine. Between the man, say of the Stone Age, and his descendant who has begun to cut out work for the twentieth century after Christ, there is a gulf which may be defined but is not easily realized.

WHITE SLAVES IN MASSACHUSETTS.*Journal of United Labor.*

A case of inhuman cruelty is agitating the citizens of Holyoke, Mass. C. T. Parsons, a notorious Northampton pauper labor contractor, started Monday from his home with one of his white slaves, a thinly-clad, half starved Polander, for the purpose of going to Springfield, where he says he intended to send the man to New York to get rid of him. When he reached Holyoke the man was left in the buggy for more than an hour when he became so chilled that his suffering attracted the attention of passers by who discovered that he was chained to the seat and could not move. Parsons has for four years imported immigrants from Castle Garden into Massachusetts, and bound them out to farmers under iron-clad contracts, receiving \$10 per capita for his services. It is proposed to see what the Courts of Massachusetts think of such inhumanity, and Parsons will be prosecuted for cruelty and trafficking in human flesh.

TROUBLE AT THE MUSEUM,*Time.*

Manager—Where's the livin' skeleton, Joe? It's his turn to go on.

The General Utility Boy—He went an' slipped while he was a washin' of his hands, an' went down th' waste pipe.

THE MODERN EXCUSE FOR BLACK EYES.*Shoe and Leather Reporter.*

The excuse for a black eye and a damaged visage used to be that the man "was chopping wood and a piece flew up and struck him." Now the bicycle accounts for similar mishaps. "Was out for a spin on my wheel and took a header."

A THOUGHTFUL SPOUSE.*Philadelphia Record.*

Mrs. Winks—What have you got your husband for a Christmas present?

Mrs. Minks—Oh, something perfectly lovely; a great big handsome flower stand and twenty-five pots of flowers. I'm sure he won't object so much to carry 'em in and out when he knows they're his own.

NOW THE MARSHAL NEIL ROSE ORIGINATED.

After his heroism in Italy the then General Neil, while returning to France, was given a basket of roses by a peasant. In it was a bud with a root attached to the stem. Niel kept the shoot and gave it to a noted floriculturist, who obtained from it four of the loveliest lemon colored roses the world had ever seen. Neil carried them to the Empress Eugenie, who remarked with vivacity: "I will christen this rose for you—the Marshal Neil," and from that day General Neil was a Marshal of France.

THE PROFESSIONAL POLITICIAN.*Courier-Journal.*

He is miserably underpaid out of the public treasury, and if his integrity be in the least uncertain, the temptation to put it in commission is ever present and pressing. If he satisfies his constituents he must work like a nigger on a rock pile. If he does not, he is likely to fall by the way into the moral slums that yawn on every hand. He is every man's man when he is wanted for something, and no man's man when he wants something for himself. His life is a perpetual hypocrisy, for it is impossible for any one honestly to slop over as he is required to do on every occasion of public excitement or private entreaty. He becomes, in spite of himself, a kind of masculine courtesan, and, in time, sustains himself upon a system of organized selfishness, or sinks beneath a load too heavy for human endurance.

IT BROADENED HER.*Time.*

"You enjoyed your summer abroad didn't you, Mrs. Moneybag?"

"Oh, very, very much, indeed! We had a charming time and acquired so much information. One gains so much by attrition, by coming into contact with other minds and other scenes, don't you think so?"

"Oh, yes, certainly. You went to Paris?"

"Oh, Paris, dear Paris! Can I ever forget it! We were there nine delightful days and spent seven of them at Worth's—think of it!"

"And you spent some time in London?"

"Oh, yes; three whole weeks, and really it is quite remarkable how plainly London ladies dress. We were so surprised every time we rode in the park. But I don't think I ever ate such delicious soups as we had there. We have talked about them ever since."

"Did you go to any of the famous watering places?"

"Oh, yes; to quite a number, and there again we were surprised. The ladies at Newport and Bar Harbor dress so very much more and in so much better taste than at English summer resorts. It is really quite remarkable how great the difference is."

"You didn't get to Rome; did you?"

"Oh, yes; but we found it very dull there. Do you know I actually spent three of the four days I was there trying to find a milliner who could make me a decent bonnet and I had to give it up at last. Oh, Rome is horrid. But, take it all in all, Europe is charming and you've no idea how it broadens and expands one's mind to spend a season or two abroad."

NEVADA is a splendid illustration of the rotten borough State idea. It was brought into the Union for a partisan purpose and with insufficient population. Its present mission is to provide seats in the United States Senate for San Francisco millionaires of the bonanza type, and assure the Republican majority in the Senate. In 1880 Nevada cast a total of about 18,000 votes. In 1884 the vote fell to 12,771. At the recent election it was somewhere in the neighborhood of 10,000, thus showing a steady diminution in population. There is a little hope of a change for the better in a State whose resources are exhausted. It probably never will be able to sustain a population of 50,000 or 60,000.

Omaha World:—A social authority says that one hundred years ago every picnic was a continual round of hugging and kissing. Alas, the old-time picnic has gone, but no matter. There is no law against going to camp meetings.

RILEY AND NYE.

Jeems Whitcomb Rilcy's been down South,
Erlong with Billy Nye,
And Bill made lots of fun for us,
While Jeems he made us cry.

But it wasn't no such crying
As Yankees used to bring.
It was kinder soft and tender
Like songs we love to sing.

We feel much better since they come,
With their pathos and their fun,
It's a better way to meet us,
Than to bring erlong a gun.

Jeems seems so kind and tender,
Without a spark of guile,
When he told of "Orphant Annie,"
A little homeless child.

And all our hearts went out to him—
The wimin and the men—
And latch-strings hang outside the door
For him and all his kin.

Then let 'em roll, and let 'em come,
All Yankees of this kin',
It makes us brothers once again
And wipes out Dixon's line.
—*Plunkett, in Atlanta Constitution.*

THE TELEPHONE TWO HUNDRED YEARS AGO.

How rare it is to discover anything that is entirely new is freshly exemplified to us, says the Popular Science Monthly, in what Robert Hooke wrote about what has become of the telephone, as far back as 1664, or two hundred and twenty-four years ago. He said: "And as glasses have highly promoted our seeing, so it is not improbable that there may be found many mechanical inventions to improve our other senses, of hearing, smelling, tasting, touching. 'Tis not impossible to hear a whisper a furlong's distance, it having been already done; and perhaps the nature of the thing would not make it more impossible, though that furlong should be ten times multiplied. And though some famous authors have affirmed it impossible to hear through the thinnest plates of Muscovy glass, I know a way by which it is easy to hear one speak through a wall a yard thick. It has not yet been examined how far acoustics may be improved, nor what other ways there may be of quickening our hearing, or conveying sound through other bodies than the air, for that is not the only medium. I can assure the reader that I have, by the help of a distended wire, propagated the sound to a very considerable distance in an instant, or with as seemingly quick a motion as that of light, at least, incomparably swifter than that which at the same time was propagated through the air, and this not only in a straight line, or direct, but in one bended in many angles."

Exchange:—England claims to have a "converted actor." That is not much to brag of. We have over here several "reformed churches."

LEGALIZED ROBBERY.*The Laster.*

The corner in wheat which was manipulated by "Old Hutch" in Chicago recently, together with other causes, similar in nature, has advanced the price of flour to quite an extent. This man, not satisfied with the mischief he has already wrought, has laid his plans to "corner" all the visible supply of December wheat, with a view of forcing the speculative value of that necessary of life to \$2.50 per bushel by January 1st. With a coal combine which regulates the price of that commodity, regardless of the wants of the people, with the meat, sugar and oil "trusts" to enhance the value of the articles by restricting the quantity to be placed upon the market, the working people of the country, who are now largely underpaid, are in a bad fix indeed. The principal remedy for this evil is legislation, both state and national, which will declare the formation of these combines illegal, and this can only be accomplished by impressing upon the minds of the state and national legislators that their tenure of office will not be secure unless they will aid in remedying the existing state of affairs. And as every successful movement must be achieved by organization, the labor unions of the country are in a position to, and by virtue of their principles should take the initiative in this reform. This subject should be discussed in the meetings of every local labor organization throughout the country, and elsewhere as well, in order that the people generally may understand the nature of the gigantic fraud being practised upon them. Once they realize it, the remedy will be soon applied.

SWINDLING IN THE MENU.*Detroit Free Press.*

"Where is them oyster shells?"

This was the call in a prominent Detroit restaurant the other day.

"Here you are. Eight dozen Blue Point deep shells," said the waiter, as he gave a basket to the messenger.

"What does that mean?" asked a reporter of the proprietor.

"Oh, a man on the West Side is going to give a dinner party. He buys bulk oysters and puts them in back number shells as Blue Points. See?"

"Is that a common thing?"

"No more so than sparrows and taxes."

A NEED OF VIGOROUS EXERCISE.*Gibson County Leader.*

Now begins the season that the hand-to-mouth liver gets a seat around the store stove and croaks about hard times. If such fellows took a little more exercise during the summer months they might have better health and more to eat.

GRAND LODGE

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

JANUARY, 1889.



Notices of Importance.

OFFICE OF THE GRAND LODGE, B. OF L. F.
TERRE HAUTE, IND., January 1, 1889. }

To Subordinate Lodges:

SIRS AND BROTHERS:—Your attention is hereby called to the following notices of importance, viz:

INSTRUCTIONS.

A circular of instructions in reference to the new work will be forwarded to all Lodges in due time.

THE NEW WORK.

The new work adopted at the late convention, including constitutions, printed proceedings and changes in the ritual will be forwarded to each Lodge closely following this issue of the *Magazine*.

ASSESSMENTS.

There have been no assessments levied for the month of January, neither special nor beneficiary; this will give members an opportunity to meet the quarterly payment in advance (to cover dues and beneficiary assessments) required under the new law, of which notice is given elsewhere.

QUARTERLY PASS.

The quarterly pass in effect for the quarter ending December 1, 1888, will remain in effect until February 1, 1889, in compliance with the provisions of the new law. The changes hereafter will be made on the 1st day of February, the 1st day of May, the 1st day of August and the 1st day of November of each year.

TO COLLECTORS.

In collecting dues under the new law you will receipt for same in the usual form, as "Dues for quarter ending April 30," for the first quarter, etc., etc. On or before February 5th, you will deliver to the Receiver a statement containing the names of all members who have made payment, with the amount paid credited opposite their respective names, together with the amount of your collections. The Receiver holds such

moneys and pays Beneficiary assessments therefrom upon call from the Grand Lodge, which will be made at the proper time.

Yours fraternally,
F. P. SARGENT, G. M.
EUGENE V. DEBS, G. S. & T.

Notice of Dues.

OFFICE OF GRAND SECRETARY AND TREASURER }
TERRE HAUTE, IND., January 1, 1889. }

To Subordinate Lodges:

SIRS AND BROTHERS:—Notice is hereby given that the first quarter's dues under the new law are payable on or before February 1, 1889. The amount is to be regulated by each of the several Lodges, provided that it shall in no case be less than five (\$5.00) dollars. This payment will be in full of local dues and Beneficiary assessments for the quarter ending April 30, 1889. Any member failing or declining to make payment as above provided will stand expelled (said expulsion taking effect February 2d) and will be so reported by the Secretary to the Grand Lodge.

Yours fraternally,
EUGENE V. DEBS, G. S. AND T.

Attention, Members!

(Reproduced from December Magazine.)

All the new laws enacted at the Atlanta Convention take effect on the 1st day of February, 1889. This fact is of the highest importance to every member of the Brotherhood.

The most important of these laws is the one which relates directly to the Beneficiary Department of the Order. This law requires the payment of all dues quarterly in advance. All collections are under the head of dues, and under this new law dues are not less than \$5.00 a quarter.

Previous to the taking effect of this law, (February 1, 1889), each Lodge should regulate the amount of dues, and notify its members. In this matter there should be prompt action. Delays will prove dangerous.

Each member should bear in mind that on the 1st day of February, 1889, he must stand square on the books of his Lodge in every particular; by which we mean, that on the 1st day of February, 1889, all arrearages must be paid and all dues one quarter in advance.

The quarters are arranged as follows:

1st Quarter.	2d Quarter.	3d Quarter.	4th Quarter.
February.	May.	August.	November.
March.	June.	September.	December.
April.	July.	October.	January.

On the 1st day of February all dues must be paid for the 1st quarter—February, March and April, and in the same way, for the other quarters of the year.

It was claimed by delinquents, after the enactment of the laws at the Minneapolis Convention that they did not understand them, and that they had not been published for their information in the *Magazine*. To avoid anything of that sort with regard to the law relating to the Beneficiary Department, we write this for the benefit of every member of the Order, and because, in a matter of so much moment, there should be no misunderstanding or reason for misapprehension.

It should be furthermore said that, if on the 1st day of February, 1889, a member has failed to pay all his dues, then as certain as fate, on the 2d day of February, 1889, he will stand expelled from the Brotherhood of Locomotive Firemen. The law is inexorable and expulsion inevitable, and the name of the delinquent will be stricken from the Grand Lodge register.

It will be seen that we have not overestimated the gravity of the situation and we give this notice, in advance of the taking effect of the law, that all may be prepared for the inauguration of a policy which is designed to promote the welfare of the Brotherhood.

Circulars.

The country is being flooded with circulars in reference to the C. B. & Q. strike, and scores of letters are being received inquiring whether such circulars are authorized and genuine. The circulars we have received have neither signatures nor seal attached, and are issued in flagrant violation of the law and are wholly unauthorized, and officers of Subordinate Lodges are hereby ordered to consign all such documents to the flames and not present them at Lodge meeting.

A malignant controversy has lately been aroused upon the subject of Accident Insurance, it being claimed that the Travelers' Insurance Co., of Hartford, is insuring the present employees of the C. B. & Q. One circular is issued with autograph signatures of prominent B. of L. E. and B. of L. F. men attached, making the charge, and another circular of the same character is issued denying it. Both sides insist that their statement is the correct one. We have nothing whatever to say upon this subject. From the information we have we do not feel justified in endorsing the charge or denying it. Each member must be guided by his own judgment in the matter.

Yours fraternally,

F. P. SARGENT, G. M.,
E. V. DEBS, G. S. AND T.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., December 1, 1888.

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS: The following is a statement of the Beneficiary Fund, for the month ending November 30, 1888:

RECEIPTS.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 26.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't No. 26.	TOTAL.
1	\$3.00	\$75.00	\$78.00	43			
2				44	\$110.00		\$110.00
3	6.00	175.00	181.00	45	\$50.00	37.00	87.00
4		61.00	61.00	46	10.00	64.00	74.00
5	1.00	91.00	92.00	47	2.00	65.00	67.00
6	4.00	62.00	66.00	48		43.00	43.00
7		36.00	36.00	49	9.00	192.00	201.00
8	5.00	74.00	79.00	50	1.00	48.00	49.00
9	6.00	88.00	94.00	51	6.00	115.00	121.00
10	7.00	96.00	103.00	52		23.00	23.00
11	4.00	96.00	100.00	53	14.00	95.00	109.00
12				54	1.00	27.00	28.00
13	4.00	181.00	185.00	55	1.00	16.00	17.00
14	2.00	149.00	151.00	56	215.00	183.00	398.00
15		88.00	88.00	57			
16		117.00	117.00	58	11.00	61.00	72.00
17		23.00	23.00	59	2.00	33.00	35.00
18	10.00	39.00	49.00	60	6.00	6.00	12.00
19	7.00	118.00	125.00	61	3.00	55.00	58.00
20		60.00	60.00	62	4.00	40.00	44.00
21	16.00	96.00	112.00	63	2.00	18.00	20.00
22	5.00	13.00	18.00	64		53.00	53.00
23	38.00	49.00	87.00	65	1.00	48.00	49.00
24		35.00	35.00	66	9.00	93.00	102.00
25	8.00	45.00	53.00	67	5.00	45.00	50.00
26	2.00	64.00	66.00	68		34.00	34.00
27		86.00	86.00	69	1.00	30.00	31.00
28	19.00	58.00	77.00	70	3.00	58.00	61.00
29	4.00	27.00	31.00	71	16.00	104.00	120.00
30	2.00	17.00	19.00	72	4.00	50.00	54.00
31	4.00	42.00	46.00	73		14.00	14.00
32	3.00	29.00	32.00	74		95.00	95.00
33	8.00	102.00	110.00	75	6.00	50.00	56.00
34	50.00		50.00	76	4.00	2.00	6.00
35	1.00	19.00	20.00	77		24.00	24.00
36	21.00	38.00	59.00	78		39.00	39.00
37	5.00	29.00	34.00	79		79.00	79.00
38		126.00	126.00	80	43.00	79.00	122.00
39	1.00	29.00	30.00	81	8.00	82.00	90.00
40	3.00	93.00	96.00	82	6.00	84.00	90.00
41		22.00	22.00	83	1.00	48.00	49.00
42	1.00	30.00	31.00	84		62.00	62.00

Beneficiary Statement—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 26.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't No. 26.	TOTAL.
85	\$3.00	\$48.00	\$51.00	165	\$2.00	\$44.00	\$46.00
86	1.00	50.00	51.00	166	5.00	45.00	50.00
87				167	1.00	36.00	37.00
88	5.00	43.00	48.00	168	88.00	65.00	153.00
89	11.00		11.00	169	5.00	132.00	137.00
90		39.00	39.00	170	2.00	38.00	40.00
91	5.00	29.00	34.00	171		23.00	23.00
92		31.00	31.00	172	3.00	45.00	48.00
93	3.00	72.00	75.00	173		79.00	79.00
94	8.00	42.00	50.00	174	6.00	128.00	134.00
95		232.00	232.00	175	9.00	29.00	38.00
96		34.00	34.00	176	1.00	28.00	29.00
97	71.00	61.00	132.00	177	11.00	63.00	74.00
98		29.00	29.00	178	6.00	54.00	60.00
99	4.00	85.00	89.00	179	33.00	124.00	157.00
100	3.00	31.00	34.00	180	8.00	15.00	23.00
101	170.00	93.00	263.00	181		11.00	11.00
102				182	2.00	30.00	32.00
103	9.00	90.00	99.00	183		31.00	31.00
104		18.00	18.00	184	1.00	29.00	30.00
105	2.00	128.00	130.00	185		17.00	17.00
106		28.00	28.00	186	31.00	92.00	123.00
107		90.00	90.00	187	17.00	17.00	34.00
108	22.00	22.00	44.00	188	8.00	72.00	80.00
109	5.00	133.00	138.00	189		36.00	36.00
110	2.00	23.00	25.00	190	26.00	18.00	44.00
111		56.00	56.00	191	8.00	26.00	34.00
112		32.00	32.00	192			
113		33.00	33.00	193	12.00	20.00	32.00
114	14.00	11.00	25.00	194	1.00	31.00	32.00
115	11.00	27.00	38.00	195	3.00	27.00	30.00
116	10.00	52.00	62.00	196		29.00	29.00
117	2.00	47.00	49.00	197		36.00	36.00
118	1.00	24.00	25.00	198	8.00	23.00	31.00
119	164.00	23.00	187.00	199	24.00	17.00	41.00
120	4.00	134.00	138.00	200	16.00		16.00
121		55.00	55.00	201	44.00	29.00	73.00
122	1.00	98.00	99.00	202	7.00	79.00	86.00
123	2.00	67.00	69.00	203	6.00	32.00	38.00
124		35.00	35.00	204		8.00	8.00
125	3.00	43.00	46.00	205	9.00	44.00	53.00
126	1.00		1.00	206			
127				207	2.00	54.00	56.00
128		40.00	40.00	208	2.00	48.00	50.00
129				209		27.00	27.00
130	11.00	48.00	59.00	210	1.00	34.00	35.00
131	6.00	29.00	35.00	211		53.00	53.00
132	15.00	57.00	72.00	212		27.00	27.00
133	3.00	31.00	34.00	213	3.00	20.00	23.00
134		32.00	32.00	214		30.00	30.00
135	7.00	24.00	31.00	215		56.00	56.00
136		21.00	21.00	216		37.00	37.00
137		29.00	29.00	217	8.00	27.00	35.00
138		30.00	30.00	218	2.00	17.00	19.00
139				219	2.00	39.00	41.00
140	14.00	58.00	72.00	220		38.00	38.00
141	14.00	83.00	97.00	221		35.00	35.00
142	5.00	90.00	95.00	222	4.00	20.00	24.00
143	7.00	24.00	31.00	223			
144				224	11.00	33.00	44.00
145	8.00	32.00	40.00	225	8.00		8.00
146	2.00	29.00	31.00	226		30.00	30.00
147	1.00	80.00	81.00	227		21.00	21.00
148	30.00		30.00	228	7.00	148.00	155.00
149	17.00	369.00	386.00	229		17.00	17.00
150	6.00	39.00	45.00	230		58.00	58.00
151	1.00	47.00	48.00	231	19.00	39.00	58.00
152	6.00	42.00	48.00	232	41.00	24.00	65.00
153	1.00	28.00	29.00	233		21.00	21.00
154	5.00	30.00	35.00	234			
155				235		32.00	32.00
156	7.00	32.00	39.00	236	3.00	9.00	12.00
157				237	3.00	60.00	63.00
158	3.00	65.00	68.00	238	1.00	16.00	17.00
159	7.00	16.00	23.00	239	2.00	33.00	35.00
160	3.00	41.00	44.00	240		80.00	80.00
161	26.00	68.00	94.00	241		20.00	20.00
162	1.00	93.00	94.00	242	6.00	65.00	71.00
163	11.00	15.00	26.00	243	2.00	11.00	13.00
164		43.00	43.00	244	3.00	94.00	97.00

Beneficiary Statement—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 26.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't No. 26.	TOTAL.
245		\$40 00	\$40 00	319	\$29 00		\$29 00
246	\$37 00	55 00	92 00	320			
247	3 00	22 00	25 00	321	17 00	\$16 00	33 00
248		38 00	38 00	322	2 00	26 00	28 00
249	5 00	6 00	11 00	323			
250	1 00	7 00	79 00	324		7 00	7 00
251		53 00	53 00	325	1 00	6 00	7 00
252		78 00	78 00	326	4 00	28 00	32 00
253		34 00	34 00	327		23 00	23 00
254	7 00	45 00	52 00	328	2 00	50 00	52 00
255	3 00	58 00	61 00	329		16 00	16 00
256		18 00	21 00	330		13 00	13 00
257		33 00	33 00	331		23 00	23 00
258		46 00	46 00	332			
259	5 00	21 00	21 00	333	6 00	77 00	83 00
260	18 00	18 00	36 00	334			
261	1 00	21 00	22 00	335	6 00	55 00	61 00
262		33 00	33 00	336		7 00	7 00
263	6 00	32 00	38 00	337	13 00	44 00	57 00
264	3 00	42 00	45 00	338		19 00	19 00
265	7 00	112 00	119 00	339		62 00	62 00
266	4 00	44 00	48 00	340		18 00	18 00
267	16 00	35 00	51 00	341		22 00	22 00
268		5 00	5 00	342			
269	50 00	23 00	73 00	343			
270	9 00	166 00	175 00	344	22 00	8 00	30 00
271		18 00	18 00	345	9 00		9 00
272		24 00	28 00	346		15 00	15 00
273		39 00	39 00	347		11 00	11 00
274	1 00	11 00	12 00	348	33 00		33 00
275	1 00	28 00	29 00	349	7 00	41 00	48 00
276		15 00	15 00	350		22 00	22 00
277	1 00	12 00	13 00	351		13 00	13 00
278	21 00		21 00	352	3 00	33 00	36 00
279		9 00	9 00	353		23 00	23 00
280				354		59 00	59 00
281	1 00	29 00	30 00	355	2 00	31 00	33 00
282		22 00	22 00	356	4 00	26 00	30 00
283		85 00	85 00	357			
284	10 00	86 00	96 00	358			
285	5 00	45 00	50 00	359		21 00	21 00
286	4 00	67 00	71 00	360		26 00	26 00
287	12 00	42 00	54 00	361	4 00	34 00	38 00
288		30 00	30 00	362	24 00	25 00	49 00
289				363	1 00	33 00	34 00
290	13 00	41 00	54 00	364			
291	2 00	34 00	36 00	365	1 00	50 00	51 00
292				366		8 00	8 00
293	10 00	11 00	21 00	367		10 00	10 00
294		25 00	25 00	368	6 00	18 00	24 00
295	1 00	14 00	15 00	369	6 00	24 00	30 00
296		25 00	25 00	370		11 00	11 00
297	3 00	17 00	20 00	371			
298				372	3 00	15 00	18 00
299	1 00	37 00	38 00	373		37 00	37 00
300	35 00	50 00	85 00	374	2 00	17 00	19 00
301		23 00	23 00	375	3 00	4 00	7 00
302	4 00	18 00	22 00	376		37 00	37 00
303	4 00	20 00	24 00	377			
304	1 00	27 00	28 00	378	6 00	44 00	50 00
305		36 00	36 00	379	2 00	22 00	24 00
306		57 00	57 00	380	18 00	32 00	50 00
307	3 00	58 00	61 00	381		21 00	21 00
308				382		20 00	20 00
309	12 00	30 00	42 00	383	1 00	38 00	39 00
310	2 00	29 00	31 00	384		37 00	37 00
311		26 00	26 00	385		21 00	21 00
312		78 00	78 00	386			
313	5 00	25 00	30 00	387		10 00	10 00
314				388	2 00	25 00	27 00
315	1 00	42 00	43 00	389	1 00	15 00	16 00
316	13 00	35 00	48 00	390			
317		90 00	9 00	391			
318	3 00	13 00	16 00				

Balance on hand November 1 \$28,760 00
 Received during month 18,742 00

Total \$47,502 00
 By claims 276, 277, 278, 279, 280, 281, 282, 283,

Beneficiary Statement—Continued.

284, 285, 286, 287, 288, 289, 290, 291, 292 . . . \$25,500 00
 Balance on hand December 1 \$22,008 00
 Respectfully submitted,
 EUGENE V. DEBS, G. S. and T.

Grand Lodge.

F. P. SARGENT Grand Master
 Terre Haute, Indiana.
 J. J. HANNAHAN Vice Grand Master
 Box 655, Englewood, Ill.
 E. V. DEBS Grand Secretary and Treasurer
 Terre Haute, Indiana.
 E. V. DEBS Editor and Manager of Magazine
 Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

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 C. J. SINGLETON L. Box 835, Mattoon, Ill.

Subordinate Lodges.

1. DEER PARK; Port Jervis, N. Y.

Meets in Union Hall at 2 P. M., every Sunday.
 James Fordyce, Box 385 Master
 William Uhlman, 18 Crawford St. Secretary
 William Uhlman, 18 Crawford St. Collector
 Charles E. Barkman, Box 26 Receiver
 W. H. Decker Magazine Agent

2. HAND IN HAND; Providence, R. I.

Meets in Engineers' Hall, 2d Monday of each month, at 8:30 P. M.
 C. Anthony Taft, 38 W. Exchange St. Master
 Joseph W. Healy, 68 Lippitt St. Secretary
 Willis A. Aldrich, 271 Smith St. Collector
 J. W. Williams, 314 N. Main St. Receiver
 Magazine Agent

3. ADOPTED DAUGHTER; Jersey City, N. J.

Meets in Germania Hall, 140 Newark ave., 2d and 4th Sundays at 2 P. M.
 C. W. Martin, 467 Grove St. Master
 D. W. J. Mahoney, 243 Second St. Secretary
 J. B. Sweet, 125 Academy St. Collector
 C. E. Benter, 1020 Herkimer St., Brooklyn, New York Receiver
 J. H. Voorhis, 243 2d St. Magazine Agent

4. GREAT EASTERN Portland, Maine.

Meets in B. of L. E. Hall, 1st and 3d Sundays.
 F. O. Mitchell, 12 Mountfort St. Master
 C. D. Gethell, 9 Brattle St. Secretary
 A. E. Dennison, 23 Merrill St. Collector
 F. A. Huff, 47 Hanover St. Receiver
 F. E. Pottle, 93 Newberry St. Magazine Agent

5. CHARITY; St. Thomas, Ontario.

Meets in Engineer's Hall every Tuesday at 7:30 P. M.
 L. D. Norton, Box 1273 Master
 Wm. Deyell, Box 1273 Secretary
 Robert Tremain, Box 1273 Collector
 Frank Turill, Box 1273 Receiver
 Wm. Deyell, Box 1273 Magazine Agent

6. PRIDE OF THE WEST; DeSoto, Mo.

Meets in K. P. Hall, 2d and Boyd Sts., every Monday at 2 P. M.
 J. Christofel, L. Box 196 Master
 Alexander Williams, L. Box 212 Secretary
 R. H. Lanham, Box 403 Collector
 F. W. Grattol, Box 298 Receiver
 Alex. Williams, L. Box 212 Magazine Agent

7. POTOMAC; Washington, D. C.

Meets 2d and 4th Sundays in Monumental Building, Pennsylvania avenue, northwest, between 1st and 2d Streets.

A. J. Williams, 327 C St., S. W. Master
 Henry B. Clegett, 718 F. St., S. W. Secretary
 Wm. C. Jasper, 509 S Capitol St. Collector
 Jas. E. Johnson, 627 Virginia ave., S. W. Receiver
 Joe. M. Harmon, 1417 Maryland Ave., Baltimore, Md. Magazine Agent

8. RED RIVER; Denison City, Texas.

Meets in I. O. O. F. Hall, Main St., every Saturday at 7 P. M.

W. R. Lanan, 227 Munson St. Master
 R. E. Sherrill, 717 Nelson St. Secretary
 T. W. Weaver, 700 W Munson St. Collector
 J. J. Crofton, 308 Houston Ave. Receiver
 Jerry Scott Magazine Agent

9. FRANKLIN; Columbus, Ohio.

Meets at 6½ N High St., first Monday and third Tuesday evenings.

F. W. Arnold, Box 53 Master
 C. C. Coit, 996 Pennsylvania Ave. Secretary
 N. T. Beynon, 97 St. Clair St. Collector
 F. J. Kistler, 212, 214 South High St. Receiver
 Leonard Lawrence, 880 Arsenal Ave. Magazine Agent

10. FOREST CITY; Cleveland, Ohio.

Meets at 182 Ontario St., alternate Sundays at 2 P. M.

Jas. F. Tousley, 24 Alford St., S. S. Master
 A. G. Laubscher, Seward St., West Cleveland Secretary
 T. P. Curtis, 141 Emmett St., S. S. Collector
 John Crouse, 81 Penn St. Receiver
 A. G. Laubscher, Seward St., West Cleveland Magazine Agent

11. EXCELSIOR; Phillipsburg, N. J.

Meets in Grinner's Hall, 2d and 4th Sundays.

Frank N. Caffey Master
 C. A. Stevenson, Box, 106 Secretary
 Elvin Teel Collector
 J. W. Sinclair, L Box 96 Receiver
 A. L. Vandegrift Magazine Agent

12. BUFFALO; Buffalo, N. Y.

Meets at 198 Seneca St., every Tuesday at 8 P. M.

J. J. Knauff, 28 Fifth St. Master
 Wm. J. Bruman, 385 Swan St. Secretary
 W. J. Minor, 507 Eagle St. Collector
 P. J. McNamara, 178 Miami St. Receiver
 A. S. Bickley, 170 Myrtle Ave. Magazine Agent

13. WASHINGTON; Jersey City, N. J.

Meets cor. Maple St. and Pacific Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M.

G. E. Hull, cor. Holliday & Lafayette Sts. Master
 Henry Kline, 141 Maple St. Secretary
 Arthur M. Bogart, 115 Pacific Ave. Collector
 Peter C. Quick, Somerville, N. J. Receiver
 D. M. Blake, 254 Communipaw Ave. Magazine Agent

14. EUREKA; Indianapolis, Ind.

Meets at 34 W Washington St., fourth floor, every Tuesday at 8 P. M.

George F. Kern, 101 Belmont Ave. Master
 Wm. F. Smith, 680 E Washington St. Secretary
 E. J. Kline, 635 North West St. Collector
 William J. Hugo, 45 Ruckel St. Receiver
 H. Zink, 163 South East St. Magazine Agent

15. ST. LAWRENCE; Montreal, Canada.

Meets in St. Charles Club Room, Point St. Charles, every alternate Sunday.

James Murphy, 65 Mullen St. Master
 James Ashcroft, 9 Edinburg St., Point St. Charles, Montreal Secretary
 Samuel Edwards, 212½ Bourgeois St. Collector
 H. J. Clarke, 154 Charron St., Point St. Charles, Montreal Receiver
 H. J. Clarke, 154 Charron St., Point St. Charles, Montreal Magazine Agent

16. VIGO; Terre Haute, Ind.

Meets 2d and 4th Mondays, at 7:30 P. M.

E. V. Debs Master
 J. F. O'Reilly, 624 N 5th St. Secretary
 Henry Badersdorf, 203 N 12th St. Collector
 C. A. Bennett, 1004 N 9th St. Receiver
 Ralph Sherburne, 602 N 8th St. Magazine Agent

17. PINE RIDGE; Chadron, Neb.

Meets in Masonic Hall, 1st and 3d Sundays.

J. H. Royce, L Box 377 Master
 L. V. Bowman Secretary
 E. M. Willes, L Box 321 Collector
 Rufus E. Chandler, L Box 315 Receiver
 D. H. Coyle Magazine Agent

18. WEST END; Slater, Mo.

Meets in I. O. O. F. Hall, 1st and 3d Sunday nights.

E. M. Mattice Master
 J. J. Day Secretary
 Albert Disney, Box 19 Collector
 George W. Michel, Box 145 Receiver
 Albert Disney, Box 19 Magazine Agent

19. TRUCKEE; Wadsworth, Nevada.

Meets every Friday at 7 P. M.

J. S. Raitt, Box 8 Master
 W. E. Cobb, Box 457 Secretary
 F. W. Youngmans, Box 8 Collector
 Edgar Shepley, Box 8 Receiver
 Charles Short, Box 8 Magazine Agent

20. STUART; Stuart, Iowa.

Meets in Engineer's Hall every Monday at 7:15 P. M.

Ed. Cahow Master
 George C. Wells, Box 117 Secretary
 George Morse Collector
 A. H. Copeland Receiver
 E. L. Fick Magazine Agent

21. INDUSTRIAL; St. Louis, Mo.

Meets at 922 South 4th St., 2d and 4th Tuesdays at 8 P. M.

Eli Giclas, 944 Chouteau Ave. Master
 D. C. McClintock, 2120 Randolph St. Secretary
 William Merkle, 810 Chambers St. Collector
 William C. Linck, 1423 Dodier St. Receiver
 Eli Giclas, 944 Chouteau Ave. Magazine Agent

22. CENTRAL; Urbana, Ill.

Meets in I. O. O. Hall, 2d and 4th Sundays.

Daniel O'Connor Master
 F. A. Bonner Secretary
 Alexander McLennan Collector
 Daniel O'Connor Receiver
 George Brush Magazine Agent

23. PHOENIX; Brookfield, Mo.

Meets 2d and 4th Mondays, over Wheeler's Bank, Louis LeClair Master

John S. Ott, Box 381 Secretary
 H. A. Dick, Box 284 Collector
 John S. Ott, Box 381 Receiver
 A. P. Josselyn Magazine Agent

24. GREAT WESTERN; Parsons, Kansas.

Meets in I. O. O. Hall, on Johnson Ave., every Wednesday at 2:30 P. M.

J. E. Powell, L Box 144 Master
 F. E. Green, Box 413 Secretary
 Charles W. Maier, Box 514 Collector
 J. E. Powell, L Box 144 Receiver
 William J. Mathias, Box 568 Magazine Agent

25. CONNECTING LINK; Boone, Iowa.

Meets 1st and 3d Sundays at 2 P. M.

Aaron Starke, Box 349 Master
 Ed. C. Brownson, Box 34 Secretary
 James F. Bills Collector
 Simon Rogers Receiver
 William J. Webster Magazine Agent

20. ALPHA; Baraboo, Wis.

Meets in B. of L. E. Hall., 2d and 4th Mondays
 William H. Pobjoy Master
 Thomas Williams Secretary
 William H. Pobjoy Collector
 Frank R. Melcher Receiver
 Charles A. Rich Magazine Agent

27. HAWKEYE; Cedar Rapids, Iowa.

Meets in Room 13, O'Hara's Block, 2d Sunday at
 2:30 P. M., and 4th Mondays at 7:30 P. M.
 Fred. McArdle, 353 G Ave., West Master
 J. E. Collins, 165 A Ave. Secretary
 L. Jennings, 328 G Ave., West Collector
 Fred. McArdle, 353 G Ave., West Receiver
 J. H. McKenzie, 172 B Ave. Magazine Agent

28. ELKHORN; North Platte, Neb.

Meets every Wednesday at 7:30 P. M.
 Thomas Burney, L Box 285 Master
 Reed M. Hindman, L Box 322 Secretary
 John T. Stuart, L Box 367 Collector
 Frank D. Winn, L Box 232 Receiver
 Reed M. Hindman, L Box 322 Magazine Agent

29. CERRO GORDO; Mason City, Iowa.

Meets 1st and 3d Tuesday evening of each month,
 corner Second and Main Sts.
 Charles S. Holman Master
 J. H. Fulton, Box 706 Secretary
 Max Newbowers Collector
 J. H. Fulton, Box 706 Receiver
 Stephen A. Trine Magazine Agent

30. CEDAR VALLEY; Waterloo, Iowa.

Meets in Black Hawk Hall, Lafayette St. and E
 Waterloo, 1st and 3d Sundays at 2 P. M.
 E. T. Gregory, 514 Saxon St. Master
 R. A. Corson, Box 1154 Secretary
 H. P. Esty Collector
 R. A. Corson, Box 1154 Receiver
 F. Fern, care J. C. R. R. Shops Magazine Agent

31. B. R. CENTRE; Atchison, Kansas.

Meets corner 3d and Commercial Sts., 1st and 3d
 Sundays, at 2 P. M.
 H. L. Clark, cor. Roberts and Commer-
 cial Sts. Master
 S. S. Hamrick, 1303 Main St. Secretary
 Chas. Bennington, 14th and Santa Fe St. Collector
 John O'Connor, 1303 Main St. Receiver
 Frank Short Magazine Agent

32. BORDER; Ellis, Kansas.

Meets in I. O. O. F. Hall, Tuesday evenings at
 7:30.
 George F. McClure, Box 205 Master
 Gustave Ebeling Secretary
 A. M. Petrie, Box 103 Collector
 A. Waters, Box 105 Receiver
 Harry Stigall Magazine Agent

33. SUCCESS; Trenton, Mo.

Meets in Engineer's Hall, over Union Bank, 1st
 and 3d Mondays at 2 P. M., and 2d and 4th
 Mondays, at 7 P. M.
 Thomas E. Torpey Master
 Thomas Griffin, Box 145 Secretary
 William Eckerman Collector
 Frank M. Park Receiver
 F. J. Fisher Magazine Agent

34. CLINTON; Clinton, Iowa.

Meets in Engineer's Hall, 10th St., 1st and 3d Sun-
 days at 2:30 P. M.
 Frank A. Kinch, 522 7th Ave. Master
 J. M. Wheeler, 375 Comanche Ave. Secretary
 Frank A. Kinch, 522 7th Ave. Collector
 Thomas E. Bulen, 619 6th Ave. Receiver
 Joseph F. Butler, 1705 S 5th St. Magazine Agent

35. AMBOY; Amboy, Ill.

James Lavell Master
 Thomas Monahan, Box 458 Secretary
 James Bersley Collector
 Thomas Monahan, Box 458 Receiver
 James P. Duggan Magazine Agent

36. TIPPECANOE; Lafayette, Ind.

Meets in Red Men's Hall, at 2 P. M., Sundays.
 Charles Ernst, 164 Salem St., over U. S.
 Express Co. Master
 Albert H. Kelley 98 Green St. Secretary
 Louis Raub, 126 N 8th St. Collector
 W. R. Johnson, 110 S 4th St. Receiver
 M. S. Hewes, 82 Smith St. Magazine Agent

37. NEW HOPE; Centralia, Ill.

Meets every Thursday at 8 P. M.
 H. G. Cormick, Box 151 Master
 W. D. Holton, Box 244 Secretary
 W. D. Holton, Box 244 Collector
 C. W. Styles Receiver
 T. J. Prickett Magazine Agent

38. AVON; Stratford, Ontario.

Meets 1st and 3d Sundays at 2 P. M.
 James Harvey, Box 318 Master
 J. T. Burke, Box 318 Secretary
 William O'Brien, Box 318 Collector
 George Nursey, Box 318 Receiver
 S. J. Spencer Magazine Agent

39. TWIN CITY; Rock Island, Ill.

Meets in Engineer's Hall, 2d and 4th Sundays
 at 2 P. M.
 George H. Hinkley Master
 Daniel H. Moroney, 8th Ave. & 27th St. Secretary
 John C. Kane, cor. 4th Ave. and 25th St., Collector
 George H. Hinkley Receiver
 James Griffin, cor. 9th Ave. and 27th
 St. Magazine Agent

40. BLOOMING; Bloomington, Ill.

Meets at 910 W Chestnut street, Tuesdays at 7:30
 P. M.
 Jerry G. McNarry, 165 Maxwell St., Chi-
 cago, Ill. Master
 P. L. Cutler, 707 W Locust St. Secretary
 P. L. Cutler, 707 W Locust St. Collector
 Ed. J. Spreen, 608 N Mason St. Receiver
 Thomas Powderly, 1208 Western Ave.,
 Magazine Agent

41. ONWARD; Dickinson, Dakota.

Meets in Odd Fellow's Hall, every Thursday at
 7:30 P. M.
 W. F. Cunningham, L Box 215 Master
 O. A. Dosskey, Box 17 Secretary
 O. A. Dosskey, Box 17 Collector
 Joseph Crosthwaite, L Box 158 Receiver
 W. R. Williams Magazine Agent

42. ELMO; Madison, Wis.

Meets in Good Templar's Hall, 2d and 4th Sun-
 days.
 Alfred H. Tyler, 312 Lake St. Master
 John Cashen, cor. Clymer & Broom St. Secretary
 John Harrington, 520 W Main St. Collector
 Byron B. Wilber, 720 W Dayton St. Receiver
 Alfred Tyler, 312 Lake St. Magazine Agent

43. ST. JOSEPH; St. Joseph, Mo.

Meets in I. O. O. F. Hall, 10 Pacific St., 1st and 3d
 Thursdays.
 F. O. Porter, N. E. Cor. 13th and Penn St. Master
 James Hyndman, 2216 S Sixth St. Secretary
 James Hyndman, 2216 S Sixth St. Collector
 W. E. Sullivan, 2216 S Sixth St. Receiver
 C. D. Porter, 221 S Sixth St., St. Joseph
 Mo. Magazine Agent

44. F. W. ARNOLD; East St. Louis, Ill.

Meets in Jacklesch Hall, corner Missouri and Main Sts., alternate Tuesdays at 7:30 P. M.
 T. J. Hayes, Box 375 Master
 C. E. Long, Box 354 Secretary
 Philip Cramer, Box 68 Collector
 J. U. Roy Receiver
 C. E. Long, Box 354 Magazine Agent

45. ROSE CITY; Little Rock, Ark.

Meets in Quapaw Hall every Monday night.
 P. H. Williams, 1114 Water St. Master
 Ed. Chamberlain, 716 W Markham St. Secretary
 William Smith, 206 Cross St. Collector
 George Emery, 802 North St. Receiver
 Ed. Chamberlain, 716 W Markham St. Magazine Agent

46. CAPITAL; Springfield, Ill.

Meets in Engineers' Hall, 217 South 5th St., 1st and 3d Sundays, at 2 P. M.
 A. D. Hensley, 911 E Reservoir St. Master
 E. W. Rowland, 421 S 9th St. Secretary
 E. W. Rowland, 421 S 9th St. Collector
 James Allen, S 11th St. Receiver
 E. W. Anderson, 1007 E Cook St. Magazine Agent

47. TRIUMPHANT; Chicago, Ill.

Meets in Prosperity Hall, N. E. corner State and 18th Sts., 1st Monday evening and 3d Sunday afternoons.
 W. E. Burns, 122 Newberry St. Master
 William Keeler, 3830 LaSalle St. Secretary
 William Keeler, 3830 LaSalle St. Collector
 C. W. Watson, 143 E 22d St., Flat 12 Receiver
 Martin Creighton, 1436 Indiana Ave. Magazine Agent

48. W. F. HYNES; Peoria, Ill.

Meets in G. A. R. Hall 1st Saturday at 7:30 P. M., and 3d Sunday at 2 P. M.
 George C. Watt, 617 1st St. Master
 J. V. Johnson, 412 Spencer St. Secretary
 W. A. McMillan, 206 State St. Collector
 George C. Watt, 617 1st St. Receiver
 James E. Dillon, 503 Frink St. Magazine Agent

49. J. M. RAYMOND; Decatur, Ill.

Meets in Engineers' Hall, E Eldorado St., 2d and 4th Sundays at 3 P. M.
 Charles Hockery, 1113 N Calhoun St. Master
 George Horner, 1021 Cerro Gordo St. Secretary
 William Murphy, 921 E Eldorado St. Collector
 A. H. Sutton, 975 N Water St. Receiver
 Wm. Langelt, 903 N Morgan St. Magazine Agent

50. GARDEN CITY; Chicago, Ill.

Meets 1st and 3d Saturdays at 7:30 P. M.
 J. J. Coffey, S. W. corner School St. and Dunkin Park, Town of Lake, Ill. Master
 John G. Grady, 5057 State St. Secretary
 C. D. Dickerman, 5142 Dearborn St. Collector
 John J. Delaney, 4339 Halstead St. Receiver
 Charles Clancy, 5129 School St., Town of Lake, Ill. Magazine Agent

51. FRISCO; North Springfield, Mo.

Meets in Masonic Hall, 2d and 4th Saturdays of each month at 7:30 P. M.
 E. R. Harlan Master
 Michael Gaffney, Box 277 Secretary
 George Hasler Collector
 John S. Carson Receiver
 Charles Schuler Magazine Agent

52. GOOD WILL; Logansport, Ind.

Meets corner 4th and Market Sts., every Sunday at 2 P. M.
 Charles Truman, 1318 Spear St. Master
 W. A. McDonald, 1216 Smead St. Secretary
 John T. Maloy, 715 W Ottawa St. Collector
 M. W. Jamison, Market and 4th Sts. Receiver
 J. A. Holland, corner George and 15th Sts. Magazine Agent

53. EMPORIA; Emporia, Kansas.

Meets in A. O. U. W. Hall, cor. 5th and Commercial Sts., 1st and 3d Sundays at 2:30 P. M.
 John C. Hampson, 114 West St. Master
 Louis D. Brigham, 108 Rural St. Secretary
 John McGaha, Moline, Kan. Collector
 John Turnpaugh, 2 Pine St. Receiver
 W. R. Samuels, 524 Rural St. Magazine Agent

54. ANCHOR; Moberly, Mo.

Meets in Supplies Bros.' Hall, Tuesdays at 7 P. M.
 James A. Robertson Box 34 Master
 J. T. Grimes, L Box 113 Secretary
 M. Sullivan, Box, 1561 Collector
 Luther B. Chamblin, Box 294 Receiver
 J. S. Hannah, Box 1574 Magazine Agent

55. BLUFF CITY; Memphis, Tenn.

Meets at No. 16 Johnson Ave., 2d and 4th Thursday evenings.
 Jacob Fuchs, L. & N. Shops Master
 Jacob Wagner, L. & N. Shops Secretary
 Jacob Wagner, L. & N. Shops Collector
 Con. Shea, L. & N. Shops Receiver
 J. E. McFadden, 198 Johnson Ave. Magazine Agent

56. BANNER; Stanberry, Mo.

Meets every Saturday night at 7:30 P. M.
 Joseph J. Smith Master
 Charles H. Runyan Secretary
 Charles H. Runyan Collector
 T. A. Newbomb Receiver
 Joseph J. Smith Magazine Agent

57. BOSTON; Boston, Mass.

Meets in Odin Hall, 47 Hanover St., 1st and 3d Sundays of each month.
 F. F. Derby, Fitchburg R. R. Engine House Charlestown, Mass. Master
 T. H. Haines, Ocean View St., Winthrop, Mass. Secretary
 A. W. Spurr, 66 Hammond St. Collector
 T. H. Haines, Ocean View St., Winthrop, Mass. Receiver
 Oscar Huber, Fitchburg R. R. Engine House, Charlestown, Mass. Magazine Agent

58. SACRAMENTO; Rocklin, Cal.

Meets in Masonic Hall, every Monday at 1:30 P. M.
 C. C. Brown Master
 C. E. Warmington Secretary
 George B. Clark Collector
 M. H. Tuttle Receiver
 Frank J. Peacock Magazine Agent

59. ROYAL GORGE; South Pueblo, Colo.

Meets every Monday evening at 7:30.
 S. H. James, 610 W 7th St., Pueblo Master
 John Gallagher, 27 Block 8 Secretary
 C. S. Walker, 309 Mechanic St., Pueblo Collector
 M. C. Donnelly, 316 E 2d St., Pueblo Receiver
 John T. Dejersey, Pueblo Magazine Agent

60. UNITED; Philadelphia, Pa.

Meets in Dover Hall, Marshall St., above Susquehanna Ave., alternate Sundays.
 James Wertz, 2013 N 3d St. Master
 B. F. Pettit, 2055 N 9th St. Secretary
 J. R. Race, 321 Diamond St. Collector
 B. F. Pettit, 2055 N 9th St. Receiver
 J. R. Race, 321 Diamond St. Magazine Agent

61. MINNEHAHA; St. Paul, Minn.

Meets in Druid's Hall, corner Jackson and 7th St., 2d and 4th Sundays.
 James V. Piper, corner Jackson St. and Como Ave. Master
 P. McLaughlin, 76 Sycamore St. Secretary
 H. E. Kemp, 253 Granite St. Collector
 Theo. T. Hart, 709 Tuscarora St. Receiver
 James Johnson, 608 Warren St. Magazine Agent

62. VANBERGEN; Carbondale, Pa.

Meets in Odd Fellows' Hall, cor. 7th and Church
Sts., 2d and 4th Sundays at 2 P. M.,
John P. McCawley, Box 608 Master
C. S. Van Dermark, Box 41 Secretary
W. H. Brokenbire Collector
A. M. Banks, Box 479 Receiver
O. E. Histed, L Box 855 Magazine Agent

63. HERCULES; Danville, Ill.

Meets in K. of H. Hall, West Main St., 1st and
3d Sundays.
John Myers, 808 N Jackson St. Master
Bernard Manion Secretary
John Wakely, Box 772 Collector
H. J. Bohn, 501 E Main St. Receiver
T. A. Hudson Magazine Agent

64. SIOUX; Sioux City, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at 2:30
P. M.
D. L. Davenport, 1521 E 6th St. Master
James Griffin, 419 Clark St. Secretary
Sidney Weir, 506 Iowa St. Collector
D. L. Davenport, 1521 E 6th St. Receiver
Warren Bennett Magazine Agent

65. FORT RIDGELY; Waseca, Minn.

Meets in Engineers' Hall, 1st and 3d Sundays.
James B. Newcomer Master
G. Bennett Secretary
J. A. Robinson Collector
W. D. Grimes, Box 488 Receiver
George Woskie Magazine Agent

66. CHALLENGE; Belleville, Ontario.

Meets in B. of L. F. Hall, 2d and 4th Sundays at
2:30 P. M.
Robert Milne, Belleville Station Master
F. C. Link, Belleville Station Secretary
W. J. Logue, Box 9, Belleville Station Collector
Timothy Daly, Jr., Belleville Station Receiver
R. Snell Magazine Agent

67. DOMINION; Toronto, Canada.

Meets in I. O. O. F. Hall, 2d and 4th Sundays, at
2:30 P. M.
W. Brent, 85 Spadina Ave. Master
Sidney Vaughan, 5 Draper St. Secretary
James Pratt, 174 Huron St. Collector
Sidney Vaughan, 5 Draper St. Receiver
Robert Reid, 31 Leonard Ave. Magazine Agent

68. EAU CLAIRE; Altoona, Wis.

Meets 2d and 4th Sundays at 2 P. M.
Joseph Thomas Master
Timothy Anglim, Box 12 Secretary
Patrick E. Kenting, Box 62 Collector
E. W. Brogan Receiver
Martin E. Duggan Magazine Agent

69. ISLAND CITY; Brockville, Ontario.

Meets in the Merrill Block, every Thursday at
7:30 P. M.
Thomas Shields, Box 558 Master
A. W. Dules, Box 206 Secretary
J. G. Goodison, Box 206 Collector
I. J. Bechler, Box 558 Receiver
Francis Flanigan Magazine Agent

70. LONE STAR; Longview, Texas.

Meets in I. O. O. F. Hall, every Tuesday at 2
P. M.
I. H. Stout, Box 411 Master
Lorenzo D. Oden, Box 411 Secretary
Albert N. Oden, Box 411 Collector
Lorenzo D. Oden, Box 411 Receiver
C. W. Slayton, Box, 421 Magazine Agent

71. SUSQUEHANNA; Oneonta, N. Y.

Meets in B. of L. E. Hall, 2d and 4th Sundays at
3 P. M.
Willard Robinson, 6 Mickley Ave. Master
W. W. Rowe Secretary
R. W. Mills Collector
L. Baker Receiver
J. C. Box 598 Magazine Agent

72. WELCOME; Camden, N. J.

Meets at N. E. corner 3d and Federal Sts. 1st and
3d Sundays of each month.
William Wiggins, 45 Cooper St. Master
James L. Gibbs, Collinswood, N. J. Secretary
Garret M. Weston, 545 Bridge St. Collector
James L. Gibbs, Collinswood, N. J. Receiver
Henry Harris, 446 Henry St. Magazine Agent

73. BAY STATE; Worcester, Mass.

Meets at 302 Main St., 2d and 4th Sundays.
E. Brewer, 27 Houghton St. Master
Charles A. Smith, 124 Central St. Secretary
J. J. Cunningham, 29 Prescott St. Collector
Charles A. Smith, 124 Central St. Receiver
W. N. Holland, 87 Prospect St. Magazine Agent

74. KANSAS CITY; Kansas City, Mo.

Meets in Forrester's Hall alternate Mondays.
D. McDonnell, 2114 Bellevue Ave. Master
J. M. Tierney, Box 73, Station "A" Secretary
R. Haslett, 2117 Madison Ave. Collector
W. B. Roberts, 1608 Madison Ave. Receiver
G. B. Campbell, Argentine, Ark. Magazine Agent

75. ENTERPRISE; Philadelphia, Pa.

Meets in Erickson's Hall, 3947 Lancaster Ave.,
2d and 4th Sunday afternoons
Charles H. Hawman, 620 N 38th St., West
Philadelphia Master
C. W. Reeves, 620 N 38th St., West Phila-
delphia Secretary
John Finley, 3901 Fairmount Ave. Collector
C. W. Reeves, 620 N 38th St., West Phila-
delphia Receiver
Jno. Finley, 3904 Fairmount Ave. Magazine Agent

76. NEW ERA; Breckenridge, Minn.

Meets in Masonic Hall, 2d and 4th Sundays at 2
P. M.
George W. Sebastian Master
W. C. Hall Secretary
Harry Pearce Collector
W. W. Hurd Receiver
Frederick Whitbred, Box 84 Magazine Agent

77. ROCKY MOUNTAIN; Denver, Colo.

Meets in Neef's Hall, 15th St., every Thursday at
7:30 P. M.
Charles D. Lane, 2646 Lawrence St. Master
W. F. Brundage, 1216 Larimer St. Secretary
D. L. Marrs, 445 Beecher Ave., N side Collector
W. F. Brundage, 1216 Larimer St. Receiver
H. M. Johns, 940 11th St. Magazine Agent

78. GOLDEN EAGLE; Sedalia, Mo.

Meets in Hart's Hall, E 13th St., every Thursday
at 7 P. M.
John Laybourne, 318 Engineer St. Master
H. D. Boullt, 1223 E 6th St. Secretary
Edward J. Moore, 109 E Boonville St. Collector
Henry Meyer, 318 Engineer St. Receiver
G. H. Lyons, 318 Engineer St. Magazine Agent

79. J. M. DODGE; Roodhouse, Ill.

Meets in Engineer's Hall, 1st and 3d Mondays
and 2d and 4th Sundays.
John Underwood Master
Charles E. Stone Secretary
Charles E. Stone Collector
Walker Watson Receiver
J. A. Wells Magazine Agent

80. SELF HELP; Aurora, Ill.

Meets over 26 and 28 Broadway, every 2d Sunday
George Goding, 428 Benton St. Master
William Walsh, 344 Main St. Secretary
Frank Richardson, 499 S Broadway Collector
Frank G. Boomer, 95 LaSalle St. Receiver
C. Kelly, 318 Fox St. Magazine Agent

81. PINE CITY; Brainard, Minn.

Meets in I. O. O. F. Hall, 6th St., South, 2d and
4th Sundays 2 P. M.
Emory Scott Master
George Watte, Box 1045 Secretary
W. J. Bain, Box 1763 Collector
Rowland Arundel, Box 599 Receiver
S. W. Green Magazine Agent

92. NORTHWESTERN; Minneapolis, Minn.

Meets 1st Saturday evening and 3d Sunday afternoon of each month.

Ernest B. Mayo, 424 1st Ave. South . . . Master
W. E. Richmond, 820 N. Girard Ave. . . Secretary
Robert J. Watson, 716 4th Ave. North . . Collector
Geo. E. Walker, 2130 10th Ave. S. . Magazine Agent

93. TRINITY; Fort Worth, Texas.

Meets in B. of L. F. Hall every Wednesday, at 8 P. M.

I. M. Dean, Box 406 . . . Master
George H. Tucker, Box 406 . . . Secretary
I. M. Dean, Box 406 . . . Collector
J. M. Russ, Box 406 . . . Receiver
J. S. Whitley, Box 406 . . . Magazine Agent

94. CALHOUN; Battle Creek, Mich.

Meets in Whitcomb's Block, N. Jefferson St., 2d and 4th Sundays at 2:30 P. M., and 1st Monday at 7:30 P. M.

E. C. Wilder, 50 South Ave. . . Master
James Burgess, 76 Bennett St. . . Secretary
Frederick Voss, 103 Green St. . . Collector
E. C. Wilder, 50 South Ave. . . Receiver
R. E. James, 269 Marshall St. . . Magazine Agent

95. FARGO; Fargo, Dakota.

Meets 2d and 4th Sundays in I. O. O. F. Hall, corner Robert St. and 2d Ave.

W. W. Sturman, Box 825 . . . Master
Eugene McAuliffe, Box 608 . . . Secretary
Wash. Terrett . . . Collector
R. Roggeveen, 324 13th St. North . . Receiver
Thomas A. Kelly . . . Magazine Agent

96. BLACK HILLS; Laramie City, Wyoming.

Meets in K. of L. Hall, Friday evening at 7:30.

John W. Costin . . . Master
William Konold . . . Secretary
George W. DeForest . . . Collector
William Roth, Box 346 . . . Receiver
Charles Reynolds . . . Magazine Agent

97. SUMMIT; Rawlins, Wyoming.

Meets in I. O. O. F. Hall, 1st and 3d Wednesdays, at 7:30 P. M.

J. A. Measures . . . Master
J. Doherty . . . Secretary
G. C. Jordan . . . Collector
P. Naughton . . . Receiver
William S. Ross . . . Magazine Agent

98. MOENING STAR; Evanston, Wyoming.

Meets in I. O. O. Hall, Thursdays at 7:30 P. M.

J. C. Bowman . . . Master
Kenneth G. McLean, Box 150 . . . Secretary
William L. Gray . . . Collector
J. C. Bowman . . . Receiver
James Holt . . . Magazine Agent

99. CHEHAU; Montgomery, Ala.

Meets every Sunday in K. of P. Hall, over National Bank, Commerce St.

E. L. Cranford, Box 524 . . . Master
Ed. Austin, 115 Dexter Ave. . . Secretary
A. F. Grubbs, Box 524 . . . Collector
George I. Fuller, 26 N. Perry St. . . Receiver
A. F. Grubbs, Box 524 . . . Magazine Agent

90. SAN DIEGO; San Bernardino, Cal.

Meets in Old Fellows' Hall, 1st and 3d Monday evenings.

J. Dunn, Box 645 . . . Master
R. F. Lange, Box 645 . . . Secretary
Harvey Smith, Box 645 . . . Collector
J. W. Hilliard, Box 645 . . . Receiver
J. E. Culey, Box 645 . . . Magazine Agent

91. GOLDEN GATE; San Francisco, Cal.

Meets corner Valencia and 16th Sts., 1st Sunday at 1 P. M., and 3d Tuesday at 7 P. M.

Mathew Rourke, 1855 Mission St. . . Master
Charles A. Crites, 203 16th St. . . Secretary
W. J. Allen, 21 Julian Ave., near 15th . . Collector
James Doyle, 537, 18th St. . . Receiver
Fred. McCune . . . Magazine Agent

92. FRONTIER CITY; Owego, N. Y.

Meets 2d and 4th Sundays in N. Y., O. & W. Ry. Depot.

Charles Speth, 30 W. Talman St. . . Master
Myron H. Counsel, 16 E. 5th St. . . Secretary
M. H. Murphy, E. Mercer St. . . Collector
S. C. Forsyth, 106 W. Utica St. . . Receiver
S. C. Forsyth, 106 W. Utica St. . . Magazine Agent

93. GATE CITY; Keokuk, Iowa.

Meets in Horn's Hall, corner 8th and Main St., 2d and 4th Sundays at 2 P. M.

John Cronin, corner B and Bluff St. . . Master
A. J. Ebersoll, 1113 Bank St. . . Secretary
E. J. Kelley, 519 Ridge St. . . Collector
John H. Carter, 507 Main St. . . Receiver
Henry Montgomery, Centerville, Magazine Agent

94. CACTUS; Tucson, Arizona.

Meets in B. of L. F. Hall, corner Tool Ave. and Pennington St., every Tuesday at 7:30 P. M.

W. E. Butler, Box 218 . . . Master
Jacob Hettrick . . . Secretary
F. M. Blaney . . . Collector
N. H. Cramer . . . Receiver
W. D. Anderson, Box 218 . . . Magazine Agent

95. CHICAGO; Chicago, Ill.

Meets at 237 Milwaukee Ave., 2d Tuesday at 8 P. M., and last Sunday of each month, at 9:30 A. M.

D. M. Leavitt, 36 Temple St. . . Master
Vernon L. Culver, 174 N. Halstead St. . . Secretary
J. F. Cantlon, 142 Front St. . . Collector
E. W. Wallbaum, 224 Larrabee St. . . Receiver
Patrick Grady, Lake Forest, Ill. . . Magazine Agent

96. ALEXIA; Wellsville, Ohio.

Meets 1st and 3d Sundays in B. of L. E. Hall, Main St.

G. Leibtag . . . Master
Frank Roy, Box 685 . . . Secretary
William M. King . . . Collector
Joseph Quinn, Box 239 . . . Receiver
John Leibtag, Box 306 . . . Magazine Agent

97. ORANGE GROVE; Los Angeles, Cal.

Meets at 512 San Fernando St., every Tuesday evening at 7:30.

George C. Morton, Box 72 . . . Master
J. D. DeFrees, Box 72 . . . Secretary
William T. Curl, Box 72 . . . Collector
Ed. Whitney, 636 San Fernando St. . . Receiver
F. B. Boyett, Box 72 . . . Magazine Agent

98. PERSEVERANCE; Terrace, Utah.

Meets in Engineers' Hall every Tuesday.

F. C. Stokes . . . Master
E. G. White . . . Secretary
J. H. Neven . . . Collector
R. W. Shields . . . Receiver
E. G. White . . . Magazine Agent

99. ROCHESTER; Rochester, N. Y.

Meets at No. 33 Market St., every Friday evening.

E. E. Pruyn, 41 1st Ave. . . Master
W. P. Couch, 90 Broadway . . . Secretary
George Kingsley, 22 Upton Park . . Collector
Mathias S. Dubelbeiss, 94 Bay St. . . Receiver
Wm. H. Rice, 9 Howard St. . . Magazine Agent

100. ADAIR; Bowling Green, Ky.

Meets in Wright's Hall, corner Main and Adams Sts., every Monday at 2 P. M.

William Coleman . . . Master
Woods L. Miller, Box 446 . . . Secretary
Woods L. Miller, Box 446 . . . Collector
Wesley Alsap . . . Receiver
Richard A. Potter . . . Magazine Agent

101. ADVANCE; Creston, Iowa.

Meets in Firemen's Hall, 222 Pine St., every Monday at 7:30 P. M.

J. W. Crouch, Box 288 . . . Master
Albert Finley . . . Secretary
J. W. Crouch, Box 288 . . . Collector
J. F. Bryan, L. Box 319 . . . Receiver
H. H. Carter . . . Magazine Agent

102. CONFIDENCE; East Des Moines, Iowa.

Meets in I. O. O. F. Hall, S. E. corner Sycamore and 6th Sts., alternate Sundays at 2 P. M.
 F. S. Payne, 1221 Court Ave. Master
 C. M. Krull, 717 Lyon St. Secretary
 John Lovelless, 1231 Fillmore St. Collector
 J. W. Combs, 1321 Buchanan St. Receiver
 C. M. VanHorn, 216 E 6th St. Magazine Agent

103. FALLS CITY; Louisville, Ky.

Meets in Colgan's Hall, corner 10th and Walnut Sts., every Thursday at 2 P. M.
 William C. Abbey, 1017 Story Ave. Master
 James J. Lawson, 1108 12th St. Secretary
 John B. Reynolds, 1017 13th St. Collector
 James J. Lawson, 1108 12th St. Receiver
 John H. Patrick, 939 10th St. Magazine Agent

104. "OLD KENTUCK"; Ludlow, Ky.

Meets in I. O. O. F. Hall, 1st and 3d Thursdays at 7:30 P. M.
 Frank Robinson Master
 M. J. Connelly Secretary
 Charles Heimberger Collector
 Frank Robinson Receiver
 Charles Heimberger Magazine Agent

105. PROGRESS; Galesburg, Ill.

Meets in B. of L. E. Hall, 1st and 2d Thursdays and 3d and 4th Fridays at 7:30 P. M.
 William Heath, 351 E Main St. Master
 J. L. Nelson, 327 N Seminary St. Secretary
 J. L. Nelson, 327 N Seminary St. Collector
 M. J. Buckley, 122 W Knox St. Receiver
 C. G. Nelson, 522 Seminary St. Magazine Agent

106. KEY CITY; Dubuque, Iowa.

Meets over Master Mechanic's office, 2d and 4th Sundays at 2 P. M.
 Joseph Chaloupka, 1470 Cedar St. Master
 D. W. Mason, 438 High St. Secretary
 Joseph Chaloupka, 1470 Cedar St. Collector
 J. D. Mahoney, 1846 Jackson St. Receiver
 Jay E. Haines, 18 High St. Magazine Agent

107. ECLIPSE; Gallon, Ohio.

Meets in Zimmermanns Hall every Thursday evening.
 August Gerhart, Box 196 Master
 Ed. W. Armor, Box 701 Secretary
 Ed. W. Armor, Box 701 Collector
 J. A. Farnsworth, Box 283 Receiver
 George Cnaan, Box 398 Magazine Agent

108. PIONEER; Chama, New Mexico.

Meets in D. & R. G. Passenger Depot, every Wednesday at 7:30 P. M.
 J. C. McCabe, Box 8 Master
 Edward Bradley Secretary
 Charles Schonefeld, Box 16 Collector
 Herman Berndt, Box 17 Receiver
 Edward Bradley Magazine Agent

109. PEACE; St. Louis, Mo.

Meets in Summit Hall, corner Ewing Ave. and Market St., 2d and 4th Fridays of each month at 7:30 P. M.
 W. M. White, 944 Chouteau Ave. Master
 J. L. Pate, 2919 Caroline St. Secretary
 Charles Durnell, 510 Montrose Ave. Collector
 J. L. Pate, 2919 Caroline St. Receiver
 J. L. Pate, 2919 Caroline St. Magazine Agent

110. OLD GUARD; Bucyrus, Ohio.

Meets in Engineers' Hall, cor. Sandusky & Mansfield St., every 2d and 4th Sundays at 2 P. M.
 J. R. Gordon, L Box 235 Master
 C. P. Collins, 29 Oak St., E Toledo, O. Secretary
 William Fitzmaurice Collector
 W. C. Bruce Receiver
 C. P. Collins, 29 Oak St., E Toledo, O. Magazine Agent

111. BEACON; Mattoon, Ill.

Meets in K. of L. Hall, Sunday at 2:30 P. M.
 C. J. Singleton, L Box 835 Master
 F. J. Barrett, Box 427 Secretary
 F. W. Neidheiser Collector
 C. J. Singleton, L Box 835 Receiver
 Benjamin Newkirk Magazine Agent

112. EVENING STAR; Mt. Vernon, Ill.

Meets in Helserman's Hall, 1st and 3d Tuesdays at 7:30 P. M.
 S. R. Wild Master
 John C. Branham Secretary
 John C. Branham Collector
 E. F. Lynch Receiver
 Thomas F. Thickston Magazine Agent

113. CLARK-KIMBALL; Pocatello, Idaho.

Meets in Masonic Hall every Monday at 7:30 P. M.
 W. J. Ingling Master
 Ed. Anderson Secretary
 John H. Shannon Collector
 Frank Walton, Allerdice, Mont. Receiver
 John Futz Magazine Agent

114. MAGIC CITY; Cheyenne, Wyoming.

Meets in Engineers' Hall, Idleman's Block, every Wednesday at 8 P. M.
 John H. Bingham, Box 250 Master
 Thomas O. Jones, Box 250 Secretary
 James A. Maxwell, 213 10th St. Collector
 Ernest Heenan, 1010 Central Ave. Receiver
 Thomas O. Jones, Box 250 Magazine Agent

115. GULF CITY; Galveston, Texas.

Meets 1st and 3d Wednesdays in the Temple of Honor.
 H. L. Briggs, Cor. 8th and Market Sts. Master
 Charles F. Harritt, W Ave. L, bet. 35th and 36th Sts. Secretary
 G. E. Labbit, 76 W Ave. and L Sts. Collector
 H. L. Briggs, Cor. 8th and Market Sts. Receiver
 A. J. Schmidt, care G. C. & S. F. Ry. Shops, Temple, Tex. Magazine Agent

116. ST. CLAIRE; Fort Gratiot, Mich.

Meets in Engineers' Hall, 1st and 3d Sundays at 1:30 P. M.
 William Dingwall, 2004 Stone St., Port Huron, Mich. Master
 R. S. Gee, 1604 Poplar St., Port Huron. Secretary
 R. S. Gee, 1604 Poplar St., Port Huron. Collector
 E. G. Hubbard, Box 127 Receiver
 W. F. Kenwick, Box 182, Brighton Park, Ill. Magazine Agent

117. BEAVER; London, Ontario.

Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.
 Edwin S. Chapman, 151 Clarence St. Master
 George Black, 460 Simcoe St. Secretary
 S. T. Fletcher, 221 Maitland St. Collector
 John Dickson Receiver
 Robert Lister, 411 Hill St. Magazine Agent

118. STAR OF THE EAST; Richmond, Quebec.

Meets in Pearson's Hall every Wednesday at 7:30 P. M., and 1st and 3d Sundays at 2 P. M.
 R. A. Leonard Master
 G. A. Pearson, Richmond Station Secretary
 G. A. Pearson, Richmond Station Collector
 John Kelly, Richmond Station Receiver
 Fred Driver Magazine Agent

119. COLONIAL; River du Loup, Quebec.

Meets Wednesday and Thursday nights, alternately, in English School Room.
 W. H. Rougeau, River du Loup Station Master
 Louis D. Poulin, I. C. Ry. Station Secretary
 Louis D. Poulin, I. C. Ry. Station Collector
 Joseph Scott, I. C. Ry. Station Receiver
 John Gallan Magazine Agent

120. FORTUNE; Syracuse, N. Y.

Meets in C. M. B. A. Hall, Cor. Fayette and Salina Sts., 1st and 3d Sundays at 3 P. M. and 2d and 4th Tuesdays at 7 P. M.
 E. F. McNulty, 2 Wall St. Master
 Simon Mangan, 196 Shomard St. Secretary
 L. G. Rousson, 20 Richmond Ave. Collector
 F. H. Livingston, 50 Jackson St. Receiver
 W. A. Jacobson, 224 Gifford St. Magazine Agent

121. FELLOWSHIP; Corning, N. Y.

Meets in Odd Fellows' Hall, 1st and 3d Sundays of each month at 3 P. M.

James F. Roody Master
T. E. Hammer Secretary
Isaiah B. Wolcott, 2 Maggee St Collector
William H. Smith Receiver
E. E. Beales Magazine Agent

122. FEDERATION; Beardstown, Ill.

Meets over Eberwein's grocery store, Main St., every Tuesday evening at 7:30.

Jerry W. Flickwir Master
E. J. Summers, Box 694 Secretary
John E. Hurley, Box 692 Collector
Albert Sanks, Box 208 Receiver
E. J. Summers, Box 45 Magazine Agent

123. OVERLAND; Omaha, Neb.

Meets in K. of P. Hall, Cor. 14th and Douglass Sts., every Wednesday at 8 P. M.

William Dolan, 421 N. 13th St Master
E. S. Emmons, 1820 Mason St Secretary
William Anderson, 1214 Cass St Collector
Albert Cole, 1619 Jackson St Receiver
E. S. Emmons, 1820 Mason St Magazine Agent

124. PILOT; Perry, Iowa.

Meets in Odd Fellows' Hall, 2d and 4th Sundays at 9:30 P. M.

H. A. Draper Master
W. B. Howe Secretary
H. C. DeGroat Collector
B. W. Zillely Receiver
E. G. Benson Magazine Agent

125. GUIDE; Marshalltown, Iowa.

Meets in B. of L. F. Hall, S. Center St., 2d and 4th Sundays.

W. M. Gallup, 512 S. 3d St Master
J. P. Boyce, 311 W. Nevada St Secretary
J. S. Smedes, 307 S. Center St Collector
J. M. Larimer, 307 S. 3d Ave Receiver
J. H. Crellin, 612 E. Linn St Magazine Agent

126. COMET; Austin, Minn.

Meets in Hays' Hall, 1st and 3d Mondays and 2d and 4th Sundays.

J. A. Harriman Master
A. B. Lawrence, Box 473 Secretary
J. E. Gilbert Collector
August Olson Receiver
C. J. Erickson Magazine Agent

127. NORTHERN LIGHT; Winnipeg, Manitoba.

Meets in Assinaboine Hall, 133 Ross St., 1st Tuesday and 3d Sunday.

John Wellington, 14 Patrick St Master
W. H. Woods, 14 Patrick St Secretary
Thomas Reese, 226 McWilliams St Collector
J. G. Jones, 226 McWilliams St Receiver
George M. Vansickle, care P. K. Shops Magazine Agent

128. LANDMARK; Glendive, Montana.

Meets in Coleman's Hall, every Tuesday at 7 P. M.

Daniel Sinclair, Forsythe, Montana Master
James McKenzie, Box 55 Secretary
Martin E. Colbert, Box 55 Collector
James McKenzie, Box 55 Receiver
Douglass Westfall, Box 55 Magazine Agent

129. MINERAL KING; Escanaba, Mich.

Meets in B. of L. E. Hall 2d and 4th Sundays at 1 P. M.

Richard Letcher, Box 123 Master
James S. Hill, L. Box 116 Secretary
George H. Valentine, Box 541 Collector
J. S. Rogers, Box 622 Receiver
J. J. Kelly, Box 480 Magazine Agent

130. GUIDING STAR; Milwaukee, Wis.

Meets in Engineers' Hall, 2d and 4th Sundays at 2 P. M.

Thomas Dwyer, 335 Jackson St Master
Bernard J. Fahl, cor. 34th and Wells St Secretary
Frank E. Search, 436 Barclay St Collector
Con. S. McAuliff, 561 Washington St Receiver
Edward Summers, 99 6th St. Magazine Agent

131. GOLDEN RULE; Stevens Point, Wis.

Meets in Redfield's Hall, 1st and 3d Fridays at 7:30 P. M., and 2d and 3th Sundays at 2:30 P. M.

Arthur T. Willett Master
George L. Gearhart Secretary
A. R. Johnson, Box 8 Collector
R. J. Luxan, Box 386 Receiver
R. J. Luxan, Box 386 Magazine Agent

132. MARVIN HUGHITT; Eagle Grove, Iowa.

Meets in Opera House, 1st and 3d Sundays and last Wednesday at 2 P. M.

Fisher Wressell, Box 13 Master
W. R. Hammond, Box 408 Secretary
James H. Long, Box 6 Collector
John H. Howell Receiver
Lewis W. Roberts Magazine Agent

133. SPRAGUE; Sprague, Washington, Ty.

Meets in Postoffice Hall, 2d and 4th Sundays at 7 P. M.

J. D. Irby, Box 10 Master
H. A. Moore, Box 10 Secretary
A. E. Bowman, Box 10 Collector
Arthur Herider Receiver
Ed. H. Higgins, Box 10 Magazine Agent

134. EASTMAN; Farnham, Quebec.

Meets 1st and 3d Sundays and 2d and 4th Mondays.

E. W. Gibson Master
H. E. Cowan Secretary
J. H. Cunningham Collector
E. W. Gibson Receiver
Louis Lepine Magazine Agent

135. NEW YEAR; El Paso, Texas.

Meets in Firemen's Hall, 1st and 3d Tuesdays at 7 P. M.

Colin McArthur Master
F. L. Fitch Secretary
William T. Fields Collector
Colin McArthur Receiver
W. P. Sirsion Magazine Agent

136. J. SCOTT; Lindsay, Ontario.

Meets in S. O. E. Hall, alternate Saturdays at 7:30 P. M.

Laughlin McIntosh, Box 454 Master
Robert N. Johnston, Box 454 Secretary
Joseph Keleher, Box 454 Collector
J. Jefferies, Box 454 Receiver
J. Jefferies, Box 454 Magazine Agent

137. PROTECTION; Eldon, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at 2:30 P. M.

C. W. Friend Master
J. T. Hull, Box 196 Secretary
George W. Trott, Box 185 Collector
A. Shunterman Receiver
Frederick James Magazine Agent

138. UNION; Freeport, Ill.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at 1 P. M.

James A. Flack, 45 Clay St Master
Samuel Shaunnassy, 16 Crocker St Secretary
William A. Brubaker, 10 State St Collector
Samuel Shaunnassy, 16 Crocker St Receiver
W. A. Brubaker, 10 State St Magazine Agent

139. MT. WHITNEY; Tulare, Cal.

Meets in Schultz's Hall, 1st and 3d Sundays and 2d and 4th Fridays at 2 P. M.

Clark Hewitt, Box 233 Master
George Landes, Box 31 Secretary
G. G. Hutchings Collector
John J. Norton Receiver
C. G. Elder, Box 31 Magazine Agent

140. MOUNT OURAY; Salda, Colo.

Meets in Fraternity Hall every Monday at 7:30 P. M.

G. W. Miller Master
C. C. Warman, Box V Secretary
J. W. Hardy, L. Box 599 Collector
Henry Wise, L. Box 599 Receiver
S. W. Summerville, L. Box 599 Magazine Agent

141. A. G. PORTER; Fort Wayne, Ind.

Meets in Grand Army Hall every Wednesday at 7:30 P. M.
 A. J. Kohler, 461 Calhoun St. Master
 Patrick C. Lupton, 33 E Williams St. Secretary
 C. F. Sweeney, Corner Holton Ave. and Fisher St. Collector
 W. R. Fredericks, 415 S Lafayette St. Receiver
 T. E. Short, 29 Boone St. Magazine Agent

142. C. R. WHIPPLE; Toledo, Ohio.

Meets in Johnson's Hall, 1st and 3d Sundays at 1:30 P. M., and 2d and 4th Thursdays at 7 P. M.
 Henry Harms, 446 Forte St., E Toledo Master
 Benjamin I Ross, Penn. Engine House, E Toledo Secretary
 George Bittman, 713 S Erie St. Collector
 Fred. E. Bittman, 713 S Erie St. Receiver
 B. I. Ross, Penn. Eng. House Magazine Agent

143. E. C. FELLOWS; West Oakland, Cal.

Meets in Odd Fellows' Hall, Cor. 11th and Franklin Sts., Oakland, Cal. 2d and 4th Wednesdays.
 T. J. Roberts, 752 Willow St. Master
 R. H. Potts, 1792 7th St. Secretary
 Ed. Johnson, 1714 8th St. Collector
 T. J. Roberts, 752 Willow St. Receiver
 E. C. Cushing, 861, Myrtle St., Oakland, Cal. Magazine Agent

144. SUGAR LOAF; Campbellton, New Brunswick.

Meets in Patterson's Hall, I. C. R. Depot, 2d Sundays at 9 A. M., and 4th Sunday afternoons.
 William A. Thompson Master
 William Hamilton Secretary
 James Thompson Collector
 John Deveraux Receiver
 William Smallwood Magazine Agent

145. DAVY CROCKET; San Antonio, Texas.

Meets in Jonas' Hall, 601 Austin St. every Tuesday at 8 P. M.
 J. H. Humphrey 1115 Ave. E. Master
 Edward Beere, cor. Cherry and Burleson Sts. Secretary
 O. H. Cole, 1112 Ave. D. Collector
 Frank L. Taylor, cor. Mesquit and Burleson Sts. Receiver
 John Sullivan, 110 Ave. D. Magazine Agent

146. BAYOU CITY; Houston, Texas.

Meets 1st and 3d Mondays at 7 P. M., and 4th Mondays at 2 P. M.
 John F. Broughton, S. P. Shops Master
 J. P. Monaghan, N. W. cor. Vine and Shea Sts. Secretary
 H. A. Spear, S. P. Shops Collector
 Frederick Keeler, S. P. Shops Receiver
 D. M. Moody, 109 Elysian St. Magazine Agent

147. MIDLAND; Temple, Texas.

Meets every Monday at 8 P. M.
 Thomas H. Boyd, Box 105 Master
 T. J. Robbins, Box 105 Secretary
 James Conney, Box 105 Collector
 Chas. W. Fisher, 106 E. Simpson St. Receiver
 W. R. Brown, Clebourne, Tex. Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.

Meets in K. of P. Hall, every Friday at 1:30 P. M.
 W. Z. Thompson, Box 416 Master
 S. F. James, Box 416 Secretary
 J. R. Puskell, Box 416 Collector
 Ed. Kendrick, Box 416 Receiver
 J. W. Deuciel, Box 416 Magazine Agent

149. JUST IN TIME; New York, N. Y.

Meets at 110 East 125th St., 2d and 4th Saturdays at 8 P. M.
 James F. Hough, 1424 Ave. A. Master
 P. A. Donahue, 311 W 55th St. Secretary
 Robert T. Roscoe, 1958 3d Ave. Collector
 P. A. Donahue, 311 W 55th St. Receiver
 Charles Johnson, 313 E 120th St. Magazine Agent

150. S. M. STEVENS; Marquette, Mich.

Meets in Mack's Hall, cor. Washington and 3d Sts., 2d and 4th Sundays at 2 P. M.
 Arthur C. Bishop, 146 Main St. Master
 Frederick E. Brown Secretary
 John Munroe Collector
 Joseph H. Bice, 148 Champion St. Receiver
 Charles E. Zyrd, Marquette, L. S. Mich. Magazine Agent

151. MAPLE LEAF; Hamilton, Ontario.

Meets 1st and 3d Sundays at 2:30 P. M.
 Alexander McGilvery, N. & N. W. Shops Master
 J. E. Painter, 135 John St. N. Secretary
 William F. Baines, 118 Queen St., N. Collector
 Robert Martin, 15 Mayill St. Receiver
 John McColl, 17 Crooks St. Magazine Agent

152. NORTH POLE; West Bay City, Mich.

Meets in Odd Fellows' Hall, 1st and 3d Sundays.
 Patrick J. Roach, Box 845 Master
 Frank E. Ayers, Box 104 Secretary
 Frank Potter, Box 702 Collector
 John Hatchard, Box 377 Receiver
 Frederick C. McDonald, Box 662, Magazine Agent

153. H. C. LORD; Fort Scott, Kansas.

Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M.
 H. L. Wright, 114 W Broadway Master
 Alexander Barr, 120 Wilson St. Secretary
 Alexander Barr, 120 Wilson St. Collector
 J. T. Helman, 114 W Broadway Receiver
 J. M. Farnley, 618 Wall St. Magazine Agent

154. McKEEN; Ottawa, Kansas.

Meets in K. of P. Hall, on 2d and 4th Sundays 2 P. M.
 William L. Miller, 713 N Main St. Master
 E. Eshnaur, 629 N Poplar St. Secretary
 George H. Showler, N Main St. Collector
 M. A. Lca, 903 N Hickory St. Receiver
 Ed. Welch, S Maple St. Magazine Agent

155. J. F. BINGHAM; New York, N. Y.

Meets in Schrader's Hall, 147 W 32d St., 1st Saturday at 8 P. M., and 3d Sunday at 10 A. M.
 Ed. S. Wetherbee, 417 W 48th St. Master
 William J. Campbell, 2682 8th Ave. Secretary
 William J. Campbell, 2682 8th Ave. Collector
 S. Baines, 824 Quincy St., Brooklyn Receiver
 William P. Green, 119 Prospect St., Long Island City, N. Y. Magazine Agent

156. NICHES; Palestine, Texas.

Meets in Engineers' Hall every Saturday night.
 L. T. Branham, Box 256 Master
 O. A. Stetzel, Box 256 Secretary
 T. C. Imrie, Box 256 Collector
 R. F. Wright Receiver
 B. L. Bently, Box 256 Magazine Agent

157. ECHO; Peru, Ind.

Meets in Echo Hall 1st and 3d Sundays at 2 P. M., and 2d and 4th Tuesdays at 7 P. M.
 B. E. Flaherty Master
 H. P. Matthews, L Box 201 Secretary
 H. P. Matthews, L Box 201 Collector
 B. E. Flaherty Receiver
 G. H. Smith Magazine Agent

158. STANDARD; Detroit, Mich.

Meets at No. 47 Monroe Ave., up stairs, 2d and 4th Sundays at 1:30 P. M.
 Timothy Teaben, 447 Clinton St. Master
 W. A. Emiston, D. G. H. & M. Shops Secretary
 Ed. Heidenrich, 124 Hastings St. Collector
 Ed. Heidenrich, 124 Hastings St. Receiver
 Peter Sewell, 199 Orleans St. Magazine Agent

159. W. H. THOMAS; Nashville, Tenn.

Meets in Simmons' Hall, cor. Summer and Union Sts., every Monday at 9 A. M.
 T. L. Quinlan, Edgefield Shops Master
 D. J. Singleton, 471 Humphrey St. Secretary
 E. G. Junk, cor. Chestnut and Market Sts., South Nashville Collector
 J. L. Enoch, 17 N 2d St E Receiver
 W. D. Bledsoe, 11 Joseph Ave. Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.

Meets in A. O. U. W. Hall, 3d and Main Sts., 2d and 4th Sundays at 2 P. M.
 Frank W. Hunter, 1044 Main St. Master
 Ed. A. McGriff, 17 Chandler Ave. Secretary
 Edgar G. Hitch, 931 Canal St. Collector
 John K. Taylor, 100 Lincoln Ave. Receiver
 John Z. Fairchild, 516 Upper 11th St. Magazine Agent

161. HERALD; Burlington, Iowa.

Meets in Knights of Pythias Hall every other Sunday at 2 P. M.
 J. F. Richards Master
 S. A. Eads, 312 Valley St. Secretary
 S. J. Eccles, 1303 Madison St. Collector
 S. W. Bowser, 1303 Madison St. Receiver
 W. A. Flannery, 1212 N 8th St. Magazine Agent

162. PROSPECT; Elkhart, Ind.

Meets in B. of L. F. Hall, 505 Main St., every Wednesday at 7:30, and 1st Sunday at 2 P. M.
 D. F. Wagner, 208 4th St. Master
 W. W. Howard, 1200 S Main St. Secretary
 D. F. Wagner, 208 4th St. Collector
 William J. Hunt, 104 Prairie St. Receiver
 Charles White, 1012 S Main St. Magazine Agent

163. ETNA; Pine Bluff, Ark.

Meets in Masonic Hall, every Friday at 7 P. M.
 Charles McWilson, Box 56 Master
 D. B. Rathfon, Box 56 Secretary
 H. Peelle, Box 56 Collector
 D. B. Rathfon, Box 56 Receiver
 J. Flaherty Magazine Agent

164. EEL RIVER; Butler, Ind.

Meets Tuesday evenings in I. O. O. F. Hall, on Broadway.
 R. H. Mosshammer, 19 20th St., Detroit, Mich. Master
 C. E. Blair Secretary
 R. H. Mosshammer, 19 20th St., Detroit, Mich. Collector
 John J. Derek, Box 202 Receiver
 Ed. Eldridge Magazine Agent

165. ROBERT ANDREWS; Andrews, Ind.

Meets in Firemen's Hall every Monday at 7 P. M.
 J. E. Brombaugh Master
 James Van Ripper Secretary
 George B. Richardson Collector
 Albert I. Routh Receiver
 J. N. Wright Magazine Agent

166. WM. HUGO; Huntington, Ind.

Meets in Engineer's Hall, 1st and 3d Wednesdays and 2d and 4th Tuesday at 7 P. M.
 Jacob A. Hoover Master
 James W. VanEman, Box 483 Secretary
 John S. Dolan, Box 915 Collector
 C. E. Wallace, L Box 839 Receiver
 P. F. Murphy, Box 378 Magazine Agent

167. MOUNT HOOD; The Dalles, Oregon.

Meets in K. of P. Hall, 1st and 3d Wednesdays at 2 P. M., and 2d and 4th at 7 P. M.
 John Anderson Master
 N. B. Whyers Secretary
 H. P. Smith, L Box 347 Collector
 James W. Ashton Receiver
 H. P. Smith, L Box 347 Magazine Agent

168. GUARD RAIL; North La Crosse, Wis.

Meets in B. of L. F. Hall, 120 Rose St., 1st and 3d Sundays at 2 P. M., and 2d and 4th Mondays at 7:30 P. M.
 J. Morlarity, Portage, Wis. Master
 Frank Krouse, Box 214, Portage, Wis. Secretary
 George Brewer, 403 cor. Aaron and Gould St., LaCrosse, Wis. Collector
 Frank Krause, Box 214, Portage, Wis. Receiver
 Frank Krause, Box 214, Portage, Wis. Magazine Agent

169. H. G. BROOKS; Hornellsville, N. Y.

Meets in Washington Hall, Broad St., every Monday at 7:30 P. M.
 W. E. Smith, 22 Taylor St. Master
 C. F. Stone, 6 South Division St. Secretary
 H. H. Sweet, 26 Erie Ave. Collector
 A. H. Spencer, 18 Elm St. Receiver
 C. S. Graham, 37 S Division St. Magazine Agent

170. PRAIRIE; Huron, Dakota.

Meets in Odd Fellows' Hall on 2d and 4th Sundays at 8 P. M.
 George E. White, 357 E 3d St. Master
 Frank Booth Secretary
 John J. Conley, Box 899 Collector
 John Mills, 651 Beach St. Receiver
 William A. Brown Magazine Agent

171. SUNBEAM; Truro, Nova Scotia.

Meets in Caledonia Hall 2d Saturdays and 4th Thursdays.
 F. W. White, Box 606 Master
 D. W. Duncan, Box 167 Secretary
 Frederick Geddes, Box 167 Collector
 T. W. Hennessy, Box 167 Receiver
 T. W. Hennessy, Box 167 Magazine Agent

172. F. G. LAWRENCE; Ottawa, Ontario.

Meets alternate Sundays in Manchester Hall, cor. Sparks and Wellington Sts.
 Horatio Hymers, Rochester, Ont. Master
 J. G. Armstrong, Richmond Lodge Secretary
 F. W. Morrison, C. P. R. Shops Collector
 Hugh Handyside, Hintonbury, via Ottawa, Ont. Receiver
 Alex. McCunig, 56 Ottawa, St. Magazine Agent

173. PACIFIC; Winslow, Arizona.

Meets in B. of L. F. Hall, every Sunday at 7:30 P. M.
 Simeon Frost Master
 Isaac C. Heustis Secretary
 John C. Bull, Williams, Ariz. Collector
 C. F. Evans, Albuquerque, New Mex. Receiver
 E. W. Davis, Albuquerque, New Mex. Magazine Agent

174. HARRISBURG; Harrisburg, Pa.

Meets cor. 3d and Cumberland Sts., over Merchant's Bank, 2d and 4th Sundays at 1 P. M.
 William Drake, 1531, N 6th St. Master
 H. O. Motter, 1720 1/2 N Third St. Secretary
 H. J. Roberts, 503 Riley St. Collector
 William Blessing, 422 Riley St. Receiver
 H. Gingrich, 1413 Wallace St. Magazine Agent

175. TAYLOR; Newark, Ohio.

Meets in O. R. C. Hall at 12 1/2 N 2d St., every Wednesday at 7 P. M.
 A. A. Hickerson, rear of 177 S 4th St. Master
 John Adkins, Box C. Secretary
 John Callahan, 118 Valandingham St. Collector
 John Adkins, Box C. Receiver
 C. D. Tomlinson Magazine Agent

176. MAIN LINE; Clinton, Ill.

Meets in Warner's Hall, 1st and 3d Wednesday evenings.
 A. G. Turley, Box 61 Master
 W. F. Gorman, Box 235 Secretary
 W. F. Gorman, Box 235 Collector
 C. H. Porter, Box 41 Receiver
 C. H. Porter, Box 41 Magazine Agent

177. SUNSET; Marshall, Texas.

Meets in Firemen's Hall, every Thursday at 7:30 P. M.
 T. P. Davis Master
 H. M. Worthington Secretary
 William Kane Collector
 T. P. Davis Receiver
 O. J. Leuch, Box 184 Magazine Agent

178. SALT LAKE; Salt Lake City, Utah.

Meets in Emporium Hall Tuesdays, at 8 P. M.
 Leonard W. Kessler, 223 N 3d St. W. Master
 E. W. Foote, 466 W 3d South St. Secretary
 Richard Mace, D. & R. G. Shops Collector
 W. C. Wightman, 50 N 3d St., W. Receiver
 A. W. Roberts, D. & R. G. Shops, Magazine Agent

179. BEE-HIVE; Lincoln, Neb.

Meets in K. of P. Hall, 2d and 4th Sundays.
 George W. Carr, 1022 U St. Master
 J. K. Robinson, 730 N 10th St. Secretary
 George Hinkle, Box 430 Collector
 J. W. Barber, 825 N 15th St. Receiver
 I. M. Freeze, 13th St., bet. V. and W., Magazine Agent

180. THREE STATES; Cairo, Ill.

Meets cor. 12th St. and Washington Ave., 2d and 4th Sundays.
 M. J. Kiley, 714 Cedar St. Master
 Robert Stevenson, 438 8th St. Secretary
 David Meehan, I. C. R. Shops Collector
 M. J. Kiley, 714 Cedar St. Receiver
 Robert Stevenson, 438 8th St. Magazine Agent

181. WELLINGTON; Palmerston, Ontario.

Meets in Odd Fellows' Hall, 1st and 3d Sundays at 2 P. M.
 James Farley Master
 James Combs Secretary
 Alexander Dunbar Collector
 James Nicholson Receiver
 Alexander Dunbar Magazine Agent

182. GOOD INTENT; Erie, Pa.

Meets in Firemen's Hall, Zuck's Block, 1st and 3d Tuesdays.
 H. E. Hilliker, Miles' Grove Master
 A. H. Gifford, 1815 Myrtle St. Secretary
 A. H. Gifford, 1815 Myrtle St. Collector
 William Fitzmorris, 63 W 13th St. Receiver
 Charles Fitzmorris, 63 W 13th St, Magazine Agent

183. LAKE SHORE; Collinwood, Ohio.

Meets in Engineers' Hall alternate Thursdays at 7 P. M., and alternate Tuesdays at 1:30 P. M.
 J. M. Gaines, Box 152 Master
 F. R. Rosekrans, Box 108 Secretary
 W. T. Wade, Box 316 Collector
 H. I. Miller, Box 154 Receiver
 D. A. Carver, Box 301 Magazine Agent

184. LIMA; Lima, Ohio.

Meets every Sunday at 1:30 P. M., in Irish Block.
 E. L. Melhorn Master
 M. R. Lacy Secretary
 Joseph Bowsher, 496 S Tanner St. Collector
 John E. Myers, 639 S Main St. Receiver
 S. H. Hartsing, 601 N Union St. Magazine Agent

185. FIDELITY; Delphos, Ohio.

Meets in Beyer's Hall every Sunday at 2 P. M.
 W. S. Miller, Box 311 Master
 Arthur T. Hogarth, Box 153 Secretary
 J. B. Grove, Box 143 Collector
 F. A. Drolett, Box 153 Receiver
 J. B. Grove, Box 143 Magazine Agent

186. CHAMBERLIN; Chicago, Ill.

Meets in Walther's Hall, 3934 State St., 1st and 3d Sundays of each month.
 J. E. Callaghan, 2538 Butterfield St. Master
 Jas. Manning, S. W. cor. School St. and Dunkin Park, Town of Lake Secretary
 Geo. M. Blackburn, S. W. cor. School St. and Dunkin Park, Town of Lake Collector
 Frank Lamb, 4085 Butterfield St. Receiver
 F. J. Northrup, 1522 Wabash Ave., Magazine Agent

187. LITTLE GIANT; Charleston, Ill.

Meets in Firemen's Hall, 1st and 3d Sundays at 2:30 P. M.
 Harry Douglass, Box 142 Master
 Charles V. Wilson Secretary
 Frederick L. Patton Collector
 John F. McDougale Receiver
 Morgan Callahan Magazine Agent

188. S. S. MERRILL; Chicago, Ill.

Meets cor. Western Ave. and Indiana St., 1st and 3d Sundays at 2 P. M.
 James Taylor, 1014 Artesian Ave. Master
 Wm. O. Cleveland, 100 Washtenaw Ave., Secretary
 Chas. Benjamin, 819 Fulton St. Collector
 George Ford, 1019 Fulton St. Receiver
 L. L. Gay, 1009 Fulton St. Magazine Agent

189. BALDWIN; Ft. Howard, Wis.

Meets in Narris' Block, Green Bay, Wis., 2d and 4th Sundays.
 H. L. Nichols Master
 D. E. Hogan, Box 87 Secretary
 Jay Parkinson, Box 373, Green Bay, Wis., Collector
 Martin Sheehy Receiver
 George Shequin Magazine Agent

190. FERGUSON; Mitchell, Dakota.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M.
 Emmet Wentworth, Box 102, Sanborn, Ia., Master
 B. F. Slater, Box 874, Aberdeen Secretary
 William Phillips, Box 731 Collector
 B. F. Slater, Box 874, Aberdeen Receiver
 Edward Smith, Sanborn, Iowa Magazine Agent

191. CUSTER; Livingston, Montana.

Meets in Thompson's Hall every Wednesday at 7:30 P. M.
 John Malin Master
 George N. Martin, L Box 16 Secretary
 James E. Connelly, Billings Collector
 Hannibal Mayhew, Box 122, Billings Receiver
 J. Martin, L Box 16 Magazine Agent

192. MT. TACOMA; Tacoma, Washington Ter.

Meets 2d and 4th Sundays of each month.
 John Cartwright, Box 222 Master
 Frank S. Stephens Secretary
 Phillip Green Collector
 William F. Lawton, 1702 Jefferson St. Receiver
 Magazine Agent

193. J. B. MAYNARD; East Portland, Oregon.

Meets in Hill's Hall, 2d and 4th Sundays.
 J. R. Clark Master
 H. W. Hall, Box 287 Secretary
 D. J. Byrne, Box 287 Collector
 H. W. Hall, Box 287 Receiver
 J. F. McQuaid, McMinnville, Ore., Magazine Agent

194. BONANZA; Missoula, Montana.

Meets in I. O. O. F. Hall every Monday night.
 E. L. Hollister, Box 124 Master
 Charles E. Cranston, Box 107 Secretary
 W. F. Coppenhaver, 153 Rose Ave Collector
 Charles S. Cranston, Box 107 Receiver
 Samuel Gardner Magazine Agent

195. RE-ECHO; Montpelier, Idaho.

Meets in Montpelier Hall, Fridays at 7:30 P. M.
 Michael Malone Master
 George H. Maitland Secretary
 Peter Layng Collector
 James Duffy Receiver
 Martin King Magazine Agent

196. CLOUD CITY; Leadville, Colo.

Meets in G. A. R. Hall 2d and 4th Fridays at 8 P. M.
 H. A. Huddleston, Box 330 Master
 J. C. Hale, Box 330 Secretary
 Daniel Givens Collector
 Jacob Switzer, Box 330 Receiver
 Harry C. Newell, 214 E 10th St. Magazine Agent

197. RIVERSIDE; Savanna, Ill.

Meets 1st and 3d Sunday of each month.
 Clarence Latham, Box 446 Master
 Ira M. Hurless, Box 79 Secretary
 Ira M. Hurless, Box 79 Collector
 William K. Lord, Box 147 Receiver
 Ira M. Hurless, Box 79 Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.

Meets 1st and 3d Sundays.
 V. C. Fitzsimmons, 35 Newton St. Master
 H. P. Bayley, 152 Whittlesy Ave. Secretary
 James Burns, 44 State St. Collector
 W. Y. Dennis, 37 W Seminary St. Receiver
 H. G. Ferris, 37 Newton St. Magazine Agent

199. MAHONING; Youngstown, Ohio.

Meets every other Sunday evening in Union Veteran Hall, Federal St.
 D. Heinselman Master
 W. B. Wiseman, 405 Maple Ave. Secretary
 W. B. Wiseman, 405 Maple Ave. Collector
 H. W. Clark, McGuffey St. Receiver
 Wm. Jas. Reese, 7 First St. Magazine Agent

200. GREAT SOUTHERN; Meridian, Miss.

Meets in B. of L. E. Hall every Monday evening at 7:30.
 David McBea, N. O. & N. E. Shops Master
 L. E. Evans, N. O. & N. E. Shops Secretary
 James M. Adams, 3319 — 5th St. Collector
 John P. Young, N. O. & N. E. Shops Receiver
 Charles R. Lewis, 659 Rampart St., New Orleans, La Magazine Agent

201. FRIENDLY HAND; Jackson, Tenn.

Meets every in K. of P. Hall Saturday at 7 P. M.,
 J. D. Bledsoe Master
 James Gaffney Secretary
 Robert McKinley Collector
 J. L. Jones Receiver
 J. D. Bledsoe Magazine Agent

202. SCIOTO; Chillicothe, Ohio.

Meets in Clough's Hall, 1st Sunday at 2:30 P. M., and 3d Monday at 7 P. M.
 Schon B. Cook, 338 E 2d St. Master
 Lewis Gettle, jr., 86 N Sugar St. Secretary
 Albert Maunsell, 364 2d St. Collector
 Frank Willis, 345 E 5th St. Receiver
 C. W. Sanders, Box 1231 Magazine Agent

203. GARFIELD; Garrett, Ind.

Meets every Friday at 7:30 P. M.
 W. B. Smith, Box 189 Master
 Charles F. Reneman Secretary
 I. M. Whiteman Collector
 Valentine Moughlor, Box 27 Receiver
 F. M. Champion Magazine Agent

204. COTTON BELT; Jonesboro, Ark.

Meets in Stacy Hall, every Monday at 7 P. M.
 Prentiss E. Brady Master
 L. D. Roberts, L Box 165 Secretary
 William E. Dixon Collector
 L. D. Roberts, L Box 165 Receiver
 Prentiss E. Brady Magazine Agent

205. FLOWER OF THE WEST; Topeka, Kansas.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.
 E. H. Powell, 400 Chandler St. Master
 George Wood, 114 Adams St. Secretary
 John K. Mullin, 120 Adams St. Collector
 W. H. Jones, 135 Adams St. Receiver
 Jno. Symington, 207 Hancock St., Magazine Agent

206. FORT PICKERING; Memphis, Tenn.

Meets in Miller's Hall, Cor. 5th and Jackson Sts., 1st, 2d and 4th Saturday nights of each month
 William J. Jobe, K. C. M. & B. R. R. Master
 Daniel S. Ramsey, 328 Union St. Secretary
 Martin Glancy, 150 Tennessee St. Collector
 Daniel S. Ramsey, 138 Union St. Receiver
 John D. Franklin, 150 Tennessee St., Magazine Agent

207. LOYAL; Meadville, Pa.

Meets in Arcanum Hall, 1st and 3d Thursdays and 2nd and 4th Wednesdays.
 C. W. Brown, 99 Poplar St. Master
 F. H. Nichols, 1025 Water St. Secretary
 Thomas Newberry, 35 E Center St. Collector
 Thomas S. Taylor, 767 Stewart St. Receiver
 H. J. Prenatt, 783 Garden St. Magazine Agent

208. KEYSTONE; Susquehanna, Pa.

Meets in C. M. B. A. Hall alternate Tuesday and Saturday evenings.
 John Hill Master
 J. J. Lannan, Box 131 Secretary
 J. J. Buckley Collector
 W. P. Emery, Box 877 Receiver
 C. A. Allen Magazine Agent

209. SARATOGA; Whitehall, N. Y.

Meets in Engineers' Hall, Breet's Building, alternate Sundays
 W. J. Herbage, Box 188 Master
 John McCarthy Secretary
 Henry W. Collins, Box 274 Collector
 W. R. Combs Receiver
 V. H. Smalley Magazine Agent

210. 18-K; Schenectady, N. Y.

Meets in McCamus Hall every other Thursday.
 Charles W. Vedder, Box 497 Master
 John W. Vrooman, Box 497 Secretary
 John W. Vrooman, Box 497 Collector
 J. E. Van Vranken, Box 497 Receiver
 John W. Vrooman, Box 497 Magazine Agent

211. ONOKO; South Easton, Pa.

Meets in Bragg's Hall, 1st and 3d Sundays at 2 P. M.
 Charles Long, 716 Main St. Master
 C. L. McKee, 209 S 5th St., Easton Secretary
 James R. Morris, 711 Wilkesbarre St. Collector
 A. J. Mickley, 725 Berwick St. Receiver
 E. A. Seek, 823 Berwick St. Magazine Agent

212. EMPIRE; Watertown, N. Y.

Meets in Good Templars' Hall, 2d and 4th Sundays.
 T. H. Lynch, 101 Factory St. Master
 H. A. French, 42 Coffee St. Secretary
 H. A. French, 42 Coffee St. Collector
 George B. Walker, 19 Orchard St. Receiver
 Geo. B. Walker, 19 Orchard St. Magazine Agent

213. WEST SHORE; Frankfort, N. Y.

Meets in Joslin Block, alternate Sundays
 D. P. Gillen, 80 Lode St., Syracuse Master
 Ed. Davis, 3 Henderson St., Syracuse Secretary
 D. P. Gillen, 80 Lode St., Syracuse Collector
 Boeman Elansburg, Coeyman's Junction Receiver
 D. P. Gillen, Canajoharie Magazine Agent

214. OBIOLE; Baltimore, Md.

Meets in Lehman's Hall, 861 Garden St., 2d and 4th Sundays.
 Albert F. Gibbons, 415 5th St. Master
 J. W. Akehurst, 442 Federal St. Secretary
 F. B. Hall, 308 Lanvale St. Collector
 John N. Jones, 1100 Barclay St. Receiver
 F. Gibbons, 1336 Wirt St. Magazine Agent

215. EAST ALBANY; Ess Albany, N. Y.

Meets in Vaughn's Hall, 2d and 4th Sundays at 12:30 P. M.
 W. R. Tabor, 222 4th St. Master
 J. W. Reed, 92 2d St. Secretary
 C. P. Lowell, 355 Broadway Collector
 F. P. Brooksby, 80 Washington St., Greenbush Receiver
 C. P. Lowell, 355 Broadway Magazine Agent

216. W. A. FOSTER; Fitchburg, Mass.

Meets in Grand Army Hall, 2d and 4th Sundays of each month at 11:30 A. M.
 George W. Alden, 30 Crescent St. Master
 Thomas Lamber, 31 Nashua St. Secretary
 W. H. Cone Collector
 George W. Alden, 30 Crescent St. Receiver
 O. A. Pope, F. R. R. Eng. House, Magazine Agent

217. HEADLIGHT; Brazil, Ind.

Meets in K. P. Hall, 2d and 4th Sunday afternoons.
 Elmer P. Collins Master
 Frank Fox Secretary
 Merrian Catlin Collector
 George Dandurand Receiver
 William H. Johnson Magazine Agent

218. PIKES PEAK; Colorado City, Colo.

Meets every Sunday at 12:30 P. M.
 Richard Griffiths Master
 William Walker Secretary
 Amos Allen Collector
 Clayton Colvin, Box 60 Receiver
 William Walker Magazine Agent

219. SMOKY CITY; Allegheny, Pa.

Meets in Engineers' Hall, cor. Bidwell and Pennsylvania Aves. every Monday at 2:30 P. M.
 D. W. Tricem, 171 Sheffield St. Master
 W. A. Walker, Jr., 315 Allegheny Ave. Secretary
 Samuel Overlander, 258 Allegheny Ave. Collector
 H. B. Shaffer, 237 Franklin St. Receiver
 R. Beeson, 271 Franklin St. Magazine Agent

220. PROVIDENT; Sunbury, Pa.

Meets in Masonic Hall, 3d St. 1st and 3d Sundays.
 Joseph S. Bowen, Box 212 Master
 J. E. Bowen, Box 212 Secretary
 H. W. Shoffstall, Box 212 Collector
 C. C. Bowen, Box 212 Receiver
 Charles F. Kline, Box 212 Magazine Agent

221. HURON; Point Edward, Ontario.

Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
 T. Elliott Master
 Ed. Everett, Box A Secretary
 J. McMillan Collector
 William K. Forbes Receiver
 D. Morrison Magazine Agent

222. WEBSTER; Fort Dodge, Iowa.

Meets in G. A. R. Hall, Child's Block, 1st and 3d Sundays at 2 P. M.
 Charles E. Taff Master
 O. G. Anderson, Box 49 Secretary
 Charles E. Taff Collector
 O. G. Anderson, Box 49 Receiver
 Magazine Agent

223. ASHLAND; Lexington, Ky.

Meets in I. O. O. F. Hall 1st and 3d Thursdays.
 Thomas J. Kane, 209 E. Main St. Master
 Frank Brandt, 227 E. Main St. Secretary
 S. W. Mallick, 199 E. Main St. Collector
 Frank Brandt, 227 E. Main St. Receiver
 S. W. Mallick, 199 E. Main St. Magazine Agent

224. T. C. BOORN; St. Cloud, Minn.

Meets in Odd Fellow's Hall 2d and 4th Sundays at 3 P. M.
 Abe Vogel, L. Box 944 Master
 J. A. Dickinson, L. Box 1128 Secretary
 John Mournan Collector
 Abe Vogel, L. Box 944 Receiver
 J. A. Dickinson, L. Box 1128 Magazine Agent

225. SUPERIOR; Fort William West, Ontario.

Meets in Smith's Hall every Monday night.
 Harry Poole Master
 Burton Wheatley Secretary
 Isaac Maxwell Collector
 William Blannerhassett Receiver
 Burton Wheatley Magazine Agent

226. MAGNOLIA; Corsicana, Texas.

Meets 2d and 4th Wednesdays at 8 P. M.
 J. H. Dunkin, L. Box 100 Master
 W. M. Nicol, L. Box 230 Secretary
 J. Barry Collector
 W. M. Nicol, L. Box 230 Receiver
 J. H. Duncan Magazine Agent

227. MAGNET; Binghamton, N. Y.

Meets in Stevens' Hall, North Chenango St. 1st Wednesday and 4th Saturday at 7:30 P. M.
 William A. Wrigley, 23 Doubleday St. Master
 T. W. Cumpion, 42 Robinson St. Secretary
 William A. Wrigley, 23 Doubleday St. Collector
 Theodore Haskins, 30 Virgil St. Receiver
 G. B. Warner, 30 Lewis St. Magazine Agent

228. ACME; Scranton, Pa.

Meets in G. A. R. Hall, No. 332 Lackawana Ave., 1st and 3d Sundays at 2 P. M.
 Albert J. Thomas, 317 S. Hyde Park Ave., Hyde Park Master
 J. G. Burnett, 405 N. Main St., West Scranton Secretary
 C. S. Depew, 1014 Price St., Hyde Park Collector
 Ed. Beldin, 1239 Academy St., Hyde Park Receiver
 A. R. Woodward, 604 Court St. Magazine Agent

229. RICKARD; Utica, N. Y.

Meets in Post Bacon Hall 2d and 4th Sundays at 2 P. M.
 William A. Keene, 145 Blocker St. Master
 J. G. Agans, Box 383 Canastota, N. Y. Secretary
 John A. Weigand, 32 Hubble St. Collector
 Alonzo E. Peace, 42 Mohawk St. Receiver
 J. G. Agans, Box 383, Canastota, N. Y. Magazine Agent

230. ALBANY CITY; Albany, N. Y.

Meets at 206 Washington Ave., 1st, 3d and 5th Mondays each month, at 7:30 P. M.
 William H. Bagley, 687 Clinton Ave. Master
 Courtland Maher, 95 West St. Secretary
 E. F. Markhart, 30 Lexington Ave. Collector
 George M. Jeffers, 36 Ontario St. Receiver
 G. Heckman, 108, Western Ave. Magazine Agent

231. DELAWARE; Wilmington, Delaware.

Meets corner 3d and King Sts. 1st and 3d Sundays at 2:30 P. M.
 T. D. Mount, 404 Lombard St. Master
 G. H. Larimore, 405 Lombard St. Secretary
 E. F. Sargent, 618 W. 4th St. Collector
 E. M. Sargent, 618 W. 4th St. Receiver
 James Orr, 306 E. 2d St. Magazine Agent

232. LUCKY THOUGHT; Middletown, N. Y.

Meets in K. of H. Hall 2d and 4th Sundays of each month, at 1 P. M.
 D. H. Smith, Box 1431 Master
 Tim Farrell, 19 West St. Secretary
 H. B. Weeden, 281 North St. Collector
 Sherman Gildersleeve, Box 1431 Receiver
 James T. Hare Magazine Agent

233. GLAD TIDINGS; Moncton, New Brunswick.

Meets in Victoria Hall 1st Saturday evening and 3d Sunday afternoon.
 George W. Speer Master
 Thomas McL. Rippey, Box 83 Secretary
 William H. Gay Collector
 Alfred Wood Receiver
 John Stewart, Jr. Magazine Agent

234. NORTH BAY; North Bay, Ontario.

Meets in B. of L. F. Hall, every Tuesday
 John Mitchell Master
 Adam Beattie Secretary
 James Devine Collector
 John Clemenson Receiver
 Adolphus Christink Magazine Agent

235. THREE BROTHERS; Pittsburg, Pa.

Meets at cor. 28th St. and Penn Ave., every Sunday, at 2 P. M.
 James Griffith, Burnett P. O. Master
 Isaac Miller, 2512 Penn Ave. Secretary
 William J. Adams, Jones Ave., above 28th St. Collector
 Henry B. Duff, 68 26th St. Receiver
 Robert O. Ferron, 2803 Penn St. Magazine Agent

236. HINTON; Hinton, West Virginia.

Meets 1st and 3d Wednesdays at 1:30 P. M., and 2d and 4th Saturdays at 7:30 P. M.
 Charles E. Tyler Master
 Thomas E. Cobbs Secretary
 Thomas E. Cobbs Collector
 William H. Hardy Receiver
 Julius Grether, Box 118 Magazine Agent

237. CENTRAL PARK ; Central Park, Ill.

Meets in Tilton Hall 1st and 3d Sundays.
 Benjamin Dean, Box 10f Master
 M. J. O. L. Kennedy, 549 W Ohio St., Secretary
 Chicago
 Herbert L. Brink Collector
 Thaddeus Chew Receiver
 Horace Brink Magazine Agent

238. PLAIN CITY ; Paducah, Ky.

Meets every Wednesday at 7:30 P. M.
 James A. Weeks, 1612 12th St., Louisville, Master
 Jas A. Weeks, 1612 12th St., Louisville Secretary
 Ambrose E. Mercer Collector
 Henry Kortz, 317 5th St. Receiver
 Henry Kortz, 317 5th St. Magazine Agent

239. BUCKEYE ; Delaware, Ohio.

Meets in Reed & Powell's Hall 2d and 4th Sundays at 1 P. M.
 Benjamin Dettleback, 381 E Central Ave Master
 T. E. Mahoney, 219 E Central Ave Secretary
 John Hirsch, 216 E Central Ave Collector
 F. S. Volk, 16 Hammond St. Receiver
 James J. Quinlan, Box 405 Magazine Agent

240. GILBERT ; Jackson, Mich.

Meets every Monday at 7:30 P. M.
 Frank H. Lederer, 211 Elm Ave., N Master
 William Barrett, 822 E Main St. Secretary
 M. A. Henry, 3 7 Quarry St. Collector
 D. Green, 211 Orange St. Receiver
 Edward J. Coy, Quilvey Block, E Main St Magazine Agent

241. MOUNTAIN CITY ; Hazelton, Pa.

Meets in Liberty Hotel, Laurel St. 2d and 4th Sundays of each month, at 1: 0 P. M.
 John Gleam, Box 800 Master
 George W. Dipple Secretary
 John McCall, Box 300 Collector
 Andrew Krapf, Box 300 Receiver
 P. C. Hagerty Magazine Agent

242. LIBERTY ; Elmira, N. Y.

Meets in G. A. R. Hall, 1st and 3d Sundays at 2 P. M.
 W. J. Drake, 351 Center St Master
 Harry Millins, 851 Magee St Secretary
 J. B. Carpenter, 714 E Oak St Collector
 Judson Hungerford, 1315 Lake St Receiver
 Daniel Keefe, 380 W 5th St Magazine Agent

243. J. H. SELBY ; Texarkana, Texas.

Meets every 2d and 4th Sunday at 2 P. M.
 E. H. Christman, L Box 124, Texarkana, Ark Master
 F. S. Wallace, Texarkana, Ark Secretary
 W. S. Allison, Texarkana, Ark Collector
 E. H. Christman, L Box 124, Texarkana, Ark Receiver
 W. F. Rowe Magazine Agent

244. T. P. O'ROURKE ; Chicago, Ill.

Meets at cor. 14th and Jefferson Sts. 1st Thursday at 8 P. M., and 3d Sunday 2:30 P. M.,
 E. Atkins, 180 Maxwell St Master
 Charles Naylor, 55 0 Wentworth Ave Secretary
 E. Atkins, 80 Maxwell St Collector
 Louis Zunkle, 109 Johnson St Receiver
 P. C. Winn, 3 0 W 12th St Magazine Agent

245. GEORGIA ; Savannah, Ga.

Meets every Thursday at 7:30 P. M., and 3d Sunday at 2:30 P. M.
 George L. Kempf, Sims and Guerard Sts Master
 Adam Hutton, 371 Bull St Secretary
 F. L. Kempf, Sims and Guerard Sts Collector
 Fleming Goolsby, 212½ Harris St Receiver
 J. J. Gordon, 101½ Montgomery St Magazine Agent

246. MACON ; Macon, Ga.

Meets in M. & W depot every Sunday.
 J. M. Poole Master
 A. J. Vining, 15 2d St Secretary
 E. T. Adams, 718 Pine St Collector
 J. G. Skinner, 816 Arch St Receiver
 E. B. Shell, 1315 4th St Magazine Agent

247. KENNESAW ; Atlanta, Ga.

Meets in K. of P. Hall, every Sunday at 2 P. M.
 W. H. Hollingsworth, 380 Houston St Master
 J. S. Wallace, 184 Powers St Secretary
 C. L. Bixby Collector
 Chas. W. Fisher, 106 E Simpson St Receiver
 Ed. L. Milan, care W. & A. R. R. Magazine Agent

248. WESTERN RESERVE ; Ashtabula, Ohio.

Meets in G. A. Hall, 1st and 3d Sundays at 1:30 P. M.
 William Rose Master
 J. S. Brown, Box 704 Secretary
 Charles D. Welsell, Box 530 Collector
 A. T. Hill, Box 555 Receiver
 Frank Bolmer, Harbor Magazine Agent

249. CALUMET ; South Chicago, Ill.

Meets in Engineers' Hall, South Chicago 2d Sunday at 2:30 P. M., and 4th Sunday at 7:30 P. M.
 William Muldoon Master
 Alexander Melville Secretary
 Ernest Ingram Collector
 O. J. Austin, Judd, Cook County, Ill. Receiver
 Hugo Logan Magazine Agent

250. GOLDEN LINK ; Wilkesbarre, Pa.

Meets in Senior Mechanic's Hall, 1st and 3d Sundays of every month.
 E. A. Reiley, Ashley, Pa Master
 R. H. Digory, Box 180, Kingston, Pa Secretary
 G. P. Hanks, 5 Railroad St., S Wilkesbarre Collector
 Charles VanWhy, Ashley Pa Receiver
 Elmer E. Butz, Ashley, Pa Magazine Agent

251. LEHIGH ; Mauch Chunk, Pa.

Meet in Stahl's Hall, 1st and 3d Sundays.
 H. B. Fulton, East Mauch Chunk Master
 John McAllister, Box 275 Secretary
 Lafayette Wildonmer, Box 275 Collector
 Charles Roberts, Box 275 Receiver
 L. H. Yetter, Box 275 Magazine Agent

252. COLUMBIA ; Columbia, Pa.

Meets in Fendrich's Hall, 2d and 4th Sundays at 1 P. M.
 William Cobaugh Master
 Lafayette Friday Secretary
 Joseph Dennison Collector
 Martin M. Hinkle Receiver
 H. A. Bennett, Box 531 Magazine Agent

253. TRENTON ; Trenton, N. J.

Meets in Bayard Post, No. 8, G. A. R. Room, 24 E State St., 1st and 3d Sundays of each month.
 William C. Massey, 157 Passaic St Master
 Robert Stackhouse, 687 Broad St Secretary
 Thomas A. Decator, 47 Hart Ave Collector
 Frank P. Parsons, 175 Brunswick Ave Receiver
 Wm. C. Massey, 157 Passaic St Magazine Agent

254. CLIMAX ; Missouri Valley, Iowa.

Meets in Masonic Hall, 2d and 4th Sundays at 7:30 P. M.
 W. T. Mahoney Master
 John T. Heatwoll Secretary
 H. F. Reineohl, Box 524 Collector
 P. J. Farrell Receiver
 H. F. Reineohl, Box 524 Magazine Agent

255. NEIGHBOR ; McCook, Neb.

Meets in Masonic Hall, 1st and 3d Wednesdays and 2d and 4th Saturdays.
 I. W. Jackson Master
 J. V. Bailey, Box 248 Secretary
 John Perry, Box 119 Collector
 G. A. Tolander, L Box 521 Receiver
 Frank McAdams, Box 216 Magazine Agent

256. HIGH LINE ; Como, Colo.

Meets in McFarlin Hall, every Thursday at 7:30 P. M.
 George W. McAleer, Box 47 Master
 M. D. Finn Secretary
 William Dunning Collector
 Alford L. Blanchard Receiver
 G. A. Milroy Magazine Agent

257. KIT CARSON; Eaton, New Mexico.

Meets in Engineers' Hall, on 1st St., every Sunday at 2 P. M.
 John W. Cullen Master
 Alfred R. Cullen Secretary
 Charles Miller, Box 56 Collector
 James McPherson, Box 173 Receiver
 Charles Miller, Box 56 Magazine Agent

258. RENO; Nickerson, Kansas.

Meets in Odd Fellows' Hall every Thursday evening at 7:30.
 Frederick Shirk, Box 102 Master
 C. W. Arnold, L Box 29 Secretary
 William F. Smith Collector
 A. S. Ritenour Receiver
 Oliver Newland Magazine Agent

259. D. J. CHASE; Ashland, Wis.

Meets in Good Templars' Hall, cor. 2d and 4th Ave. W., 1st and 3d Sundays at 2 P. M.
 William Buckley, 409 Prentice Ave. Master
 N. J. Poulson, 321 8th Ave. W Secretary
 Ferd Godfrey, Box 829 Collector
 William Buckley, 409 Prentice Ave. Receiver
 J. M. Rummel, 622 4th Ave. W. Magazine Agent

260. CALIFORNIA; Sacramento, Cal.

Meets in Red Men's Hall, Masonic Building, 6th and K Sts., 2d and 4th Tuesdays.
 E. Kunz, 1311 9th St. Master
 G. E. Hanford, Box 107 Secretary
 J. W. Cox, 157 N St. Collector
 C. D. Cummins, Box 107 Receiver
 G. E. Hanford, Box 107 Magazine Agent

261. MAGDALENA; San Marcial, New Mexico.

Meets in Masonic Hall, 1st Sunday and 3d Tuesday.
 L. V. McLaughlin Master
 John J. McInnis Secretary
 W. G. Matthews, Box 52 Collector
 Frank Ewing Receiver
 Charles Martin Magazine Agent

262. QUEEN CITY; West Toronto Junct., Ont.

Meets in Carlton Hall 1st and 3d Thursdays at 8 P. M., and 2d and 4th Thursdays at 3 P. M.
 John Donaldson Master
 James Lewis Secretary
 William Hyndman, Box 61 Collector
 John Price Receiver
 T. R. Bain Magazine Agent

263. ALAMO; Taylor, Texas.

Meets in Alamo Hall every Thursday, 1st and 3d at 8 P. M., 2d and 4th at 3 P. M.
 John C. Askew Box 10 Master
 S. M. Bridgewater, L Box 10 Secretary
 Samuel D. Moore Collector
 W. S. Carter Receiver
 T. R. Bain Magazine Agent

264. J. K. GILBREATH; Butte City, Montana.

Meets in Cobban Hall, South Butte, Mont., every Thursday at 8 P. M.
 C. H. DeCamp, Box 190 South Butte Master
 George Cross, South Butte Secretary
 William A. White, South Butte Collector
 J. S. Sweeney, South Butte Receiver
 Mac. Haskins, South Butte Magazine Agent

265. GRAND RIVER; Grand Rapids, Mich.

Meets in I. O. O. F. Hall, 1st and 3d Sunday at 2:30 P. M.
 E. E. Decker, 447 S Division St. Master
 G. P. Downey, 13 Wenham Ave Secretary
 H. E. Brown, 427 Cass St. Collector
 C. W. Bentley, 11 Earl St. Receiver
 E. E. Decker, 447 S Division St. Magazine Agent

266. JOHN HICKEY; South Kankana, Wis.

Meets 1st and 3d Tuesday evenings.
 Matthew Nilan, L Box 31 Master
 William H. Buntin Secretary
 William J. Sullivan, L Box 31 Collector
 Wilbur A. Francis, L Box 31 Receiver
 Laurence Hoffman Magazine Agent

267. ENDEAVOR; Algiers, La.

Meets in Castle Hall every Thursday at 7:30 P. M.
 M. H. Brown, 78 Webster Ave Master
 E. A. Calhoun, 126 Market St Secretary
 A. H. Flynn, 87 Pacific Ave Collector
 W. T. Douner, 115 Pacific Ave Receiver
 A. H. Flynn, 87 Pacific Ave Magazine Agent

268. CHICKAMAUGA; Chattanooga, Tenn.

Meets every Friday at 2 P. M.
 D. V. Cahill, 301, cor. McCreary and Hines St., Nashville, Tenn. Master
 D. V. Cahill, 301, cor. McCreary and Hines St., Nashville, Tenn. Secretary
 James Harrington, 310 Long St. Collector
 Timothy O'Leary, 1805 Patterson St., Nashville, Tenn Receiver
 Magazine Agent

269. O. K.; Cincinnati, Ohio.

Meets in Eagle Hall, S. W. cor. 8th St., and Central Ave., 1st and 3d Sundays.
 J. S. Shehan, 1110 W 6th St. Master
 W. C. Conn, Hawthorne Ave., Price's Hill Secretary
 E. Hathorn, Loveland Collector
 George W. Snyder, 1006 W 8th St Receiver
 Ed. Cullen, 27 Budd St Magazine Agent

270. MINNEAPOLIS; Minneapolis, Minn.

Meets in A. O. U. W. Hall, 2006 Cedar Ave. South, 1st Sunday of each month at 2 P. M., and 3d Saturday at 7:30 P. M.
 Oliver Johnson, 821 11th Ave. S. Master
 C. D. Fultz, 2808 17th Ave. S. Secretary
 D. D. Campbell, 1415 25th St., S Minn Collector
 George Cavanaugh, 2300 25th St., S Receiver
 Ambrose Powell, 3020 28th Ave. S., Magazine Agent

271. BYRAM; Stanhope, N. J.

Meets in Drake's Hall, 2d and 4th Sundays at 2 P. M.
 R. A. Trezise, Port Morris Master
 William Weiler, Box 25, Port Morris Secretary
 J. F. Schappell, Port Morris Collector
 William Weiler, Box 25, Port Morris Receiver
 M. T. Dickerman, Box 31, Port Morris, N. J. Magazine Agent

272. WILSON; Junction, N. J.

Meets in Wells' Hall, 1st and 3d Sundays.
 John S. Eveland Master
 John E. Dineen Secretary
 James P. Butler Collector
 John B. Everett Receiver
 John S. Eveland Magazine Agent

273. DENVER; Denver, Colo.

Meets every Monday night in P. O. S. of A. Hall, cor. 15th and Holladay Sts.
 C. H. Curtis, 458 Clark St. Master
 Edgar F. Ballow, 1272 S 9th St Secretary
 C. S. Hull, 1018 S 9th St. Collector
 Samuel Fowler, Lindell Hotel Receiver
 J. E. Nichols, 2221 Lawrence St. Magazine Agent

274. JACKSON; Chifton Forge, Va.

Meets in Odd Fellows' Hall, 2d and 4th Saturdays at 7:30 P. M.
 R. R. Johnson Master
 J. H. Housman Secretary
 B. Donovan Collector
 J. H. White, 811 Stewart St., Staunton Receiver
 R. R. Johnson Magazine Agent

275. LEE; Richmond, Va.

Meets in Thorn's Hall, cor. 17th and Main Sts., 1st and 3d Sundays at 7:30 P. M.
 William J. Bourke, C. & O. Round House, Master
 W. A. Demaine, C. & O. Round House Secretary
 W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va. Collector
 William J. Burke, C. & O. Rnd House Receiver
 W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va. Magazine Agent

276. REGINA; Vancouver, B. C.

Meets 1st Sunday and 3d Monday of each month.
 D. A. Morton Master
 Angus Morton Secretary
 Angus Morton Collector
 Frederick Clutterbuck Receiver
 Harry Andrews Magazine Agent

277. ALABAMA; Mobile, Ala.

Meets in B. of L. E. Hall, every Sunday at 1 P. M.
 O. E. Adams, L. & N. Shops Master
 T. W. Kerns, L. & N. Shops Secretary
 T. W. Kerns, L. & N. Shops Collector
 C. W. Bernard, L. & N. Shops Receiver
 R. E. Williams, L. & N. Shops Magazine Agent

278. ANDERSON; Vicksburg, Miss.

Meets 1st and 3d Tuesdays at 2 P. M., and 2d and 4th Fridays at 7 P. M.
 H. V. Nevill, 1107 S Washington St Master
 W. E. Stiner, 1107 S Washington St Secretary
 D. P. Weaver, 1107 S Washington St Collector
 E. R. Wright, 1107 S Washington St Receiver
 E. R. Wright, 1107 S Washington St Magazine Agent

279. METEOR; McComb City, Miss.

Meets in Odd Fellows' Hall, every other Sunday at 3 P. M.
 Samuel B. Devine Master
 Eddie C. Fordish Secretary
 Thomas A. Long Collector
 Isaac H. Martin Receiver
 George McIntyre Magazine Agent

280. OZARK; Thayer, Mo.

Meets alternate Sundays in Boyd's Hall.
 Charles McCarthy Master
 D. J. Cronin Secretary
 James Kinney Collector
 Curtis D. Rice Receiver
 M. Frith Magazine Agent

281. TUNNEL HILL; New Albany, Ind.

Meets in Hedden's Hall, 1st and 3d Sundays at 2 P. M.
 Walter Ashcroft, Box 75 Master
 Benjamin Goedecker, Box 75 Secretary
 John Kean, Box 75 Collector
 W. H. Stephens, Jr., Box 75 Receiver
 John S. Kean, Box 75 Magazine Agent

282. BURNSIDE; Mt. Carmel, Ill.

Meets in Lotta Hall, on 1st and 3d Sundays at 2:30 P. M.
 J. T. Worsham Master
 Calvin Minnear Secretary
 William Murphy Collector
 Calvin Minnear Receiver
 J. T. Worsham Magazine Agent

283. LACKAWANNA; Great Bend, Pa.

Meets in Red Men's Hall, 2d Sunday at 9:30 A. M., and 4th Sunday 3 P. M.
 F. J. May, Box 139, Halstead, Pa Master
 E. Edenger, Box 67 Secretary
 W. B. Trowbridge, Halstead, Pa Collector
 H. P. Trowbridge, Halstead, Pa Receiver
 S. H. Wells, Halstead, Pa Magazine Agent

284. ELM CITY; New Haven, Conn.

Meets in Elk's Hall, 852 Chapel St., 1st Saturday and 3d Sunday afternoon.
 Edward A. Ferrell, 159 Rosette St Master
 Eugene S. Ailing, 123 Cedar St Secretary
 Gilbert O. Hall, 108 Meadow St Collector
 William A. Pyle, 46 Arthur St Receiver
 Charles A. Baldwin, 243 Greenwich Ave Magazine Agent

285. CHARTER OAK; Hartford, Conn.

Meets in Bliss Hall, cor. Pratt and Main Sts., 1st and 4th Sundays.
 Henry L. Stearns, 4 Wooster St Master
 Emery E. Bill, 27 Vine St Secretary
 A. M. Porter, East Hartford Collector
 Henry L. Stearns, 4 Wooster St Receiver
 J. H. Osmond, 40 Windsor St Magazine Agent

286. SAGINAW VALLEY; East Saginaw, Mich.

Meets in B. of L. E. Hall, 2d and 4th Sundays at 2 P. M.
 John C. Kull, Meyers' Hotel, cor. Wash-
 ington and Astor Sts Master
 Adolphus Fixel, 1214 Miller St Secretary
 Robert Steiner, 224 N 4th St Collector
 Wesley Beck, 1214 Sears St Receiver
 Adolphus Fixel, 1224 Miller St Magazine Agent

287. ALTOONA; Altoona, Pa.

Meets in Ott's Hall, 12th St., every Sunday at 2 P. M.
 F. A. Davis, 1903 Union Ave Master
 W. E. Burket, 2008 10th Ave Secretary
 E. K. Gerhard, 1903 Union Ave Collector
 F. A. Davis, 1903 Union Ave Receiver
 O. S. Dixon, 510 7th Ave Magazine Agent

288. EMMET; Estherville, Iowa.

Meets in Masonic Hall, 1st Sunday and 3d Monday at 7:30 P. M.
 George Godden, Box 76 Master
 P. J. Sullivan, Box 48 Secretary
 A. L. Houlthouser, Box 5 Collector
 R. S. Robinson, Box 102 Receiver
 D. L. Post, Box 78 Magazine Agent

289. GRAND ISLAND; Grand Island, Neb.

Meets in Odd Fellows' Hall, cor. 3d and Pine Sts., 2d and 4th Sundays at 2:30 P. M.
 John W. Allwine Master
 George Morgan, Box 575 Secretary
 William H. Anvan Collector
 William Edwards Receiver
 William Edwards Magazine Agent

290. MARION; Hannibal, Mo.

Meets in Emmet Hall, 2d and 4th Sundays at 7 P. M.
 William Edson Miles, 1'01 Church St Master
 John Kenna, 140 Market St Secretary
 J. T. Hart, 412 Washington St Collector
 William J. Kelly, 135 Riverside St Receiver
 L. R. Bickel, 120 3d St. S Magazine Agent

291. ATLANTIC; Brooklyn, N. Y.

Meets in Pythian Hall, 2d Saturday evening and 4th Sunday morning.
 Thomas H. Smith, 707 Madison St Master
 William J. Riley, 46 Williams Ave Secretary
 Thomas J. Ricker Collector
 Thomas H. Smith, 709 Madison St Receiver
 Ed. Locke, Sackman St. bet. E New York
 and Liberty Ave, Station E Magazine Agent

292. POCAHONTAS; Holden, Mo.

Meets in Odd Fellows' Hall, 2d and 4th Saturdays.
 J. A. Bray Master
 George P. Reed Secretary
 W. A. Bedell Collector
 W. M. Bedell Receiver
 G. R. Johnson Magazine Agent

293. LAFAYETTE; Philadelphia, Pa.

Meets in Hall, cor. Frankfort Road and Sargent St., 2d and 4th Sundays of each month at 2:30 P. M.
 J. J. Leahy, 2627 Fremont St Master
 W. McLaughlin, 1521 Wood St Secretary
 Lewis S. Faber, 808 Buttonwood St Collector
 G. W. Nevill, 1541 Palmer St Magazine Agent

294. OHIO RIVER; Huntington, W. Va.

Meets in Engineers' Hall, cor 3d Ave. and 8th St., 1st Saturday and 3d Thursday at 7 P. M.
 James T. Looney, 199 E. Main St., Lexington, Ky Master
 Lee A. D. Tate Secretary
 E. L. Newcomb Collector
 James T. Looney, 199 E. Main St., Lexington, Ky Receiver
 E. A. T. Watkins, Box 262 Magazine Agent

295. U. S.; Davenport, Ia.

Meets 1st and 3d Sunday of each month.
 Martin L. Mitchell, 80, Switz St. Master
 John J. Shehan, 522 Esplanade St. Secretary
 John J. Shehan, 522 Esplanade St. Collector
 Martin Gillin, 813 Switz St. Receiver
 F. W. Duncan, 506 Brady St. Magazine Agent

296. IRON RANGE; Duluth, Minn.

J. A. Dalgleish, 1916 W Michigan St. Master
 John G. Defond, 1812 W 2d St. Secretary
 A. Dahl, 3182 W 2d St. Collector
 John G. Defond, 1812 W 2d St. Receiver
 J. A. Dalgleish, 1916 W Michigan St. Magazine Agent

297. CLARK; Jeffersonville, Ind.

Meets in Beck's Hall, 1d and 4th Mondays.
 J. Wilson, Box 302 Master
 C. E. Buchler Secretary
 W. J. Hannan, cor. 27th St. and Gifford Ave., Louisville, Ky. Collector
 A. B. Chambers Receiver
 P. A. Coleman Magazine Agent

299. CENTRAL OHIO; Crestline, Ohio.

Meets in Newman's Hall every Monday night.
 W. W. Ogline, Alliance Master
 George W. Reed Secretary
 Henry B. Ellett, Alliance Collector
 Charles H. Ridge, L Box 87 Receiver
 J. W. White Magazine Agent

300. HARBOR CITY; Michigan City, Ind.

Meets in I. O. O. F. Hall alternate Mondays at 2 P. M.
 William Campbell, Box 737 Master
 W. H. Roe, L Box 614 Secretary
 Charley Brown, Box 449 Collector
 William Williamson, Box 153 Receiver
 Lewis Wilson, 7th St Magazine Agent

301. GREEN MOUNTAIN; Lyndonville, Vt.

Meets in Engineers' Hall, 1st Sunday at 10 A. M., and 3d Friday at 7 P. M.
 Samuel J. Norris Master
 W. C. Baldwin Secretary
 Frank W. Thompson Collector
 William M. Weeks Receiver
 W. C. Baldwin Magazine Agent

302. YOUGHIOGHENY; Connellsville, Pa.

Meets in Reisinger's Hall, Main St., 1st and 3d Sundays at 2 P. M.
 J. P. Smith, Box 261 Master
 Louis Weihe, Box 365 Secretary
 S. A. McPhee, Box 367 Collector
 Louis Weihe, Box 365 Receiver
 W. J. Keenan, Box 36 Magazine Agent

303. VILLA PARK; Streator, Ill.

Meets in Schlitz Hall, cor. Main and Vermillion St., 2d and 4th Sundays at 2 P. M.
 T. J. Corcoran, 5 Grant St. Master
 T. W. White, 265 N Wasson St. Secretary
 W. H. Shouts, 31 S Bloomington St. Collector
 James H. Nance, 118 N Everett St. Receiver
 J. D. Menough, 118 N Everett St. Magazine Agent

304. THREE BRANCH; Argenta, Ark.

Meets in Lemmer's Hall every Saturday evening at 7:30 P. M.
 John E. Powers Master
 Joseph J. Hicks Secretary
 G. J. Scaggs Collector
 Robert G. Curtis Receiver
 William R. Johnson Magazine Agent

305. UNWIN; Rat Portage, Ontario.

Meets in Garfield Hall every Wednesday evening.
 William Burrage, Box 40 Master
 Russell Woods Secretary
 William Munt Collector
 Charles Unwin Receiver
 William Burrage, Box 40 Magazine Agent

306. GRANITE STATE; Concord, N. H.

Meets 2d Saturday at 7:30 P. M., and 4th Sunday at 4 P. M. in Temple Hall, Sanborn Block.
 E. B. Chandler, West Concord Master
 M. F. Cleary, 26 Pearly St. Secretary
 H. S. Mann, No. 3, Salesman Building, Concord
 H. W. Morrill, Box 381 Receiver
 J. C. Muzzy, Bradford, N. H. Magazine Agent

307. HAMDEN; Springfield, Mass.

Meets in Crescent Hall, 218 Main St., 1st and 3d Sundays.
 Chas. A. Chapin, B. & A. Engine House Master
 J. A. Simons, 42 Washington St. Secretary
 John Fenton, 585 Chestnut St. Collector
 M. D. Newton, Merrick, Mass. Receiver
 F. R. Childs, B. & A. Eng. House, Magazine Agent

308. BELLE HAVEN; Alexandria, Va.

Meets 2d and 4th Sundays in Lunt's Hall.
 William M. Mansfield, 1018 Duke St. Master
 J. B. Fitzgerald, 1012 Duke St. Secretary
 H. J. Mortimer, Duke St. Collector
 W. A. Moor, 1211 Duke St. Receiver
 H. J. Mortimer Magazine Agent

309. BARTHOLDI; Long Island City, L. I., N. Y.

Meets 2d Mondays and 4th Saturdays in Schwalzenberg Hall.
 George H. Stinman Master
 John W. Brown, 181 Freeman St., Green Point, L. I., N. Y. Secretary
 John J. Galvin, 40 Clay St., Green Point, L. I., N. Y. Collector
 Frank Sembler Receiver
 W. J. Simon, 31 Jackson Ave. Magazine Agent

310. CHESTNUT RIDGE; Derry Station, Pa.

Meets alternate Mondays and Third Sundays in Chosen Friends' Hall.
 H. C. Martin Master
 Joshua T. Cole Secretary
 W. J. Toole Collector
 Joshua Rhodes Receiver
 Joshua T. Cole Magazine Agent

311. BELLE PLAINE; Belle Plaine, Iowa.

Meets 1st and 3d Sundays in V. A. L. Hall.
 William B. Tidball Master
 J. C. Hanby Secretary
 Dennis E. Curran Collector
 Ed. L. Condon, L Box 34 Receiver
 Ed. L. Condon, L Box 34 Magazine Agent

312. BLUE VALLEY; Wymore, Neb.

Meets in Masonic Hall, 1st and 3d Sundays at 2:30 P. M.
 W. F. Hacket, Box 138 Master
 E. T. Luster Secretary
 Jacob M. Long, Box 22 Collector
 S. E. Fulton, Box 85 Receiver
 B. A. Downen, L Box 53, Benrice, Magazine Agent

313. KAW VALLEY; Armourdale, Kansas.

Meets alternate Mondays at 7:30 P. M.
 Melvin S. Laughlin, L Box 54 Master
 John M. Frain, 108 Missouri Ave., Kansas City Secretary
 Melvin S. Laughlin, L Box 54 Collector
 Melvin S. Laughlin, L Box 54 Receiver
 E. C. Haddock, 120 N 5th St., Kansas City, Kan Magazine Agent

314. MUTUAL; Knoxville, Tenn.

Meets in Engineers' Hall, North Knoxville, 1st and 3d Wednesdays, at 7:30 P. M.
 Frank A. Stephens, 5 E Depot St. Master
 Walter Green, 30 E Park St. Secretary
 William H. Booth, 5 E Depot St. Collector
 W. T. Armstrong, 38 Florida St. Receiver
 J. C. Pickins, 30 E Park St. Magazine Agent

315. TROY CITY; Green Island, N. Y.

Meets 1st and 3d Sundays in Odd Fellows Hall,
101 Hudson Ave.
Jas. M. Williams, 20 Canal St., Troy . . . Master
H. A. Norton, 119 Hudson Ave. . . . Secretary
Willis J. Spafford, 222 5th Ave., Troy . . . Collector
H. R. Peach, 54 George St . . . Receiver
H. A. Norton, 119 Hudson Ave . Magazine Agent

316. OMEGA; Buffalo, N. Y.

Meets in Siebert's Hall, cor. Jefferson and Bristol
Sts., every Tuesday at 8 P. M.
W. W. Walsh, 1903 Broadway . . . Master
John Shafer, D. L. & W. Shops . . . Secretary
P. J. Donovan, 780 S Division St . . . Collector
Joseph Kennedy, 811 Williams St . . . Receiver
Robt. O. Williams, 89 Watson St., Magazine Agent

317. MOUNT PENN; Reading, Pa.

Meets in Bland's Hall, 9th and Penn Sts., 1st and
3d Sundays, at 9:00 A. M.
Daniel H. Deeter, 933 Elm St . . . Master
William Gordon, 836 Green St . . . Secretary
James Madden, 706 Franklin St . . . Collector
Levin Brownback, 417 N 10th St . . . Receiver
Isaac S. Blanford, 216 Oly St . . . Magazine Agent

318. IRON CITY; Glenwood, 23d Ward, Pittsburg, Pa.

Meets in Speck's Block, cor. 2d St., and Hazle-
wood Ave., 1st and 3d Mondays at 7:30 P. M.
J. F. Wills, Glenwood, 23d Ward . . . Master
R. C. Chamberlain, Glenwood, 23d Ward, Secretary
Clayton L. Wertz, Glenwood, 2 d Ward, Collector
W. B. Knepper, Hazlewood, Pa . . . Receiver
J. E. Fox, Glenwood, 23d Ward . Magazine Agent

319. ORPHANS' HOPE; Dennison, Ohio.

Meets in I. O. O. F. Hall, every Tuesday at 7:30
P. M.
I. L. Hardesty . . . Master
J. C. Faught . . . Secretary
John Rouch . . . Collector
Harry R. Brown, Jr . . . Receiver
Harry R. Brown, Jr . . . Magazine Agent

320. ARBITRATION; East St. Paul, Minn.

Meets in Wilde's Hall, cor. 7th and Bradley Sts.,
1st Sunday at 2 P. M., and 3d Wednesday at 7:30
P. M.
D. Lordan, 339 Burr St., St. Paul . . . Master
J. H. Salley, 617 Minnehaha St., St. Paul, Secretary
Peter Copeland, 468 Case St., St. Paul . . . Collector
R. A. Hetherington, 788 Payne Ave., St.
Paul . . . Receiver
T. F. Friedly, 617 Minnehaha St. Magazine Agent

321. SNOW DRIFT; Chapeau, Ont.

Meets in B. of L. F. Hall, every Monday at 8 P. M.
John B. Dexter . . . Master
James McAdams, C. P. R. R . . . Secretary
Kenneth McRea . . . Collector
James McAdams, C. P. R. R . . . Receiver
Herbert D. Gay . . . Magazine Agent

322. WISSAHICKON; Philadelphia, Pa.

Meets 2nd and 4th Sundays of each month at S.
E. cor. 14th and Spring Garden Sts.
C. W. Weidner, 708 Kohn St., Norristown, Master
James Haas, 21 3 Darlen St. . . . Secretary
William Ashton, 1210 Oakdale St . . . Collector
Joseph Harrison, 668 Jay St . . . Receiver
L. D. Woodington, 1939 N 9th St . Magazine Agent

323. ANTHRACITE; Tamaqua, Pa.

Meets in Kern's Hall, 2d and 4th Sundays.
James J. Horry . . . Master
William Heckman, Box 367 . . . Secretary
Michael Schmauch . . . Collector
William J. Dintinger, Box 347 . . . Receiver
Joseph Mucklow . . . Magazine Agent

324. MOUNTAIN GROVE; Catawissa, Pa.

Meets in News Item Hall, 2nd and 4th Sundays
at 2 P. M.
James W. Fisher, Box 174 . . . Master
Jeremiah Haley . . . Secretary
Jeremiah Haley . . . Collector
James W. Fisher, Box 174 . . . Receiver
W. Bowman, Milton, Pa . . . Magazine Agent

325. SCHUYLKILL VALLEY; Pottsville, Pa.

Meets 2d and 4th Sunday evenings of each month.
Jesse M. Elder, 701 Market St . . . Master
Charles H. Wesley, 18 N 3d St . . . Secretary
W. H. Ossman, 122 N Coal St . . . Collector
James Templin, 557 N Coal St . . . Receiver
Nicholas Knebles, 45 E Savoy St .
Palo Alto, Pottsville . . . Magazine Agent

326. FOLWELL; Bradford, Pa.

Meet 1st and 3d Sunday evenings in G. A. R. Hall.
G. P. Clough, 6 Allison St . . . Master
M. W. Maybee, 7 Pike St . . . Secretary
G. E. Lovelace, Webster St . . . Collector
G. P. Clough, 6 Allison St . . . Receiver
P. T. Lane, 13 Boyeston St . . . Magazine Agent

327. SILVER MOUNTAIN; Needles, Cal.

Meets in B. of L. F. Hall every Saturday evening.
Charles Dffenbaugh . . . Master
Leonard Leutzinger . . . Secretary
Charles Dffenbaugh . . . Collector
M. H. Smith . . . Receiver
John M. Griffith . . . Magazine Agent

328. STONE BALLAST; Plattsmouth, Neb.

Meets in K. P. Hall, every Sunday at 2 P. M.
A. F. Zinn . . . Master
E. W. Carpenter, Box 937 . . . Secretary
A. M. Rogers, Box 1057 . . . Collector
H. F. Zinn . . . Receiver
J. S. Burns . . . Magazine Agent

329. SOLOMON VALLEY; Downs, Kansas.

Meets in Masonic Hall, 1st and 3d Sundays at 7:30
P. M.
H. E. Wade . . . Master
A. Dillon, L Box 183 . . . Secretary
John Milheiser, Box 102 . . . Collector
R. J. Dunlap, Box 219 . . . Receiver
Gus Lind . . . Magazine Agent

330. RIVER VIEW; Kansas City, Kansas.

Meets in Melville Hall, 2d and 4th Sundays at
7:30 P. M.
T. J. Birch, 1499 1/2 Wyoming St., Kansas
City, Mo . . . Master
Frank Vaughn, 909 Kansas Ave., Ar-
mourdale, Kan . . . Secretary
G. W. Smith, 20 James St . . . Collector
E. D. Root, 919 6th St . . . Receiver
Perry Ayers, Armourdale, Kan . Magazine Agent

331. CHICAGO BELT LINE; Auburn Junction, Ill.

Meets in in Foresters' Hall, cor. 81st St. and Vin-
cennes Ave., Auburn, Ill., on 1st and 3d Mon-
days at 8 P. M.
John J. McCarthy, S Englewood . . . Master
J. D. Flood, Box 34, S Englewood . . . Secretary
Abel L. Leidich, Auburn Park . . . Collector
J. D. Flood, Box 34, S Englewood . . . Receiver
Frederick Wall . . . Magazine Agent

332. STONE MOUNTAIN; Augusta, Ga.

Meets alternate Sundays in hall corner of Broad
and Jackson Sts.
Wilkie B. Haws, 819 1/2 Brave St . . . Master
Thomas H. Peabworth, 914 Fenwick St . Secretary
E. J. Graham . . . Collector
B. W. Furber, Ga. R. R. Shops . . . Receiver
J. S. Downing, Ga. R. R. Shops . Magazine Agent

333. FAIRMOUNT; Philadelphia, Pa.

Meets in in Erickson's Hall, 3947 Lancaster St.,
alternate Wednesdays at 8 P. M.
P. J. Lawton, 740 N 36th St . . . Master
G. V. Plant, 3911 Wallace St., W Phila . Secretary
C. H. Maul, 830 N 40th St . . . Collector
Harry C. Ewing, 830 N 40th St . . . Receiver
H. C. Ewing, 830 N 40th St . . . Magazine Agent

334. LONG DOUBLER; East Syracuse, N. Y.

George F. Allen . . . Master
George M. Shaffer . . . Secretary
James H. Fitzgerald . . . Collector
Patrick J. Clinton . . . Receiver
Patrick J. Clinton . . . Magazine Agent

835. SAINT ADOLPHUS; Hochelaga, Canada.

Meets in B. of L. F. Hall, 11 Moreau St.
 Alfred Prink, 20 Roch Lane, Montreal . . . Master
 Jno. Langstreth, 107 Marlborough St . . . Secretary
 Patrick McFall, 305 Logan St . . . Collector
 J. G. A. Brazeau, 83 Moreau St . . . Receiver
 J. G. A. Brazeau, 83 Moreau St . . . Magazine Agent

836. FALL RIVER; Neodesha, Kansas.

Meets in Pierce's Hall, 2d and 4th Saturdays.
 R. C. McClellan . . . Master
 L. N. Baker, Box 178 . . . Secretary
 Charles Koehler . . . Collector
 R. C. McClellan . . . Receiver
 Matthew J. James . . . Magazine Agent

837. BIG FOUR; Kansas City, Mo.

Meets in Summerwell's Hall, 21st and Drapp Sts.,
 alternate Tuesdays at 7:30 P. M.
 Homer Howard, 1210 Reservoir Ave . . . Master
 Charles T. Largent, 1673 Madison St . . . Secretary
 Charles T. Largent, 1673 Madison St . . . Collector
 N. F. Clough, 1812 Holly St . . . Receiver
 J. A. Brown, 1827 Holly St . . . Magazine Agent

838. WEST BRANCH; Remov, Pa.

Meets in Spangler's Hall, cor. 6th St. and Huron
 Ave., alternate Sundays at 1:30 P. M.
 Frederick Kerby . . . Master
 R. C. McFarland . . . Secretary
 W. C. Robinson . . . Collector
 G. B. McManigal . . . Receiver
 James Campbell . . . Magazine Agent

839. WHITE BEEAST; Charlton, Iowa.

Meets in Woodman's Hall.
 T. H. Sanford, Box 620 . . . Master
 A. M. Wilby, L. Box 781 . . . Secretary
 James C. Beck, Box 349 . . . Collector
 A. M. Wilby, L. Box 781 . . . Receiver
 M. Dunn . . . Magazine Agent

840. STAR OF THE WEST; Newton, Kansas.

Meets in Odd Fellows' Hall, alternate Thursdays
 at 7:30 P. M.
 William Gilpin, 403 W 5th St . . . Master
 D. W. Moody, 412 W 4th St . . . Secretary
 Charles S. Druce, L. Box 169 . . . Collector
 John M. Kelley, S. Main St . . . Receiver
 Charles T. Brant, L. Box 169 . . . Magazine Agent

841. GOLD RANGE; Donald, B. C.

Meets in Firemen's Hall every Wednesday.
 Arthur Randall . . . Master
 Willis J. Armstrong . . . Secretary
 George B. Govett, Box 49 . . . Collector
 Thomas B. Clench . . . Receiver
 R. J. Geddis, Rogers' Pass, B. C. . . Magazine Agent

842. CASCADE; Medicine Hat, North West Terr.

Meets in Masonic Hall, 2d Wednesday and 4th
 Thursday.
 Burley Wallis, Box 66 . . . Master
 James Hawthorne, Box 66 . . . Secretary
 William Rutherford, Box 66 . . . Collector
 Leonard Dobbin, Box 66 . . . Receiver
 Leonard Dobbin, Box 66 . . . Magazine Agent

843. WHITSETTE; North Danville, Va.

Meets in Union Hall every Sunday at 2 P. M.
 H. P. Andrews . . . Master
 C. B. Coltrane . . . Secretary
 Charles R. Kinsney . . . Collector
 Wm. H. Kizziah, Box 21 . . . Receiver
 H. P. Andrews . . . Magazine Agent

844. BRADSHAW; Columbia, S. C.

Meets in K. of P. Hall, every Sunday at 10:30 A. M.
 D. C. Dickert, Box 68 . . . Master
 R. D. Morton, Box 68 . . . Secretary
 E. J. McMeekin, Box 68 . . . Collector
 G. P. Lawrence, Box 68 . . . Receiver
 Oscar Land, Box 68 . . . Magazine Agent

845. FRONT END; Paris, Texas.

Meets every Saturday at 8 P. M.
 W. H. Dickinson, Box 24 . . . Master
 J. E. Gerard, Box 24 . . . Secretary
 J. E. Gerard, Box 24 . . . Collector
 James Lyons, Box 24 . . . Receiver
 J. N. Balieu . . . Magazine Agent

846. FLOWERY LAND; Pensacola, Fla.

Meets in Odd Fellows' Hall 1st and 3d Mondays.
 F. T. Martin, 167 E Wright St . . . Master
 James E. Buckley, 107 E Wright St . . . Secretary
 J. W. Christolm, L. & N. Shops . . . Collector
 James I. Sizer, 416 E Wright St . . . Receiver
 J. W. Christolm, 1012 E Laura St, Magazine Agent

847. OLD FORT; Dodge City, Kansas.

Meets in I. O. O. F. Hall 1st and 3d Thursdays at
 7 P. M.
 William C. Fadel, Box 314 . . . Master
 John Husser, L. Box 535 . . . Secretary
 Augustus Falkner . . . Collector
 B. S. Williams, L. Box 21 . . . Receiver
 C. H. Voris . . . Magazine Agent

848. BLUE MOUNTAIN; La Grande, Oregon.

Meets in I. O. O. F. Hall 1st and 3d Wednesdays at
 7 P. M.
 F. G. Schilke, L. Box 37 . . . Master
 Charles Norby . . . Secretary
 J. W. Dillinger . . . Collector
 John Walker . . . Receiver
 F. E. Herr, L. Box 37 . . . Magazine Agent

849. HUDSON RIVER; Union Hill, N. J.

Meets in Concordia Hall, 2d Saturday at 8 P. M.,
 and 4th Sunday at 2 P. M.
 H. E. Hamblen, New Durham, N. J. . . Master
 L. T. Burns, New Durham, N. J. . . Secretary
 L. T. Burns, New Durham, N. J. . . Collector
 Harry Poynton, New Durham, N. J. . . Receiver
 Joe Lewis, New Durham, N. J. . . Magazine Agent

850. JAMES DONNELLY; Perth Amboy, N. J.

Meets in K. of P. Hall 2d and 4th Sundays.
 Joseph B. Hoffman . . . Master
 James E. Van Horn . . . Secretary
 Christopher Greenwall . . . Collector
 Theodore R. Mertz . . . Receiver
 Levi M. Landis . . . Magazine Agent

851. HOME; White Haven, Pa.

Meets in Runkey's Hall, 2d and 4th Sundays at 2
 P. M.
 James N. Deterline . . . Master
 Edward McAlley . . . Secretary
 Amos Flowers . . . Collector
 Charles Prutzman . . . Receiver
 Charles Deal . . . Magazine Agent

852. CHAMPLAIN; St. Albans, Vt.

Meets in Engineer's Hall, 1st and 3d Sundays at
 1:45 P. M., and 4th Mondays at 7:30 P. M.
 John McAllister . . . Master
 Charles E. Preston, Box 148 . . . Secretary
 Frederick A. Mailloux . . . Collector
 C. P. Kelley, Box 336 . . . Receiver
 George Hobart, Box 441 . . . Magazine Agent

853. MARBLE CITY; Rutland, Vt.

Meets in E. A. U. Hall, 1st and 3d Sundays.
 John Grady, 8 Pine St . . . Master
 C. F. Whitehouse, 77 River St . . . Secretary
 C. F. Underhill, 8 Pine St . . . Collector
 L. S. Johnson, 3 Evelyn St . . . Receiver
 Wm. H. Murray, 17 Franklin St. Magazine Agent

854. HOBOKEN; Hoboken, N. J.

Meets in Burnett's Hall 2d Sundays and 4th Sat-
 urdays
 John Hotten, Troy St. and Summit Ave.,
 Jersey City, N. J. . . Master
 John Gademan, 7 Nelson Ave., Jersey
 City, N. J. . . Secretary
 Patrick Ash, South Orange, N. J. . . Collector
 Emmons C. Williams, Morristown, N. J., Receiver
 John Gademan, 7 Nelson Ave. Jer-
 sey City, N. J. . . Magazine Agent

355. STONE CITY; Joliet, Ill.

Meets in Switchmen's Hall 1st Tuesdays at 7:30 P. M., and 3d Sundays at 2:30 P. M.
 W. W. Brooker, 1818 Hickory St. Master
 Christopher Nolan, 123 Grover St. Secretary
 Harrison McPeck, C. S. F. & C. R. R. . . . Collector
 T. F. Hannan, 411 8 Desplaines St. Receiver
 Charles O. Bond, care Joliet Manufacturing Co. Magazine Agent

356. CHAUNCEY M. DEPEW; Albany, N. Y.

Meets 1st and 3d Tuesdays.
 Frank C. Wilson Master
 R. J. Lilly, 57 1st St. Secretary
 R. J. Lilly, 57 1st St. Collector
 Scranton E. Sweet, 538 Liberty St., Schenectady Receiver
 F. Degroff, 180 Clinton Ave. Magazine Agent

357. JUSTICE; Vaneboro, Maine.

Meets in A. O. U. W. Hall, at Vaneboro and Main Sts., 2d and 4th Saturdays.
 J. E. Shea Master
 Whitfield Nobles Secretary
 C. J. Tabor, Woodstock, N. B. Collector
 Walter E. Dresser Receiver
 E. L. Hagerman, Woodstock, N. B. Magazine Agent

358. COOKE; West St. Paul, Minn.

Meets in I. O. O. F. Hall, cor. Fairfield and Dakota Ave., 2d and 4th Sundays at 2 P. M.
 Christopher McKay, 164 Esabell St. Master
 W. R. Perrin, C. St. P. & K. C. R. House Secretary
 W. R. Perrin, C. St. P. & K. C. R. House Collector
 Harry Penman, State St. Receiver
 W. H. Bronson, 1902, cor. 19th Ave. and S. E. 4th St., E Minneapolis Magazine Agent

359. BIG FLINT; Wellington, Kansas.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M., and 2d Fridays at 7:30 P. M.
 T. M. Brown, E Lincoln Ave. Master
 H. E. Hansen, E Harvey Ave. Secretary
 Charles Weddle, 522 E 4th St. Collector
 H. E. Hansen, E Harvey Ave. Receiver
 H. E. Hansen, E Harvey Ave. Magazine Agent

360. COLD SPRING; Springfield, Ohio.

Meets in Engineers' and Firemen's Hall 1st and 3d Sundays.
 Joseph A. Taylor, Room 46 Henry Block, Main St. Master
 A. W. Binns, E High St. Secretary
 E. E. Leonard, Forest House, E High St. Collector
 A. W. Binns, E High St. Receiver
 S. Roadamer, Forest House, E High St. Magazine Agent

361. TRIED AND TRUE; Vincennes, Ind.

Meets K. of H. Hall 1st and 3d Sundays at 2 P. M.
 William H. Cunningham, O. & M. Shops Master
 M. J. Cunningham, O. & M. Shops Secretary
 Charles Sherman, O. & M. Shops Collector
 Grant H. Kernan, O. & M. Shops Receiver
 John Hill, O. & M. Shops Magazine Agent

362. CATARACT; Niagara Falls, Ontario.

John Rogers, Suspension Bridge, N. Y. Master
 T. E. Swallow, Niagara Falls, N. Y. Secretary
 J. W. Francis Collector
 John C. White, Suspension Bridge, N.Y. Receiver
 J. W. Francis Magazine Agent

363. METROPOLITAN; New York, N. Y.

Meets at 400 8th Ave., 1st and 4th Sunday afternoons.
 J. M. Reilly, 274 E 12th St. Master
 Nat. Sawyer, 205 W 61st, 2d Flat Secretary
 A. W. Eggleston, White Plains, N. Y. Collector
 M. J. Lynch, 206 E 45th St. Receiver
 M. J. Lynch, 206 E 45th St. Magazine Agent

364. SINGEBLY; Philadelphia, Pa.

W. G. Staats, 6311 Woodlawn Ave. Master
 A. J. Lawton, 6342, North St. W Phila. Secretary
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 J. I. Way, 305 Tome St., Baltimore, Md., Receiver
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 F. L. Darling, Windsor, Vt. Collector
 A. G. Firman, Windsor Vt. Receiver
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366. HAGERSTOWN; Hagerstown, Md.

Meets in Red Mens' Hall, cor. W and P Sts., 2d and 4th Sundays.
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 J. M. Buchanan, 38 Walnut St. Secretary
 Christopher E. Rohrer, 307 High St. Collector
 D. A. Wallace, 20 Salem Ave. Receiver
 J. M. Buchanan, 38 Walnut St. Magazine Agent

367. MORGAN CRANE; Somerset, Ky.

Meets in Engineers' Hall, 1st and 3d Saturday evenings.
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 John Dickeman Secretary
 Martin B. Conniff Collector
 James Ford Receiver
 M. J. McCabe Magazine Agent

368. DEEP WATER; Springfield, Mo.

Meets in K. of P. Hall 1st and 3 Mondays.
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 Charles Hall, 657 N Cammel St. Collector
 C. W. Henry, Rooms 9 and 10, Denton Block, College St. Receiver
 C. W. Hall, 303 Union St. Magazine Agent

369. WALNUT VALLEY; Eldorado, Kan.

Meets in K. of P. Hall, 2d and 4th Sundays.
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 E. S. Mead, Box 422 Secretary
 M. Fitzgerald, Box 185 Collector
 Frederick Staley, Box 186 Receiver
 C. J. Lester, Ft. Scott Magazine Agent

370. NEOSHO VALLEY; Counsel Grove, Kan.

Meets in A. O. U. W. Hall, 1st and 3d Wednesday evenings.
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 Clarence G. Stone Secretary
 Charles M. Leeman Collector
 Charles Torrence Receiver
 J. S. Lowe Magazine Agent

371. COVENANT; Nevada, Mo.

Meets 1st and 3d Fridays at 7:30 P. M.
 G. B. Meek, Box, Box 256 Master
 J. T. Gray, Box, 256 Secretary
 Robert McClain, Box 256 Collector
 John Dandy, Box 256 Receiver
 James T. Gray, Box 256 Magazine Agent

372. SIGNAL MOUNT; Big Springs, Texas.

Meets in Engineers' Hall, 1st Wednesday afternoon and 3d Wednesday evening.
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 G. H. Smith Secretary
 S. E. Ord Collector
 Edward Lyons Receiver
 Dennis Ryan, Box 33 Magazine Agent

373. J. T. HARAHAN; Birmingham, Ala.

Meets in Reen Hall, Allen Building, Morris Ave., every Sunday at 9 A. M.
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 W. F. Young, 1731 Ave. A. Secretary
 P. A. Webb, Box 30 Collector
 W. F. Young, 1731 Ave. A. Receiver
 Walter Bailey, 2409 Ave. C Magazine Agent

874. McALLISTER; Herrington, Kan.

Meets in K. P. Hall, 1st and 3d Thursdays at 7:30 P. M., and 2d and 4th Thursdays at 2 P. M.
 L. Gay Master
 H. S. Smith Secretary
 W. W. Campbell Collector
 H. Magee Receiver
 Magazine Agent

875. FRIENDSHIP; Dayton, Ohio.

Meets in K. P. Hall, 1st and 3d Sundays at 2 P. M.
 N. W. Rose, 109 LaBelle St Master
 John R. Glynn, 26 Costello St Secretary
 Frank G. Stillwell, cor. Springfield and Van Lear Sts Collector
 John F. Hoban, 635 E 2d St Receiver
 John Ryan, 120 Crane St Magazine Agent

876. J. H. KIRK; Horton, Kan.

Meets 1st and 3d Saturdays at 7:30 P. M.
 C. C. Sutherland, L. Box 39 Master
 William Ashworth, L. Box 39 Secretary
 William Ashworth, L. Box 39 Collector
 Thomas Sheahan, L. Box 39 Receiver
 James E. George, L. Box 39 Magazine Agent

877. NICKEL PLATE; Conaut, Ohio.

Meets in A. O. U. W. Hall, over City Bank, 1st and 3d Wednesdays.
 W. H. Johnston, L. Box N Master
 C. S. Ellenwood Secretary
 S. McHaffey Collector
 C. A. Wilcox, Box 301 Receiver
 C. S. Ellenwood Magazine Agent

878. HOLBROOK; Chartiers, Pa.

Meets every Sunday in Christian Hall, McKees Rocks, Pa.
 George James, 406 Henry St. McKeesport, Pa. Master
 D. W. Scott, McKees Rocks, Pa. Secretary
 John Ainor, Point Bridge Toll House, S. S. Pittsburg, Pa. Collector
 Frank J. Thomer, 3709 5th Ave., Pittsburg, Pa. Receiver
 Elmer E. Lewis, 175 3d Ave., Pittsburg, Pa. Magazine Agent

879. WEAVER; Sayre, Pa.

Meets in K. of H. Hall, Cornell's Block, 1st and 3d Sunday at 11 A. M.
 John Durkin, Box 437 Master
 John Durkin, Box 437 Secretary
 Charles L. Burroughs, Box 396 Collector
 William E. Preston, Box 493 Receiver
 Archie C. Burr, Box 213 Magazine Agent

880. McKELVEY; Baltimore, Md.

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 C. E. Walsh, 1631 S Charles St Secretary
 C. W. Gardner, 1631 S Charles St Collector
 C. E. Walsh, 1631 S Charles St Receiver
 M. B. Donaldson, 1518 Light St Magazine Agent

881. J. W. WALKER; Conemaugh, Pa.

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 J. L. Williams Secretary
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 J. C. Hess Receiver
 E. E. Pringle Magazine Agent

882. BETHESDA; Waukesha, Wis.

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 R. A. Hauke Master
 Joseph F. Freenor, Box 960 Secretary
 John M. Dowd Collector
 Otto W. Hauke Receiver
 John E. Moore Magazine Agent

883. PETROLEUM; Oil City, Pa.

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 John H. Quirk, Box 380 Secretary
 Allison W. Judd Collector
 John Davis, Box 763 Receiver
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884. R. H. WILBUR; Leighton, Pa.

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 Alvin A. Miller, Weissport, Pa. Secretary
 John W. Beaver, Weissport, Pa. Collector
 Alvin Rex, Weissport, Pa. Receiver
 John J. Walters Magazine Agent

885. MOUNTAIN DIVISION; Keyser, W. Va.

Meets in I. O. O. F. Hall, 2d and 4th Mondays at 10 A. M.
 M. S. Tucker Master
 John D. Heron Secretary
 John W. Jankey Collector
 Henry Montgomery Receiver
 Frank B. Simmons Magazine Agent

887. RED ROCK; Schrieber, Ontario.

Meets in B. of L. F. Hall, 1st and 3d Sundays.
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 W. H. Wadland, Box 104 Secretary
 Philip A. McAllen, Box 111 Collector
 Alfred Bilbe, Box 53 Receiver
 M. E. Hartley, Box 21 Magazine Agent

888. PHIL. H. SHERIDAN; Milwaukee, Wis.

Meets in Firemen's Hall, 170 Reid St, 1st and 3d Sundays.
 Thomas Tanner, 434 Barclay St Master
 John D. Singles, 207 Wisconsin St Secretary
 Elmer Knapp, 286 Jefferson St Collector
 Joseph Ennis, 876 Marshall St Receiver
 Wm. Schaller, 3 6 Mineral St Magazine Agent

889. LIVINGSTONE; Chillicothe, Mo.

Meets in I. O. O. F. Hall, 2d and 4th Sundays at 2 P. M.
 Edward E. Stockton Master
 E. A. Dix Secretary
 George Zugschwerdt Collector
 William Wood, Box 620 Receiver
 Mike Cunningham Magazine Agent

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Meets in Engineers' Hall Tuesday evenings.
 C. H. Oliver Master
 Price E. Davis Secretary
 William M. Wickel Collector
 George English Receiver
 S. S. Stoll Magazine Agent

891. NAUVOO; Ft. Madison, Iowa.

Meets in K. of P. Hall, N. W. cor. 2d and Pine Sts., 2d and 4th Sundays at 2 P. M.
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 William Hamilton Secretary
 Harry R. Kime Collector
 O. L. McClellan Receiver
 W. B. Bock Magazine Agent

892. WEST PENN; Blairsville, Pa.

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 Charles C. Henderson, 284 Lacock St. Altoona City, Pa. Secretary
 Luther H. Martin Collector
 William R. Ramson, Cokeville, Pa. Receiver
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893. DIAMOND VALLEY; Harrisburg, Pa.

Meets in Sible Hall, 3d and Cumberland Sts., 2d and 4th Tuesday at 7 P. M.
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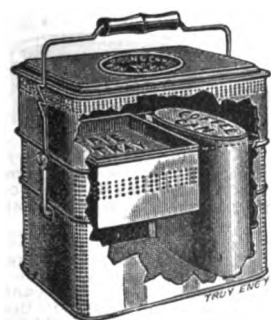
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LOCOMOTIVE FIREMEN'S MAGAZINE



VOL. XIII.

FEBRUARY, 1889.

No. 2.

OFFICIAL ORGAN OF

The Brotherhood of Locomotive Firemen.

PUBLISHED MONTHLY AT TERRE HAUTE, IND.

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W. N. GATES, SOLE AGENT,
10 Public Square, Cleveland, Ohio.

EUGENE V. DEES, . . *Editor and Manager.*

FEBRUARY, 1889.

LABOR, LOGIC AND LAW.

In the United States of America, the citizen, however humble, may be esteemed; he possesses numerous rights which he may exercise, and of the propriety of any determination he is the sole judge. He is a sovereign citizen, and is amenable only to God, his own conscience and the laws of the land. First, the laws must be respected. A truth so self-evident need not be discussed. Law is law. It goes without saying that there are unjust laws enacted for unjust purposes, but it is not the province of the citizen to ignore them nor can he violate them with impunity. It is far better to obey them and to seek by lawful methods to have them repealed.

There may not be a law book in the country which contains a statute saying in so many words, "Be it enacted by — that every man may, unmolested, manage his

own business to suit himself." But, nevertheless, that is the law. No one has a right to interfere. It must be so, or order would be displaced by chaos; anarchy would take the place of law and society would become a mob. The law is supreme. It is made to secure the rights of all, and all must obey its mandates, the employer as well as the employé.

Such reflections lead us to consider the status of labor organizations. The wisdom, the rightfulness of such organizations are not debatable questions. They are settled for all time to come. They have a mission and will have a mission until the decree is revoked that "man shall eat bread by the sweat of his face." But their mission is within the boundaries of law. They must not transgress the law—human nor divine. Fortunately, in the United States, there is no necessity for such transgression. Here, labor has the ballot. Here working men make laws, create law makers. Here, they have a voice in making constitutions, fundamental, organic laws, upon which all statutes must rest for a foundation, and hence, labor organizations, which exist by virtue of law, are profoundly interested in maintaining, inviolate, the laws of the land.

With such propositions in full view, the conclusion is inevitable, that employers may hire whom they please at such rates of wages as may be agreed upon between employer and employé. Such is the logic of law. It is not difficult to suppose a case.

Take a railroad, the general manager of which concludes to pay locomotive engineers \$2.50 a day and locomotive firemen \$1.00 a day. Suppose his engineers are receiving \$4.00 a day and his firemen \$2.00 a day. In the case of the engineer, it is a *cut* of \$1.50 a day, and in the case of the fireman \$1.00 a day. Suppose the engineers and firemen on the road determine not to accept the reduction of wages. That is their right. There is no law requiring them to submit to such a reduction, nor to any reduction. Upon this right they plant themselves and stand immovable. The general manager asserts his right to say he has offered all he can or will pay, and this is done necessarily in face of the fact that if his present employes quit work, he must find men to perform it at the prices he names, or he must suspend operations. Now, then, comes into view arbitration—compromise—and the engineers and firemen show conclusively the reduction is too great, too crushing, that it is unjust, etc. A compromise may be agreed upon, and work proceed under a new schedule of prices, both parties conceding something—or, it may be that the general manager is inexorable, or that the employes refuse concessions. In either case the employes exercise their high prerogative, to quit work or *strike*. This done, the general superintendent introduces other men to take the places of those who have quit. The men introduced to take the place of those who have abandoned their engines, accept the reduced wages. That is their lawful right—and the laws will protect them in the discharge of their duties—and the old employes must submit. They have done what they could to maintain prices and the dignity of labor, and in this, they have had the law on their side. They have demonstrated beyond all question or equivocation, that they are worthy citizens, manly, self-respectful, loyal to law and order, and entitled to the confidence and esteem of their fellow-men.

The readers of the *Magazine* need not be reminded, that in the past, labor organizations, in numerous instances, have not been mindful of the rights of others, when they have believed their own rights have been invaded. Some of these organi-

zations have acted upon the theory that only members of labor organizations had a right to employment and, upon this theory, they have acted—and always to their own disadvantage in public esteem. The great public demands fair play. It recognizes a God-given, a constitutional and a statutory right on the part of all men to join or *not* to join organizations of any lawful character whatsoever—and for the exercise of this right the great public does not recognize the right of society, the state organizations, church or guild, to impose any penalty whatever—nor will the great public, the people, *en masse*, tolerate such penalties. No man is to be ostracised, exiled, reduced to a pariah, for exercising the rights of a citizen. He may choose for himself what is right within the limits of law, and no man should seek to compel him to pay any penalty whatever for the choice he may make.

Manifestly, labor agitations were never more ripe than at present. It is not to be assumed nor presumed that such agitations are meaningless, nor is it required to introduce surmises, that they are alarmingly portentous. Considerate men will survey the field and arrive at such conclusions as they may regard warranted by the facts, as they discover them. But this should be said, that the times are ominous of readjustments. There are vicious laws to be repealed, laws which affect labor to its great disadvantage, and laboring men, whether in or out of labor organizations, not only have a right, but it is their high duty to investigate, that they may vote understandingly upon such questions as relate to trusts, monopolies, combinations and corporations, which directly or remotely are designed to interfere with their interests, and that their influence may reach the highest point of potency, they should everywhere and at all times be found the unwavering advocates of the rights of man, without regard to his being or not being a member of a labor organization.

.....

Is the opinion of Judge Cooley, the Interstate Commerce Law will be strengthened, and that neither the long and short haul clause, the pooling provisions, nor any portion of the law will be repealed.

TERMINATION OF THE BURLINGTON STRIKE.

On January 7th, 1889, the strike on the C., B. & Q. railway system was declared off by the joint action of the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen. The strike began on the 27th day of February, 1888, and being declared off January 7th, 1889, it follows that it continued 10 months and 9 days. The readers of the *Magazine* are well informed regarding the origin of the notable and now historic struggle, and still, it may be worth while to briefly recapitulate the more important facts which led to it. The real grievance, or that which bore the most heavily upon the engineers and firemen, related to wages. The C., B. & Q. paid their men less for the same work than was paid by other railways which centered at Chicago, and upon which the work was not more arduous, or the responsibility greater, than fell to the lot of the men who were in the employ of the C., B. & Q. In addition to this, the C., B. & Q. had established a system of classification which, it was contended, was unjust to the engineers, and the full significance of which was that it enriched the corporation at the expense of the men from whom fair pay was withheld.

To arrive at a settlement without a resort to a strike, strenuous efforts were made by the engineers and firemen; their grievances were presented in an elaborate schedule and the corporation was most respectfully asked to consider each specification, but such solicitations were without avail. The corporation determined at last to make no concessions that in any wise satisfied the just demands of the men, and its defiant ultimatum was without concession or compromise, to stand by its peremptory refusal to arbitrate the grievances of the engineers. As a result, the engineers and firemen, on the 27th of February, quit work. The question was then, Did they do right? Did they act wisely? and the same questions are still up for debate.

We do not hesitate to say that the general conclusion is that the C., B. & Q. has won a victory, or, in other words, that the engineers and firemen have been defeated—in common parlance, "whipped." The strike

has been declared off, and the conditions under which the men who quit the service of the C., B. & Q. will again enter the employment of the corporation, are practically unchanged. Necessarily, on the face of such facts, the conclusion is inevitable that the men, after a struggle of nearly one year, are defeated. But this is not all that can be said, or that ought to be said, upon the subject. There are instances on record in which the word "Victory" is but another term for "defeat," as was the case of the British at Bunker Hill, and of Xerxes at Thermopylæ. In discussing wars and battles, for the purpose of arriving at conclusions relating to combatants and issues, it is well to be precise. In the C., B. & Q. struggle we find arrayed upon one side a corporation thoroughly organized and equipped, and of immense financial resources—one of the great corporations of the times—and on the other side two Brotherhoods of wage-workers, two organizations whose only financial resources were their daily wages. It will be well to note, with some care, the parties to the contest. There they stand on the 27th day of February, 1888. The corporation, proud, arrogant, defiant, with splendid property, money by the millions, and confident. It had determined to grant no concessions, and it must be said, that it was plucky. As a foe it had immense proportions as well as resources. But it was not so colossal as to frighten the two great Brotherhoods who had challenged it to combat in defense of right and justice—the principle of fair dealing between employer and employé, a principle that must be asserted and defended if truth and justice are to prevail in the earth. We do not doubt, indeed we know it to be true, that there are those who deemed the strike unwise and ill advised at the start, and who now say "I told you so." In this there is nothing strange. It has been so from the beginning. The timid, the hesitating, those who predict defeat and are content with supineness, never did nor never will, help to rescue their fellow men from the enthrallments of oppression and degradation. The engineers and firemen who went into the struggle were inspired by sentiments such as have animated all men since the world began

who have had the courage of conviction and have sought as best they could, when opportunity offered, to emancipate themselves and their fellow-men from oppression. That in far too many cases defeat has been the result, will not be gainsaid, but that ultimate victory is to come is as certain as that God and Heaven and true and good men, are in alliance to enthrone, crown and sceptre justice and give it universal dominion in the world.

Whatever may be said of man's stolidity and mental obtuseness, he can be taught in the school of experience. Such lessons are ineffaceably engraven upon his mind, and if any one lesson has been taught by the C., B. & Q. strike, more important than another, it is that in "unity there is strength," and that for the purpose of securing and maintaining the right FEDERATION is the supreme requirement, the desideratum, and that with federation of all employes, victory, with all the desired trophies, is assured.

In the C., B. & Q. strike we have an example of moral heroism that it will be found difficult to parallel in these degenerate times, where men, as never before in the history of the world, worship with more than pagan idolatry at the shrine of Mammon. The man who prayed for

"A scourging tongue, a scorpion's lash,
To flay the backs of fools who worship cash,"

would now have ample opportunities to gratify his ambition, but his victims would not be found in the ranks of the Brotherhoods of Engineers and Firemen. These men, in the struggle with the C., B. & Q., sought diligently for the right, and believing they had found it, demonstrated their loyalty to conviction by deducting from their hard earned wages the magnificent sum of \$1,200,000, and giving it freely to the cause they had espoused, they set an example of devotion which cannot fail to challenge the admiration of honorable men everywhere. And be it remembered, to the everlasting credit of locomotive engineers and firemen, the giving of this great sum of money did not demoralize them; on the contrary, to their glory, be it said, it solidified the membership, and in a sense of transcendent significance, at the close of the struggle, the Brotherhoods are stronger than

ever before in their history. The storm has been fierce, and though the Brotherhood ships have battled long against adverse winds and tide, they came into port without the loss of a sail, a rope or a mast.

It affords us no satisfaction to state the disasters that have, during the struggle, overtaken the C., B. & Q. The victory (?) achieved by that corporation has been the dearest in the history of the labor struggles of the century. The corporation has lost on every hand. There is no necessity, nor is there any desire, to magnify the sum total of its financial disasters. It is modest to place it at \$10,000,000, and there are experts in such matters who place the sum vastly above the figures given. But more or less, the corporation will not again place itself in a position to duplicate its embarrassments.

In closing this article, which virtually closes the discussion of the C., B. & Q. strike in this *Magazine*, we are persuaded that it will prove in many ways beneficial to railway employes. It supplies an example of courage and endurance which will not be forgotten in a hundred years. It demonstrates that working men with a just grievance, and satisfied that they are right, will contend for the right regardless of sacrifices and yield only when further resistance would be folly, and it furthermore serves to impress upon organizations of railway employes the demand for and absolute necessity of federation, that strikes in the future may not occur, or if they must come in spite of friendly overtures, that they shall be so quick and decisive in their work that whether victory or defeat attends the effort, results shall be speedily attained.

In declaring the strike off it is generally believed that ultimately three-fourths of the old employes will regain their positions on the C., B. & Q. Many of those who will go in search of employment elsewhere, will be bearers of letters of introduction from the officers of the corporation. And just here we desire to say that all the Brotherhoods of railway employes should make it their special concern to help the men who so valiantly stood by their colors on the C., B. & Q. during the memorable struggle, to obtain employment, and that this help should be extended engineers, firemen,

brakemen and switchmen. To overlook or to neglect this duty would be cruel to the last degree. The C., B. & Q. has pledged itself to treat the men who left its employment honorably and the same treatment is due from the men to the corporation. The war is ended. The bugle no more calls to arms. Let the battle flags be furled.

THE FUTURE OF THE O. R. C.

In the January issue of the *O. R. C. Monthly* the question is editorially asked, "What has the future in store for the conductor?" If the future knows, it won't tell. The future is close mouthed; it don't blab, don't "shoot off its mouth." Still it is gratifying to see it stated that "during this last year" the question has been "thought upon more than ever before in the history of railroads." Manifestly, it is a momentous question. The railroads having "thought upon" it during the "last year," have concluded, in numerous instances, to put "spotters" on the track of the conductor, and about eighteen hundred of these trained "ferrets" are following the brass buttoned and nickle punch brigade on thousands of miles of railways in the United States. In that way the railroads are giving conductors a "recognition" of wonderful significance, which, to some extent, answers the query relating to what the future has in store for the conductors. The activity in the "spotter" business is a sort of recognition not well calculated to bring "about a better feeling between employer or employé." It may be true that employer and employé "have been benefitted" by the spotter. At any rate the "employer" must be benefitted or he would not employ the sharp-nosed and keen-eyed hounds to dog the conductor and place his reputation and character, all that is dear to a man of honor, in the hands of men who have earned the detestation of decent men throughout the world.

The *Monthly* says "the conductor is of a naturally retiring disposition" who "has been, from his first step in railroading, trained to obey without question the orders given him." And still, the employer finds that the conductor is not sufficiently *retiring*, and so he puts spotters on his track, and upon

the report of the trained hound, *retires* conductors by the score.

The *Monthly* facetiously remarks that the conductors, during the past year, have moved up and are now "a little nearer the throne than they have ever been before." That is certainly encouraging. To stand near the throne is a great honor. To wear throne toggery, to receive the smiles of the king, and his courtiers, to mingle in the aristocratic throng; gods! that is fine! What next? Gold buttons and a gold punch, an exchange of blue for royal purple. And still, the complaint is, why don't the railroad companies manifest their appreciation of conductors by taking them "into their confidence?" Manifestly the conductors are not sufficiently near "the throne." Spotters will have to be dismissed, before the conductor will be taken into the "confidence" of the companies. And yet, says the *Monthly*, the future "is full of hope, and the prize, a fair recognition of services and just compensation for labor performed, hangs ready." But the prize is too "altitudilum" for the conductor, it is the one persimmon that the conductor's pole can't quite reach; when he gets a "little nearer the throne" he may grasp the prize.

Now comes the robust declaration that the article to which we have made reference, was not written for the benefit of "railway managers," but for conductors. Such a declaration will not push the O. R. C. a "little nearer the throne" and it may result in the employment of more spotters to note the movements of the punch and where the nickles go.

Now comes the climax. "The conductor of the future will be a man of large experience, well versed in all things pertaining to his calling, an honored citizen, a man without reproach, enjoying the confidence of his employer and respected everywhere." But what of the conductor of the present? Thousands of them are honorable men, who are in alliance with their co-employés on the railways of the country. They will not remain in the O. R. C. under its present policy. The edict has gone forth, the revolution is already inaugurated.

The manifesto recently issued by the new Brotherhood of Railway Conductors, which

will be found elsewhere in our columns, vividly foreshadows the future of the O. R. C. It is a declaration of independence. It is an arraignment of the old O. R. C. upon the charge that it is not in sympathy with other organizations of railway employés, and that its influence has been exerted to establish and perpetuate wrongs and injustice; that it has been the willing tool of corporations, and has lent itself to the abominable business of scabbing to defeat the just demands of working men, and such facts being established beyond all controversy, its existence ought to terminate.

We have anticipated such a movement. It is in consonance with the logic of events. It is in the right direction. Its influence will be of the very best. The conductors who have gone into the movement are men of moral courage. The *Monthly* says of conductors that they are "trained from their first step in railroading to obey without question the orders given them," and that this obedience "becomes a second nature," and that conductors "often suffer in mind, body and pocket because of this trait of character." There was never a more humiliating confession made. If it is true, it accounts for the degeneracy of conductors when they obey the orders to scab, to commit a flagrant wrong against their coemployés, and tells in trumpet tones that the new order of O. of R. C. was demanded to rescue railway conductors from further degradation. The *Monthly*, in closing the article to which we have referred, charges that railway officials have treated conductors "as a part of the machinery to carry out certain schemes of their own." That is doubtless true, indeed it is undeniably true, and the treatment will be continued unless the conductors protest, and cease to obey orders that sink them to the most abject condition of serfs. The new Order of Railway Conductors proposes to inaugurate reforms, to assert their manhood, and to rescue the old O. R. C., if possible, from being "a part of the machinery" of railroad corporations to perpetuate injustice upon their employés. If this cannot be done, then the new order will include, at no distant day, the conductors who have the courage of manly convictions, and will take its place in the front rank of the labor organizations of the age.

FEDERATION.

We have no hesitancy in declaring that the stability of American institutions depends upon the enactment of such laws and in the adoption of such a policy as will secure justice to labor.

The affirmation that labor creates all the wealth, and that from labor all the revenues of nations are derived, requires neither qualification nor apology.

To withhold any rights which in the nature of things belong to labor, is a wrong for which there is no palliation. It is in itself a crime. It is more prolific of ills than the fabled box presented to Pandora by Jupiter. It is a crime in whose infernal womb there are forever quickening into life ills, compared with which, nature's forces, whether above or below the crust of the earth, in their most destructive displays, become almost meaningless. Nor do we exaggerate, if to these are added all the scourges, which from time to time create woe and lamentation, and fill the mind with horror.

It is a fact, disguise it as we may, that "an injury to one is the concern of all." It is made so by the "brotherhood of man" and the "fatherhood of God." Treat it as fable or fact, it matters not, Cain's crime has concerned all people, tongues, tribes and kindred, since the date of that fratricide. It stands for an example—nor has the blood of Abel ceased crying from the ground. It is so ordered. It is the law. No mortal stab of man was ever feloniously made which did not open a "poor, poor dumb mouth" into which fate put a tongue, that it might harangue the world forever against the crime of murder. But there are crimes, compared with which, murder is a benediction and deserving all the wealth of rhetoric. Take an eviction in Ireland, made by the sanction of law, and executed by creatures of the law—old men and old women, bending beneath the weight of years, innocent youth, and helpless infancy, mothers in the pangs of parturition, thrust into the road to suffer and to perish. Such crimes are worse than murder, and are the concern of all, though all may not feel concerned, but when such infamies are perpetrated humanity receives a shock; they touch the nerve centers of nations. The

human family is one. There is a bond of sympathy between all nations. The man who steals a man and sells him into slavery, commits a crime against all men. If a wrong is done to the humblest American citizen by any foreign power, it becomes the concern of every other American citizen, and the resources of the Republic are pledged to redress the wrong.

In discussing federation, we presuppose the independence of the federating parties—but, which, nevertheless, have certain interests in common, and that the supreme purpose of federation is to protect such common interests. The original thirteen American colonies were absolutely independent of each other. They existed by virtue of distinct charters, but they had certain interests in common, and when these interests were menaced and attacked, they federated for mutual protection, and with federation they won a victory, and secured blessings, in the presence of which hyperbole sits dumb—and yet, every colony retained in its autonomy, its power and rights of self-government.

Labor organizations—we refer specially to those connected with the railway service—have found in the past, find now, and are likely to find in the future, certain interests, alike common to all, in jeopardy. The menace is perpetual, and attacks upon their rights, frequent and often exasperating. In the maintenance of their rights, labor organizations have found that separate action was, as a general thing, a delusion and fruitful only of disaster. The lessons of experience have convinced those capable of analyzing the situation that security lies in federation.

But the fact need not be disguised, that there are obstacles in the way of immediate success, and it is in the line of prudence, to name them and estimate their obstructive, their hindering power. In this discussion, it will be well to inquire what motive prompted railway employes to organize? or, rather, was the obtaining and the maintaining of just wages, one of the inciting purposes? If it is found that any of the organizations of railway employes ignores the question of wages, or, is content with such wages as employers may see

proper to pay, such an organization cannot be expected to federate with another organization which makes honest wages and just treatment bed rock propositions. If there is an organization of railway employes, whose members, at the behest of corporation officials, will “scab”—divest themselves of manliness, of self-respect, of independence, and voluntarily become the cringing, fawning tools of the enemies of workingmen, in their honorable efforts to secure and to maintain their rights—we say, if there is such an organization of railway employes, it is not expected that it will federate with any other organization for any honorable purpose whatever. It will be found wanting in brains, in spine, in *sand*. Its predominating characteristic is that which distinguishes the serf—it is serfdom. It permits others to create conditions to which it yields as uncomplainingly as an ass to its burdens and blows. Only such organizations will federate, as will not “scab”—as will not abdicate any right, human or divine—unalienable, constitutional or statutory—whose members know they are sovereign citizens, and feel ennobling, vitalizing thrills of independence, who organize, federate and work, not only for their own good but for the welfare of others. Such organizations of railway employes, as favor federation, take an eminently wise view of situations and surroundings. They have self-respect without vanity, courage without false pretense, and in advocating federation, make no surrender of allegiance to the parent organization. They do not arrogate to themselves any superiority over other organizations; they recognize the fact that as employes in the railway service, while engaged in promoting their own welfare, have certain interests in common with other organizations, which can be fully protected only by federation, a fact, so clearly demonstrated by experience, as to render argument unnecessary.

The ultimate triumph of federation hinges upon the final result of the conflict between truth and error, right and wrong, education and ignorance. So far, no valid objections have been brought forward. The wrongs which environ railway employes are numerous, often flagrant and degrading.

Insufficient wages when earnings are large confront employes in every direction. None are overpaid, while thousands are underpaid. Men are discharged to gratify the malice of some official, whose arrogance can be placated only by a serf-like submission and degradation—and the black list has been introduced to compel men to choose between humiliation and idleness. To correct, or at least, to mitigate such evils railway employes organize. That good has resulted in many instances is not to be questioned. But the evils have not disappeared. The right has not triumphed. Labor has not utilized all its resources. Peace has not been declared, and the battle is still on. There is hope in federation—in combining the strength of all for the good of all. It is rational. The more it is discussed, the more the facts are brought out, the more convincing becomes the argument. Time and truth are in alliance. Only the right was born to live. Let the work of agitation and education go forward. Nothing is so fatal as stagnation. The Brotherhood of Locomotive Firemen stands pledged for Federation and this *Magazine*, as its organ, will not *misrepresent* its noble purpose. The truth is iconoclastic. Neither idols nor images, nor shams of any class or character can expect exemption from its eternal hostility.

The sun of labor is rising grandly to the zenith. The boys of to-day have advantages which their fathers did not possess. The educating forces have multiplied in a ratio that defies exaggeration. Organization is progressing, and federation is coming, and it is coming to stay. It will establish arbitration and enthrone justice, and finally relegate strikes to the limbo of extinct measures of redress

We invite the attention of our readers to the communication of H. J. Fackenthall, Esq., a locomotive engineer, a member of the B. of L. E., and a delegate to the late Richmond Convention of the Order. It will be observed that Bro. Fackenthall has very pronounced opinions upon certain matters which he does not hesitate to say are of vital importance to the B. of L. E. In this we fully agree with him. The communication is of more than passing interest and furnishes food for thought and study.

LABOR VS. LABOR.

We have given the title of a case which has been before the tribunal of last resort for a number of years. In very many regards the case is unique. Labor prosecutes and labor defends. Labor makes charges and labor denies. The spectacle is at once exasperating and humiliating. It presents labor before the country in a position well calculated to excite disgust. On the one side labor comes into court demanding recognition, justice, fair dealing, righteous decisions. On the other side is beheld the degrading exhibition of labor in alliance with ignorance, prejudice, jealousy, envy and every conceivable mental and moral weakness, with its paid attorneys, for the purpose of resisting progress and to maintain a *status quo*, or, worse still, to compel labor to recede from advanced positions, and make the confession that for the privilege of living, it must cower and crawl at the feet of its oppressors.

We have stated the case fairly. We have not overdrawn the picture. Indeed, it would be difficult to make it justly repulsive. In the foreground is intelligence, manliness, conviction and courage. Strong men, champions of a great cause, men capable of solving problems in law, labor, statesmanship, economics—pathfinders, men who comprehend policies and conditions, and who grasp the central, pivotal idea that the emancipation of labor from its debasing thraldoms must come through legislation, rather than anarchy, socialism and the theories of cranks.

Such men recognize the power of political parties for good. To denounce political parties in a government of the people, by the people and for the people, is to denounce the government itself. We say here, what we have often said in these pages, politics is the science of government. Political parties necessarily result from free speech and a free press. The Czar of Russia, the Sultan of Turkey, the Shah of Persia and some other autocrats do not tolerate free speech and a free press, and within their gloomy realms, political parties which antagonize the sovereign's political ideas, usually perish in the act of accouchment or very soon thereafter. In the United States of America, the people are sovereign—they make and unmake

rulers, constitutions and laws—and the men who labor, wear crowns as kingly as the men, who, under unrighteous laws, live and grow sleek and fat by exacting tribute from toil.

The advanced thinkers in the army of labor, comprehending the issues, declare that the cherished hopes of labor are to be realized only by electing workingmen, men identified by their calling with labor, to positions in legislative bodies, where they can by speech and vote, do something towards ameliorating the condition of the working classes. To carry out this idea, men belonging to the ranks of workingmen, are sometimes put in nomination for legislative positions. Occasionally a workingman is elected, but as a rule, they are defeated. Why? Chiefly because workingmen refuse to vote for them. They are swayed by jealousy, by envy, by rivalry, by prejudice, by ignorance, or by old party affiliations, and in many instances, doubtless, by bribery. In any event, there is no appreciation of the issues, and no regard for their own welfare or the welfare of their co-laborers, and thus it happens, that year after year, the opportunities to assist labor to reach higher positions, are forever lost. Cases in point are numerous, and the recent election in Illinois supplies notable instances in which labor antagonizes labor to an extent which defies exaggeration. Illinois has upon its statute books a conspiracy law known as the Merritt law, specially designed to crush and degrade labor, to fix an intolerable stigma upon workingmen and which every workingman, who is not by nature a scab, a loathsome lickspittle, an abhorrent parasite, wanted repealed, and the candidates for the legislature, nominated by workingmen, were pledged to work for the repeal of the law, and yet, they were defeated, defeated because workingmen were totally incapable of rising above their prejudices, of casting a vote which declared for emancipation. It was a case of "Labor vs. Labor," in which labor put forth noble efforts to cover labor with honor and glory, and in which labor, on the other hand, massed all of its resources of ignorance and prejudice, and defeated labor. As a consequence, the odious law will stand and labor will suffer.

Again, Chicago is the home nest of that in-

famous breed of vermin, known as the Pinkertons, creatures whose mission it is to murder defenseless workingmen with or without the word of command from their cutthroat superiors, and which is always done in the interest of those that oppress labor. The candidates of the workingmen of Chicago were pledged to put a stop to the Pinkerton business, if such a thing were possible, or, if there were those who favored continuing the operation of the thugs, to compel them to put themselves conspicuously on record. But they were defeated by the jealousy and the prejudice of the workingmen, a vulgar opposition for which only ignorance and stupidity can be pleaded in extenuation.

To still further fortify the position taken, that labor defeats labor in its efforts to better the condition of all, we refer to the action of laboring men in Iowa. The demand in that state, where railroad interests are of commanding importance, was to have on the Board of Railroad Commissions, a practical railroad man. In Mr. H. E. Wills, a practical engineer, the right man for the important position, was found. A man, in all regards eminently capable. He possessed the mental grasp required. He had large experience. He had been for years a student of the railway service. His integrity was known of all men and was unquestioned, but he was defeated. Railway employees whose interests he would have protected, withheld their support. They did not rally to his standard. Their prejudices blinded them. They could not bear to see one of their own number elevated to a responsible position. It aroused in them feelings peculiar to narrow minds, and the fact that one of their number had the required capabilities for a responsible office in which he might be of service to them and to the state, was productive only of envy, and they preferred to submit to wrongs and humiliations rather than to be rescued from oppression by a co-laborer, who, by the proper use of his faculties had won distinction.

It is this ceaseless antagonism that keeps the noses of the workingmen eternally on the grindstone of poverty. It is prejudice, the legitimate spawn of ignorance, and it helps monopolists, and those who grow rich

upon the surplus earnings of workmen to inaugurate, perfect and carry out their schemes of oppression and degradation.

Shall we have a change? We do not doubt it. We have not lost faith in human nature, nor in the emancipating power of education. The children are to be wiser than their fathers. The Jews, redeemed from Egyptian bondage, sighed for their "flesh pots" and would have willingly gone back to their tasks. Of these countless multitudes, only two were fit for freedom, their inheritance; the rest, beyond the power of conversion, were to die in the wilderness. For workmen there is a "promised land," there is redemption, emancipation, disenfranchisement. The educating forces abound, are invincible. If the old can't be converted they can die. The victims of ignorance, envy and prejudice, may bend their backs or kneel down to receive their burdens, but as certain as rivers flow to the sea, the young men will resist. Labor is organized; it is reading and debating; it is solving problems; it is grasping questions of vital interest, and after a while it is going to *federate*. There is to be a Labor party. The vulgar clap-trap about politics is rapidly running its course. The men who use it are of the class who think they can drown the roar of Niagara by tooting a tin whistle; who go hunting for bear with squirt guns, and who, having outlived their usefulness, can obtain permission to end their no longer useful lives without delay or regret.

Discussing what appears to be an unpardonable mistake, that of burning an engine, the *Locomotive Engineer* says: "When a man burns an engine through incompetency, gross carelessness or intemperance, he needs discharge, expulsion and disgrace; but if a man with a good record as a runner makes a mistake, is overworked and goes to sleep, or is deceived by changed conditions, or hampered by inferior boiler feeders or bad water, he does not deserve the lifelong punishment he receives." When a man is "overworked" to punish him for any dereliction of duty is a crime. When a man is overworked, every law of his physical being pleads in trumpet tongues, not for pardon, but for acquittal.

THE BROTHERHOOD OF RAILWAY CONDUCTORS.

Considering the policy of the O. R. C., it has required no soothsayer to arrive at the conclusion that it must either change its policy or make up its mind to lose power and prestige. We have time and again, in the columns of the *Magazine*, and in the most friendly spirit, warned the Order and its organ, the *Conductor's Monthly*, of coming events, of the inevitable, but as none are so blind as those who won't see, the old policy, in defiance of common sense and sound judgment, was seized with a firmer grasp, and as a result, consequences predicted have followed, and another Order of Railway Conductors has been organized. We have before us the prospectus of the new organization bearing date of November 15th, 1888, and quote so much of the document as will afford our readers an idea of its purposes:

LOS ANGELES, CAL., November 15, 1888.

GENTLEMEN:—It being generally understood by the railway conductors of the United States, Canada and Mexico, that the present status of the O. of R. C. wholly fails to meet the requirements of organized labor, and in promoting that harmony which should exist between railway conductors and other organizations of railway employees, especially that of the Brotherhood of Locomotive Engineers, and it has been deemed expedient and a move has been entered into by the conductors of the western country, especially those on the Pacific coast, whereby an organization has been effected to be known as the Brotherhood of Railway Conductors of the United States, Mexico and Canada, whose object is to promote and protect the interests of railway conductors generally.

The foregoing tells the whole story. The old O. of R. C. having totally failed "to meet the requirements of organized labor, the new Order, the Brotherhood of Railway Conductors of the United States, Mexico and Canada, has been formed, and at the latest advices, December 26th, sixty-nine applications for charters of subordinate divisions had been applied for. That this should have been accomplished in the short space of *forty* days, demonstrates, beyond all controversy, the absolute necessity for the new Order.

That labor should organize for the benefit of labor, is a proposition, too self-evident to require argument, and when labor organizes to injure labor, to defeat labor in its efforts to secure simple justice, such an organization, whatever may be its fate, cannot retain in its membership, the friends of labor.

Such friends of labor in the old O. of R. C. will naturally and inevitably drift to the new Brotherhood of Railway Conductors.

It is not required for us to state that this *Magazine* hails with undisguised satisfaction the organization of the Brotherhood of Railway Conductors of the United States, Mexico and Canada. Coming as it does, when federation is demanded for the elevation and prosperity of railway employes, it becomes cheerily significant. It voices sentiments of harmony and unity, and strengthens faith that the day is not distant, when all the organizations of railway employes will be united in the bonds of federation to promote the welfare of each and of all.

We suggest to locomotive firemen, members of our Brotherhood, that they can do much to promote the interests of the Brotherhood of Railway Conductors in many ways, and certainly by seeking opportunities of calling the attention of conductors to the position occupied by their Brotherhood towards the new Order, and upon the subject of federation, as also to the fact, that the *Magazine*, the organ of the Brotherhood, is zealously endeavoring to aid in promoting the success of the Brotherhood of Railway Conductors, whose Grand Lodge is located at Los Angeles, Cal., and whose Grand Officers are as follows:

W. A. Osgood, Grand Chief Conductor; W. O. Mohler, Assistant Grand Chief Conductor; A. W. McLean, Grand Secretary and Treasurer; W. J. Bigelow, Grand Senior Conductor; G. H. O'Dell, Grand Junior Conductor; T. B. Whiteside, Grand Inside Sentinel; J. E. Hartell, Grand Outside Sentinel, and W. M. Usher, Grand Chaplain. These officers are gentlemen of the highest repute, and their names guarantee that every movement made will evince unwavering devotion to the interests of organized labor. Should any of our readers desire to correspond with the Grand Lodge B. of R. C., the address of the Grand Secretary and Treasurer, A. W. McLean, is Los Angeles, Cal. P. O. Box 935.

IMPORTATION OF LABOR.

General F. A. Walker has written an article for the *Scribner Magazine*, in which he discusses the "labor malady," and in which he puts forth the idea that the "working man must hold his own against the pressure of competition, and have enough character to prevent either his degradation by inadequate wages, or the paralysis of business through unreasonable demands upon capital, but he says: 'I have never known any considerable body of laborers, essentially Americans, of their own motion, without instigation and impulse from some organization of which the moving force was an alien one, make or insist upon an altogether unreasonable demand, or proceed to wrongful measure in enforcing even reasonable demands. Will some one point out such an instance, if he can?' The dangers of our labor agitations arise from what is foreign and un-American in its character. Our foreign population must be thoroughly Americanized, and be taught that fairness and moderation that has distinguished the American voter since the earliest days of town meetings and self-government. They need that political education which is the American's inheritance from the fathers of constitutional liberty."

It will occur to numerous readers that on the part of many who have controlled large industrial enterprises, the purpose has been to alienize such industries by the importation of aliens, because their services could be obtained at lower wages than Americans would accept, and in no section has this work so essentially anti-American been carried forward with more crushing vigor than in New England, whose industries at one time not very remote, were in the hands of the natives of that section, but who have been driven out by the mercenary greed of those who have controlled its manufacturing enterprises. Hence, if what General Walker says is true, American workingmen are not responsible for the wrong complained of. In this connection it will not be forgotten that one Massachusetts shoe factory imported from California about 200 Chinese to take the places of white men, because they could be utilized in the manufacture of shoes at wages which no man, native or alien, would accept.

THE curvature of the earth is such that a straight line a mile long would be 2.04 inches from the surface at either end.

This work of employing aliens, because they would work cheap, has been going forward for years, and has been attended with deplorable results. General Walker insists that "our foreign population must be thoroughly Americanized," and this is just what has been going on—in ways that General Walker should have noticed and explained. The alien for a time accepts degrading wages, but he soon discovers that American citizenship elevates and dignifies all who come under its influence. That it means a house instead of a hut or a hovel. That children must be educated, decently clothed and fed upon wholesome food. The alien, after a brief sojourn, becomes a citizen, has the ballot, a voice in public affairs, something unknown to him in the despot-cursed land from whence he immigrated, and as a consequence he expands and demands higher wages necessary to meet new and more exalted conditions. In all of this he is "Americanized," and those who are so anxious for him to come, are quite as anxious for him to go, but he has come to stay. He is no longer an alien. His children are American born and he demands more pay. His coming displaced the native born workingman, but having been Americanized by forces he could not resist, he demands an advance of wages. His coming was of but little service to himself, it was a calamity to the American workingman he displaced, the advantage accrued only to the employer, and now, that he demands more wages the employer complains. What is it to Americanize an alien? What does General Walker mean when he talks about thoroughly Americanizing foreigners? The American wants fair wages for a day's work. An American workingman is a citizen, with the ambitions of a citizen, and to thoroughly Americanize an alien is to bring him into full sympathy with American ideas. He will not remain degraded. He will not work for wages that barely keep soul and body united, and the more thoroughly he is Americanized the more tenacious he will be of his rights and the more determined to maintain them. American citizenship in its influence upon workingmen is poorly comprehended by men who write of American

workingmen. They are daily growing in intelligence and in that power which intelligence confers. They ask for their full share of the wealth they create and will from time to time adopt such measures as they deem advisable to secure their rights, but finally their success will depend upon the ballot, the enactment of righteous laws and the appointment of an honest judiciary. Then trusts, combinations, pools, syndicates, monopolies and such things as now disgrace the country will disappear and the name of America will everywhere suggest justice to workingmen.

ANTI-PINKERTON LEGISLATION.

At the Biennial Convention of the Brotherhood of Locomotive Firemen, held at Atlanta, last September, a committee of three was appointed, whose duty it was made to devise ways and means to bring the astounding infamy of Pinkertonism to the attention of the Legislatures of the various states, at the earliest practicable day.

In the performance of this duty, the committee has sent out two circulars, one to each Lodge of the Firemen's Brotherhood, and one addressed to the public, to all organizations of workingmen, setting forth the crimes committed by organized and armed Pinkerton thugs, mercenary scoundrels who, when employed by corporations, in the name of protection have perpetrated crimes as murderous and as nefarious as any that blacken the criminal records of the country, and these crimes are always perpetrated upon defenseless workingmen who, goaded to desperation by degrading oppression, have sought to obtain wages for their work which would suffice to afford themselves and those dependent upon them, the bare necessities of life. It is authoritatively stated that the Pinkertons number 5,000 men, they are uniformed and equipped with the best Winchester rifles, and when wanted to do the bidding of any soulless corporation, they are brought forth, and proceed to do their devilish work, which is frequently of such a blood-thirsty character as to horrify whole communities, and is always directed against workingmen.

The imperative demand is that laws shall be passed by the Legislatures of the various states, absolutely forbidding the employ-

ment of these Pinkerton mercenaries, under any circumstances whatever. It is an organization of military mercenaries unknown to the laws of the land, an organization under the control of private citizens, whose immense annual income, derived from the criminal operations of a lawless, characterless gang of creatures raked from the slums of cities, enables them to exercise powers such as the people cannot contemplate without feelings of abhorrence, and such as the laws do not confer upon any of the civil or military officers of the country.

The suppression of these Pinkerton thugs, this villainous gang of mercenaries, under the control of Bill and Bob Pinkerton, is demanded by every consideration of law and order, of the peace of society and of good government. To longer tolerate the vile aggregation of men who perpetrate crime for pay is to inaugurate anarchy. In the name of law, they violate law, human and divine. In the name of order, they assail the inalienable rights of citizens and bring about chaos. They are a menace to all things of good report and live by practices which reduce government by the people to a miserable burlesque and mantles every manly cheek with shame and humiliation. To rid the country of this shameful curse an appeal is to be made directly to the Legislatures of the various states. The interests, the rights, the security and the lives of the workingmen are involved. The question is, will the workingmen of the various states unite and demand of their representatives the enactment of laws that shall effectually suppress Pinkertonism—disarm and scatter the vile wretches and make the employment of villains a felony! If workingmen cannot unite upon a proposition of this character, in the name of all things just and right upon what question can they unite? Believing that unity of action can be had, what is the course to be pursued? In reply, we suggest and urge upon workingmen throughout the land, regardless of organization that they unite and determine upon the passage of a bill to be presented to the various Legislatures, which will have the effect to suppress the Pinkerton business everywhere, a bill that will make the organization treasonable and its acts felonies, the purpose being its extermination.

Let the workingmen of each state organize by counties or in any other feasible way and have the bill prepared; let it be placed in the hands of a reliable representative who will have it referred to the right committee, or to a special committee with instructions to report. Have a committee of intelligent workingmen appointed to watch the bill in all its stages—to see that it is not pigeon-holed nor suppressed by any of the tricks of legislation, but that it is brought forward and acted upon, and to note particularly who champions the bill, and as particularly who opposes it. Let the *ayes* and *nays* be demanded on all occasions when proper, that workingmen may know their friends and their enemies, and that their action may be kept in vivid remembrance for future rewards or penalties. There is no party politics in the movement, only good government and the protection of the rights and interests of workingmen.

Those who may desire information upon the subject are requested to write to J. F. Bryan, secretary of the committee, lock box 319, Creston, Iowa, who will promptly respond to all letters received.

We regard the subject of great importance and hope to receive information from Lodges showing that an active interest is taken in it, and that aggressive measures have been adopted to secure from Legislatures the right sort of legislation.

We desire to impress upon the mind of every Brotherhood fireman the importance of promptly transferring his policy of insurance in all cases where the oversight can possibly warrant a claim other than that specified in the policy. As for instance, in the policy as issued, the beneficiary is the sister of the fireman; subsequently he gets married and desires that his wife shall be the beneficiary, but fails to make the transfer as provided by the laws of the Order. In such a case, should the fireman die, the money would be paid to the sister. There is absolutely no escape from it. A failure to attend to the matter involves the Grand Lodge in great trouble. One law suit is now pending involving the point stated, and other cases are awaiting settlement. The importance of the matter is seen at a glance.



MY OPINIONS.

If I may presume to offer to the B. of L. E. at large, my opinions on a few vital points which were slightly ignored at our twenty-fifth Annual Convention, and thereby change the current of popular ideas and old fallacies somewhat, and get them out of the old rut into which they have moved for a quarter of a century, and in their place introduce the vital progressive ideas of the present, I shall feel content.

In the first place, we as representatives of the B. of L. E. at Richmond, failed to realize the fact that we are living in a progressive age, an age in which all manner of business enterprises are being pushed forward with a vigor and energy hitherto unknown. The great tidal waves of progress rush along with resistless power, requiring capabilities of a high order, if men would escape wreck and ruin.

Now, though it may be painful to make the acknowledgment, the truth stands out in bold relief before the world, we are no longer, in ourselves, all powerful. We are no longer capable of withstanding, unaided, the assaults of avaricious, capitalistic power.

The time was when our glorious Brotherhood sailed triumphantly through stormy seas alone and reached the haven of success. But that was when storms were less frequent and when there were fewer pirates, and Pinkerton bloodhounds, and when the press was not a subsidized agent of monopolies.

It must be admitted that we have been sailing, more or less, at ease for twenty-five years, without sustaining serious inconvenience, and enjoying the glory of our independence. But finally we struck a "Stone" and have been compelled to ask for aid from other organizations. The request was granted and nobly have they stood by us and they have suffered much in our behalf, and I believe, judging from the signs of the times, that our only safety in the future lies in forming some treaty of cooperation with all labor organizations, for, mark the fact, our antagonists are firmly allied, and will go to any length to overpower us.

All who attended the Richmond Convention know that a very fair and perfectly safe plan of cooperation was carefully drawn up and offered to that grand body, and that it was flatly rejected. But a moment's reflection will convince those open to conviction, that revolutions force themselves upon the people, and now, mark the prediction, cooperation will come, whether we want it or not,

and the grand mistake lies in not meeting necessity half way at Richmond, and by our action, trying to postpone the inevitable, to have it forced upon us in perhaps a less desirable form than was offered.

Arbitrary law, in the government of our organization seems to be the great stumbling block in the way of intelligent legislation. Any law that is not arbitrary is without force and becomes a dead letter. And now mark the brilliant inconsistency at Richmond. A resolution was offered to repeal a certain law which had been enacted at a previous Convention, and which was a just and righteous law, because it had secured a glorious victory for our Brotherhood over one of the gigantic railway systems of the country, which had aimed at us a deadly blow. And because some of our unholy members violated their obligations and were expelled, the Richmond Convention set it down as arbitrary and repealed it, thereby turning a signal victory into inglorious defeat and establishing the precedent for brothers to sin against God and man and then demand forgiveness without repentance, for not one of the offenders has repented, but are all eligible to reinstatement while clothed in their ignominious sins. And yet that obnoxious law which compels a man to withdraw from the B. of L. E. to become a member of the B. of L. E., and which is destined to destroy the Brotherhood of Locomotive Engineers, was not sufficiently arbitrary in the estimation of the Richmond Convention to be repealed. You may doubt that such a law will destroy the B. of L. E., but if you will study the lessons of physical vitality, you will find that the blood, which is the vitalizing agent of your physical body, becomes impoverished and fails to fulfill its purpose unless sufficient nourishment is given to it, and just so it will be with the B. of L. E. Any law that prevents the infusion of young blood into our ranks is destructive to the system of our Brotherhood. That law is a deadly poison and its only antidote is repeal.

I am not a member of the B. of L. E., nor was I ever a member of that Order, but my acquaintance with the men satisfies me that the B. of L. E. is composed of men whose intelligence and character, wit and wisdom, would add greatly to the efficiency of the B. of L. E. if only this arbitrary and detestable element, was true to its convictions and had the moral courage to repeal that law and bring members of the B. of L. E. in where they belong and it is my opinion we will have to do it, or, in time, be called upon to rue the mistake.

We have greatly increased our liabilities, by what I consider very injudicious work. First, we throw open the door of our life insurance to men of any age. Secondly, we add another \$1,500 policy to the amount of

our insurance, making a total of three \$1,500 policies, or \$4,500, a nice little sum for a mutual insurance plan. But as I am a young man, and physically sound, I am inclined to count the chances for my family, say, twenty years hence. Now, our Brotherhood is twenty-five years old, and we are twenty-five thousand strong, but our insurance association is only seven thousand strong, and if the other eighteen thousand, from whatever cause, have not joined our insurance under former laws and specifications, which were more advantageous (looking at it in a pecuniary light), than it is under the present plan, will many of them join it now? And as long as any obnoxious laws exist, keeping out young men, where, I ask, is the value of my policies to come from, say twenty years from now.

It looks to me, from a business point of view, like a good investment to discourage young men, and a cheerful contemplation, too. However, it is not yet too late to amend the evils.

If some manufacturing firm would furnish the next Convention with about a thousand improved muzzles, accompanied by as many automatic buck and gag arrangements, and send a man along to adjust them, then perhaps, with about four hundred of the delegates securely muzzled, bucked and gagged in the remote parts of the Convention room, and the Grand Chief armed with a long handled maul with which to smash a few of the ever present, always upright legislators, who constantly stand around the rostrum and assail the Chief in tones so loud that we smaller fry can do no good at all, then, and not till then, in my opinion, can much good be accomplished.

I never expect to attend another Convention as a delegate, but for the information of aspirants to such honors who have never been there, I will simply say, take a carpet tack with you, or, better, take two, for your next neighbor won't have any, and you will have no peace until he gets one. Of course you do not have to sit down on the tack, but it is necessary to secure your rest in Convention. When the tack has been properly driven, be quiet, sit down, be in order. Then, if you are an expert at abbreviating, or you are a shorthand writer, if you can listen to and understand eleven or nineteen men all talking at once, can take down correctly all that is said, can help to lay every good resolution on the table without debate and can parley for an hour over some incidental motion, and between the acts hit an unsuspecting brother in the eye with a spit-ball, and accomplish this last act undiscovered by the Grand Chief, you are then a full-fledged representative, and it is my opinion your Division will again send you as a delegate to the next following Convention.

H. J. Fackenthal

CONSERVATISM AND LOVE OF CHANGE.

No marked innovation, however great the advantages it promises to mankind, has ever been carried to success without overruling much opposition. Whether it be a labor-saving device, a means for facilitating travel, or a beneficent cure for the ills of flesh, there are always people to block the wheels of progress and throw obstacles across the track, crying timidly that the old methods are best, and that new ideas are necessarily dangerous; they wag their heads gravely and vow that they have no fancy for burning their fingers with experiments. Their "petty hoard of maxims" come into play as they deplore the rashness of the young, and, indeed, they have all proverbial philosophy on their side of the argument; for youth never stops to put its wisdom into words. The enemies of novelty forget that "he who will not use new remedies must expect new diseases," and that which is a valuable truth during one epoch may be a useless piece of lumber when a new era has dawned. They will never plant on virgin soil—others must break the ground. The professions have much reason to be grateful to this bondage of custom, for, through his dread of fleeing to evils that he knows not of, we often find a man enduring extortions and abuses, or clinging to a doctor who physics him to the verge of the grave. Now and again, we find one whose youth of heart has survived the effect of actual years. The sap in his veins has not "hardened into wood," but it is as rare as to see a peach tree blossoming in December. Such a man is an alien, belonging to neither age, treated with patronizing toleration by his juniors, and regarded with distrust by his contemporaries.

It is in middle age that conservatism has its stronghold. Musty doctrines are never found beneath a young thatch of golden curls. The "sprightly juvenile," is a fervent advocate of all that is new, and his ardor is often helpful in pushing forward great causes. He loves change for its own sake. He would like a journey every day; hastening from point to point, with no other object in view than the act of motion. The noisy life of the hotel, the shrieking whistles, the abandonment of daily routine, and the utter disarrangement of a settled order of things are dear to his soul. A decorous procession of uneventful weeks and months strikes hard upon his restless spirit. Even the domestic upheaval entailed by a change of dwelling place is not unwelcome to him. The confusion of household goods gives him no sense of discomfort, and he is diverted by the hollow echo of his own voice and footsteps through the empty rooms. That very sound strikes gloom into mature minds, perhaps some premonition of the last dark change, the last narrow house.

Standing "at the top of happy days,"

youth looks out across a mighty plain, as green as Eden, bathed in sunshine and watered by a thousand streams; while on the mountain heights beyond are palaces and temples lifting their heads against the sky. All his—he has but to stretch forth his hand. He feels that the season of bloom will last forever, that his little life time will stretch to the length of eternity—but an eternity which changes with kaleidoscopic colors. Many days, yet not a single one alike, except in happiness and great deeds; and then, at length, not the numb insensibility of old age, not the cold forgetfulness of the grave, but some sudden, flaming extinction like that which befell those heroes not doomed to share the common death of mortals. Seeing his radiant hopefulness, and the joyous confidence with which he meets fate halfway, almost we are persuaded to share his own belief in the immortality of his joy and to say to him:

"Fair youth, beneath the trees thou canst not leave
Thy song, nor ever can those trees be bare.
* * * * *
Forever shalt thou love and she be fair."

How the transformation from youth to middle age is wrought he could not say, or specify its various stages. Like all effectual changes, it is slow and gradual, and ever painless; for it is only violent revolutions, tearing up convictions by the roots, and scattering predictions broadcast, that leave wounds which never heal. At first, he ceases to feel so eager for the fray, as of old, when the trumpet sounded. He begins to understand a saying once heard by him with contemptuous incredulity—that it is best to lead an uneventful life, for then it seems to pass less swiftly. The warm comfort of the ingle nook appeals to him; he wishes to settle down under his own roof-tree, gathering his poor little treasures around him as if he had "come to stay." Some faint survival of the "feeling of immortality in youth" tempts him to cheat himself with fancies of foundations that time cannot shake. Yet often, when the hour of sunset comes, he realizes that he is "a day's march nearer home," but it is without the appropriate thrill of pious joy—for such a sentiment is possible only where people have endured life, not enjoyed it. Then, for an instant, the irony of man's puny efforts pierces to the marrow of his being. It is as though a band of nomads should strive, each night, to make a home for themselves, where they pitch their tents and the blaze of the camp fire leaps up through the darkness. If he turns backward toward the term of his youth, he finds scant consolation there. It is a "sad, changed, fairy place" of leafless tree and ruined bower. The verdant plain he traveled so gaily once, is now a desert. The seeming

pools, shimmering as with the gleam of pure, refreshing water, are only shining sand, and the mocking mirage has feigned the castles that lure the traveler from a distance. He must return to the neutral-tinted present and make the most of it. Therefore, he too, begins to mumble proverbs, to talk of the value of caution, and of the pitfalls that lie in wait for the hasty fool. Novelty he no longer considers the prime recommendation of any movement that is set on foot; but, in his turn, betrays a bias in favor of established methods. Shaking his gray head, he says that the ancient ways have been tried and found not wanting—and who can answer for these new fine schemes? As an excuse for his altered strain, he declares that the young people of his day were gifted with wisdom beyond their years, and had none of the giddiness of modern youth. Slowly as the senses grow less acute, life loses somewhat of its savor, and is not so sweet to the palate. It is the time of decay, of the falling leaf; an icy breath steals through the sunlight. The grasp slackens even upon the most cherished objects. Desires drop away one by one; far distant prospects no longer charm the old eyes, nor can the old feet hope to wander far. Even the sirens' song cannot enchant the dull ear. This is the resignation of the body which finally brings the mind to the same state of feeling. To pass to death from the flush of youth is like plunging out of a full blaze of light into the unknown darkness—warm flesh and blood shrink from the thought as from the touch of cold steel, but with old age the imagination loses much of its fervor, and conjures up no dreadful visions of the mysteries that lie beyond. The undiscovered country seems less a place of terrors than of rest. As the shadows lengthen everything seems to merge towards that silent spot

"Where old affections are forgot or troubles not."

Where the tombstones glimmer ghostly among the tangled grass, and the bushy cedars show black against the gold of sunny skies.

Harry Keler.

THE January number of the *Locomotive Engineer*, appears in a bran new dress. The type being brevier instead of long primer is equal to an addition of four pages to the publication, which grows in value with each issue. We congratulate the editor and repeat for his delectation, that "nothing succeeds like success."

AN American syndicate has been formed for building a railroad in Siberia. It requires very cold weather to dissuade a full-blooded Yankee to decline a race for the almighty dollar in any land.

MR. EDITOR:—The advance sheets of the January *Magazine* are at hand, but from them we can form no idea, what the complete book has in store for us; if the other departments are as well sustained as the Mechanical Department is, the *Magazine* will no doubt be an ever welcome visitor in the homes of its readers, and one whose advent is sure to bring pleasure and profit, and prompt the wish that it might come more frequently.

"E. S." opens his interesting communication with a discussion on Mr. Lockwood's latest proposition, "not twice nothing but four times something," and I think conclusively proves that Mr. Lockwood "has got himself tangled up in an inextricable mud-dle of figures" which like that bow-line becomes tighter the more it is pulled at, but as "E. S." is able to hold up his end of the argument, I shall not enter into this contest, knowing that it will be a running fight, "around a circle, and over the same lines" which after awhile becomes monotonous.

"E. S." seems to concur with nearly all the correspondents who have expressed their views on the economy of using the highest possible steam pressure in doing a given quantity of work in a given time, reasons out the saving effected very clearly and conclusively. I cannot understand how "W. A. G." got me mixed up in the statement about brick arches and will have to follow "E. S." and give it up till we hear from "W. A. G." again.

Personal acquaintance with Mr. E. J. Rauch assures me, that he is not the one to withhold his pardon, for an offense so frankly admitted and apologized for, but in all mathematics and geometry there is no rule by which 5×13 and 8×8 can ever be equal, nor cutting or placing of pieces, will be able to demonstrate it, for it is an impossibility.

"E. S." then points out a mistake I made in calculating the horse-power, which he will find I have acknowledged on page 20 of January *Magazine*, in answer to "Otto Hallbeck," who first drew my attention to it. I am very much pleased to find, that our friends will take the trouble to go over an array of figures, which would frighten many men, to verify or disprove statements made, and as "E. S." says "everybody is liable to make a mistake," this revision of figures by a number of others will be sure to lead to good results, for it will make the writers more cautious (as I certainly mean to be) to avoid errors, and if made they will be discovered and corrected.

I am sorry to learn that "E. S." has forsaken me in the argument on the lever in the wheel, but as he says he "was convinced" it ought to prove him open to reason, and I would ask "E. S." to carefully examine into the merits of the subject,

as stated by me on page 20 of the January *Magazine*. "E. S." will find, that in the locomotive with a two-foot wheel and a two-foot stroke, the fulcrum (as located by Mr. Lockwood and "A. D.") and the power, occupy the same place at the same time, during parts of each revolution. This would leave no leverage at all at that time, and all the work would have to be done on the upper half of the revolution. But the most careless observer would be convinced that such a locomotive was able to pull a heavy train, and that she would do it even if her pins were down, where our friends of the opposition located the fulcrum. I do not see how a locomotive like the one described, could be started, much less do any work, if the fulcrum was at the rail, and therefore I must still adhere to my previous method of locating the fulcrums at the center of axle, the resistance being on the circumference of the axle in the boxes, and the power at the pin.

Having had no experience at all with extension fronts, I must leave "E. S.'s" questions unanswered, but hope some one will give "E. S." satisfaction, and earn the everlasting thanks he offers.

"An Emporia Cripple" gives us a good idea of the "single eccentric reverse gear," also attests his faith in the economy of high pressure steam, and instances a saving of half the fuel by changing engines and using higher pressure in a steamship.

Friend "Tucker" also reasons out the advantage of using high pressure steam, and comes to the conclusion, in regard to "W. A. G.'s" query about smoke being drawn into the chest and cylinders, that no smoke can be drawn in, when the locomotive is running down grades, while in gear in the direction in which she is running.

In closing Bro. Tucker asks, "What is momentum, and what form of mechanical force does it represent? What is momentum, may be more easily answered than the latter part of the question, as Bro. Tucker will see when we consider what momentum itself is. Momentum is defined in a few words as *the force of a moving body*, but there are bodies in motion by various means, and only under certain conditions may they be said to be under momentum in mechanics. A ball or stone dropped from a height has movement, but it is caused to fall by the action of the law of gravity, which continues to act even after it strikes the ground, and causes the ball or stone to adhere to the ground. A ball or stone thrown from the hand at any object in a horizontal plane possesses momentum, because the power that was applied to it to produce motion has ceased to act, and the stone or ball moves on simply by the impulse it received from the hand. A clock pendulum has a motion by gravity and momentum, for when it has reached its highest point, it swings back to

its lowest point by the action of gravity, but having obtained this motion it is carried past its lowest point by what is called momentum, and contrary to the law of gravity it swings up on the other side. A train of cars put in motion by its locomotive, and pushing said locomotive into a preceding train, in spite of the will of the engineer, as expressed by the reverse lever, is an instance of momentum, with which some of us have become more or less familiar.

Momentum accurately defined, is the force in a moving body, after the power which produced the motion has ceased to act, and any body moving by momentum only, will therefore move with ever decreasing velocity, until eventually it comes to a state of rest.

As Bro. "Tucker" will now perceive, momentum may be produced by various means, such as the action of the hand in throwing a ball, a stone, a spear or any other article; the action of powder in a gun to shoot a ball; the action of steam to produce motion in a train or in a ship; or in a hundred other ways, and the momentum produced by these various ways, would represent force acquired by the means used to produce motion, and would therefore vary very much

"V. F." in explaining the draft of chimneys says, it is owing to "the difference of pressure at the base of the chimney," caused by the difference between the heated air inside and the outside air. We all know that when heat is introduced into air it becomes lighter, and ascends and that its place is filled by colder air, which is warmed in its turn and so on, thus producing the motion of the air we call draft, but it is stated as a fact that in tall monuments, such as Bunker Hill at Boston, there is a constant rush of air up the shaft, whenever the door at the bottom is open, and that this is going on without the aid of heat needs further explanation or contradiction, neither of which I am in position to give.

The noise of the exhaust report, is caused by the unused expansion of the steam in its passage to the open air. If it were possible to use up all the expansion of the steam in the cylinders, there would be no noise at its liberation, but as it still retains much of its energy, it makes its exit from the machine with a snort of satisfaction, at having at last been permitted to gain its liberty. If the dampers of the fire-box are of the same size, front and back, the front one would certainly admit more air when running ahead, on account of the well known principle of the air—resistance, which would force the air into the fire-box from the front.

"Engineer" takes "Side Rod" to task for having quoted "Sinclair," but I think it is more than many others could do, and proves that "Side Rod" is willing to obtain information in every available manner, and hav-

ing obtained it is also willing to share it with others, and is therefore of greater value to his fellow man, than the man who simply makes his appearance to sneer, ridicule and expose such actions.

We are glad to find that Bro. Hill, of the *Locomotive Engineer*, has not lost his first love for our Order, and that he expects to find the solution of many complex questions from this Order, because of our studies on mechanics. Bro. Hill admits that he did not attach as much importance to the subject of study as it deserves, but he certainly would not be where he now is, if he had not given some of his time to investigation and study. It is certainly those who qualify themselves for positions, who shall be able to fill them, with satisfaction to themselves and their employers.

"47" asks what steam is before it reaches the air, but in reality we never see steam in the air, because when we see what is mis-called steam it has ceased to be steam and has become condensed. Steam is an invisible vapor or gas possessing heat, moisture and expansive properties.

"A. D." thanks "O. H." for demolishing "the horse-power rule." (I have thanked "O. H." for correcting it,) but I fail to see where it was damaged. I do not remember that I failed to answer "A. D.'s" question, but if he will restate it, and answer the problem of the two-foot drivers two-foot stroke locomotive, on page 20 of the January *Magazine*, I will if possible answer his question.

Vulcan.

MR. EDITOR:—"Vulcan," in answering my question, says: "It is a well-known fact that a smaller wheel will pull a larger load than a large wheel, and at the same expense of steam a large wheel will pull a smaller load over a proportionately greater distance." In that he is correct, but that does not answer my question. If he was lifting a weight by means of a lever, and the weight was all that he could lift with such a lever, it would be impossible for him to lift a heavier weight without changing the points of his lever, so as to take a greater advantage of the weight; yet he maintains that the fulcrum is at the centre of the axle and the resistance at the circumference. According to that theory, increasing or diminishing the size of the drivers would not affect the leverage, or have anything to do with the amount of weight that an engine could pull. It looks very much as if his two statements contradict each other.

I have never maintained that an engine could pull more when the pin was on the top quarter than on the bottom, but think that it is as powerful when on one quarter as the other.

The rule for determining the power of a lever is this: As power is to weight, so is

weight's distance from fulcrum to power's distance. Example—What amount of weight can be raised with a power of ten pounds, a lever six feet long, the fulcrum two feet from weight and four feet from power.

p. w. wd. pd.
10 : X : : 2 : 4

4

$40 \div 2 = 20$.

Now, let us take an engine with 4 foot drivers and 2 foot stroke; place the pin on the top quarter and admit enough steam into the cylinder to move a weight of 1,000 pounds. It will bear against the piston and back cylinder-head alike, but the pin receiving its power from the piston, has the advantage of the driving box, which is resisted by the back pressure against the back head of the cylinder in the proportion of $1\frac{1}{2}$ to 1, on account of their distances from the fulcrum (rail), and has a surplus of power left that will pull 500 pounds. Now, while the wheel revolves half way, or the pin moves from back to forward center, we have 500 pounds moved 6 feet, omitting the fractions; $500 \text{ lbs.} \times 6 \text{ ft.} = 3,000 \text{ foot pounds}$; the pin, where the power is applied, has moved in a rotary motion 3 feet; $1,000 \times 3 \text{ ft.} = 3,000 \text{ foot pounds}$.

Now let us place the pin on the bottom quarter and see what we can make of it. The steam presses equally against front cylinder-head and piston; the pressure against the cylinder-head being conveyed through the frame to the driving-box, and the pressure against the piston through the main rod to the pin, which is now offered as a resistance; but as the pin is midway between the driving-box and the rail, one-half the back pressure is against each one, which would leave a power at the driving-box of 500 pounds. Now, while the engine is making its backward stroke the driving-box has advanced six feet, moving 500 pounds six feet, which again would equal 3,000 foot pounds. I may not have made this plain enough, but I have done my best.

"Eccentric Strap," in reference to my statement that the bottom of the wheel is stationary for a moment, says: "Now all this is dead wrong; in fact, the veriest folly to make such a statement." He then uses a cut to prove that the two motions—one of rotation the other of translation—are in opposite directions, and counteract each other; proving that the bottom of the wheel does stand still. It is a hard matter for one to tell which side of the fence he is on.

I have a question to ask. If the joints and seams of a boiler, together with the throttle, whistle and all-cocks and valves were air tight, what would be in the boiler above the water, after the steam had gone down? My engineer says a vacuum, but all works that I have seen on philosophy say there is no such thing as a perfect vacuum.

Ash Hoe.

Patents About to Expire.

Relating to expiring railroad patents, which become public property during January. Furnished by F. B. Brock, Patent Attorney, Washington, D. C.

These devices may be appropriated by anyone, and are therefore of interest both to the public and manufacturers, and copies of the patents will be mailed at 15 cents each by Mr. Brock. Repetitious labor may often also be saved inventors by an examination of this record:

Railway frog, W. Morris.
Car brake, A. A. Weidemeyer.
Car coupling, G. Worden.
Car wheel, F. W. Townrow.
Car axle lubricator, J. S. Sanson.
Throttle valve, E. Nicholson.
Switch, Masterman & Jackson.
Track lifter, J. Morton.
Car brake, F. A. Caulfield.
Car coupling, C. Eastin.
Compartment car, W. D. Mann.
Railroad car, S. Greason.
Car wheel, Rupp & Ott.
Casting car wheels, J. K. Sax.
Dummy engine, T. C. Robinson.
Lubricating axle, J. Schimmeler.
Elevated railway, J. E. Lerrell.
Spark arrester, W. F. Grassler.
Car brake, J. McCabe.
Car brake, W. Ebbitt.
Steam and air brake, J. W. Gardner.
Grain car, H. Stalneckner.
Locomotive furnace, J. Wood, jr.
Roll for splitting rails, A. Howells.
Railway signal, D. F. Sweet.
Car ventilator, A. B. Sweetland.
Car coupling, W. Williams.
Operating switches, Hickman & Stauffer.
Signal, S. Jackson.
Deflector for cars, J. A. Rockwood.

CHICAGO, ILL., December 14, 1888.

MR. EDITOR:—Herewith please find correct solution of the question proposed by Bro. Otto Hallbeck in the December number. I simply give principles and the results in the statement; let our brother work it out for himself:

Principle: Pressure of steam per square inch by area of boiler in square inch, equals aggregate pressure of strain.

Area of each end of boiler: 1963.5 square inches.

Formula: $R^2 \times 3.1416$ [Pie.], equals area of circle. Area of body of boiler 37699.2 square inch.

Formula: $C [= 3.1416 \text{ [Pie.]} \times 50] \times L$ equals area of cylinder.

Area of ends plus area of body = area of entire boiler. [41626.2 square inch].

Area of boiler in square inch by pressure on each square inch = aggregate pressure, [5,005,144 lbs]

Very respectfully submitted,
Lewis H. Evans.

Mr. EDITOR:—In the December number of the *Magazine*, pages 893 and 896, I endeavored to lay down certain mechanical principles which ought to govern in railway locomotion. Having been asked to illustrate and explain certain differences in action, I shall try to do so in this article.

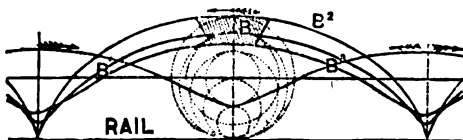
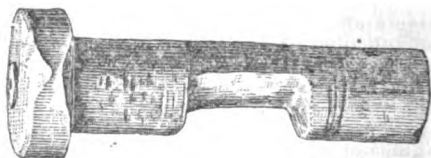


Fig. 9.

In the article above referred to I now re-introduce Fig. 9, which by its lines, shows an attempt to balance rotating and reciprocating parts in combination, crank-pin, connecting and parallel rods, &c., &c., with rotating or rolling weight alone, the counter-balance, with constantly increasing and decreasing speeds, with reversing motions. These reversing motions occur at the end

causes this "wear and tear." This is the primary cause, and the throw of working parts as here described is secondary.

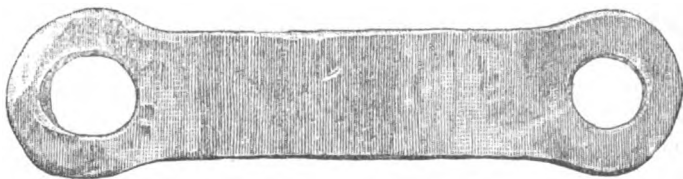
In the July *Magazine* of 1887, page 394, I introduced some cuts to show the wear of the pulling-bar and coupling-pin. Nos 3, 4 and 5 are again introduced to show in comparison with a remedy with which I am familiar.



No. 3.

No. 3 is the rear coupling-pin, coupling-tender to locomotive.

No. 5.—Showing comparative thickness of pulling bar. Service, express passenger. Mileage in two months, 5,440 miles; wear of pin $\frac{1}{4}$ of an inch, with corresponding wear and elongation of pulling-bar as shown at the upper end of Fig. 4.



No. 4.



No. 5.

and beginning of each stroke, and say in a twenty four inch cylinder every twenty-four inches. To this I added the centrifugal throw of the counterbalance, the crank-pin, &c., &c., in degree, as either is at its minimum or maximum elevation, with the speed of rotation and translation in combination added. It is the reversing motion which

Fig. 10, in December *Magazine*, page 896, is again re-introduced to show a correct mechanical principle, L. E., the corresponding lines of a steam counter-balance locomotive, each exact duplicate rotating and reciprocating part in combination, moving by the expansion and elasticity of steam in opposite directions to each other, equi-distant from a common centre, to one duplex acting regulating steam-valve, the lines and arrows in Fig. 10, moving alternately in opposite directions clearly coupled with this description, indicate how this is done by the use of two cylinders on each side of the locomotive.

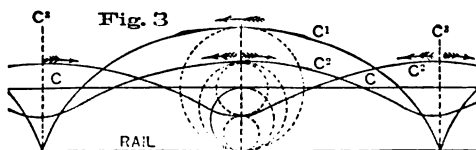


Fig. 10.



Fig. 11.



Fig. 12.

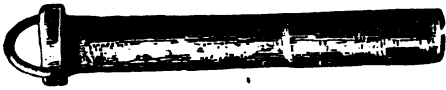


Fig. 13.

Fig. 11.—Shows a pulley-bar, without elongation of the holes. Fig. 12 the comparative thickness, and Fig. 13 the coupling-pin. These were in use on the locomotive Henry J. Shaw, used largely in very high speed passenger service of over 21,000 miles; wear $\frac{1}{4}$ of an inch at one point on the pin, as shown on the cut and on the pin.

These views are taken from photographs of pins and bars now in my possession, and can be seen by calling at my office in Philadelphia.

This is such a self evident proposition, that to men as intelligent and observant as locomotive firemen and engineers, seeing ought to be believing. With the compliments of the season to these mutual "crusaders" of the rail, believe me yours and theirs.

Very truly,

William E. Lockwood.

LOCH AERIE, January, 1889.

Switch Lights.

As switches are a necessity on all roads, and are liable to be left in wrong position for following or returning trains, a ready method of detecting a misplaced switch, becomes an important factor of safety in the handling of trains. On nearly all roads the position, shape, or the color of a target connected with the switch, serve as indicators of the position of the switch in the day time but at night lights have to be used, which shall indicate the position of the switch by their color. On most roads this is done by the use of green and red glasses, in a guard light, so connected with the switch as to show a green light when the switch is right for the main track, and a red light when the switch is turned. Of late, however, an innovation has been introduced on some roads, which is fraught with danger, and against which every engineman should raise his voice in protest, and this is the displacement

of the green and red plain lights, to make room for a white and red bulls-eye light. These bulls-eyes have concentric circles in the glasses, and are liable to be trimmed so variably, as in some cases to be as brilliant as a headlight, and from that ranging down to an ordinary lantern. A runner approaching one of these lights from a distance, is therefore left in doubt, whether it is a switch-light in its place with an extra trim, or a headlight of an approaching train. With a poorer trim on the light, it may be taken for a track-walker making his rounds, or a careless flagman with his white light obscuring his red light. On approaching the light the doubts in regard to its identity may be removed, and it proves to be one of these new bulls-eyes, but in passing it, it casts such a glare of light as to dazzle the eyes, and for a few moments render them unfitted to perceive danger, which may be lurking close by. There are lots of dangers now in the railway service, without having them increased by the introduction of these lights, which as has been shown may lead to mistakes, and cause loss of life and property; whereas the old style of green lights can never be mistaken for a head light, a track-walker, or a flagman, while the red side can be seen to a greater distance, and much clearer with a green, than when associated with a white light.

Work has been commenced on a railway from San Diego, Cal., east, and it is hoped to extend it some 20 miles into the iron mountain and that ere long rolling mills will be established at San Diego to use the iron thus obtained. The great difficulty in the way of iron manufacture in California, however, is the entire absence of good coal in that State. Although there is plenty of iron ore in California no pig iron whatever is made there.

THE New York & New England Railroad has entered into a traffic arrangement with the Hudson Suspension Bridge Company. The Railroad Company is to build a connection, and the receipts are to be divided.

MR. EDITOR:—Soon after the Mechanical Department of the *Magazine* was started a running discussion was begun touching the questions, "What is a locomotive?" "Does the cross-head stand still during half a revolution of the driver?" "Where is the fulcrum?" all of which are more or less closely related. And though much has been written on all sides, there seems to be very little change of opinion among the writers. There are many of us who, after reading all that has been written, may feel like inquiring whether we could make a mile a second quicker, or pull a pound more if these points were definitely settled. But if we were to refuse on the same grounds to consider every question that is presented, we should advance in knowledge very slowly. First, in discussing these propositions, we must agree on what is a locomotive. Is a locomotive a locomotive when she is standing still? Is she a locomotive when she slips? To me the most rational reply to these questions is that under these changes of condition the locomotive does not lose its identity. A railroad company may own any number of locomotives and not one of them be turning a wheel. A builder may sell locomotives without the necessity of firing them up and putting them in motion. An engineer may oil a locomotive though she be a standing quietly at a water tank. This being the case, the principles involved in the construction and operation of the locomotive do not change with a simple change of conditions. If the cross-head moves through the guides when the locomotive slips, it performs exactly the same movement when she moves forward on the rail. If the fulcrum is at the center of the axle when she slips, adhering to the rail does not change it. Suppose two locomotives of exactly the same dimensions, one of which is mounted on rollers on a flat car, and the other stands on the rail, coupled to the car, and both headed the same way. Both are given steam at the same time and make one revolution of the wheel. Will anyone claim that the guides of the locomotive on the car passed over the cross-head while the crank-pin was moving from forward to back center? I think not. Yet the motion of the relative parts of both locomotives and the motion of both locomotives relative to the ground was the same. But you say the locomotive on the car did not move herself, that is, relative to the ground. True, but she is a locomotive "for a' that," and her movement was identical with the one that did. Again: An engine making twenty-five miles an hour is shut off but is still carried forward by her own momentum. Will anyone claim that the cross head stands still and the guides are forced forward over it during what is commonly called the back stroke? If the guides move forward and

the cross-head stands still, why do we call it the back stroke? Put the cylinder above the driver in a vertical position, and "how are you fixed?" Do the guides in that case move over the cross-head during one-half of each revolution? I guess not. Yet the mechanical principles involved are the same in both cases.

If space permits I will at some future time attempt to show that Mr. Lockwood is not a crank, which he certainly is if he can maintain his present position. Mind, I do not use the word *crank* in a deprecating sense, but the reverse.

A. H. Tucker.

MONTREAL, CAN., December 7, 1888.

MR. EDITOR:—In the December number of the *Magazine*, page 899, "Vulcan" says he cannot see how smoke and dirt can be drawn into a cylinder when an engine is running and shut off. The piston causes a vacuum through the steam chest, dry-pipe and of course the cylinder. Yet you do not see that the same exhaust-port which opened to allow the steam to escape, also opens to allow the atmosphere to enter and fill the cylinder and carry with its smoke and dirt, yet, nevertheless, it is a fact, and if you are accustomed to throw in coal at such a time and your steam-chests carry no air-valves (relief valves), the first time your engine has the pistons out, take a look at your rings or any part of the cylinder where there is no friction and you will see a black coating of smoke and tallow. I have known of many a piston blowing from a bad fireman, as rings would become stuck and remain flush with the piston and have to be taken out and cleaned. I am sure you cannot but see that you are in error.

Canada.

ORTONVILLE, December 10, 1888.

MR. EDITOR:—If an engine whose boiler carries 130 lbs. of steam, be placed so that her steam-port be wide open to the forward end of the cylinder, her wheels locked so as to be immovable, all points about her steam-pipes, cylinder and steam chest be tight, her cylinder packing and valve-seat in good condition, i. e. so steam will not blow through, and the throttle open to that extent, that if left free, the engine would just move herself, and be left in that condition for an indefinite period, will a pressure in time be shown on a steam-gauge connected to the forward end of the cylinder equal to that within the boiler? If so, why so? If not, why not?

With a given pressure entering alternately at each end of a cylinder, will the work done on both sides of the piston be equal?

Let me down easy with these questions, "Vulcan," there are no "problems in algebra" about them.

Yours truly,

M. St. Peter.

A New "Strong" Locomotive.

A recent number of the *Providence Journal* describes as follows the new monster locomotive built by the Hinkley Locomotive Company, Boston. She is designed and constructed for the Strong Locomotive Company, New York, for the Atchafalaya, Topeka & Santa Fé railroad. It is the latest built of the "Strong" locomotives. The improvements are the invention of Mr. George S. Strong, at one time Mechanical Superintendent of the Lehigh Valley road.

The peculiarity in the construction of the Strong locomotive is in her furnaces and combustion chamber, her cylinder valves and valve gears, and in the arrangement of her wheels and running gear. The boiler has two furnaces, each one being a welded and corrugated steel cylinder 42 inches in diameter and 7 feet long. These two furnaces are joined by a flanged and corrugated junction piece, a corrugated cylindrical combustion chamber, making the grate area of 50 square feet, with a combustion chamber 9 feet from the face of the bridge wall to the tube sheet, and 16 feet from the fire door to the tube sheet. The total heating surface is 1,650 feet. By his construction all braces and stay bolts and crown bars are done away with, the gases being all consumed and all the smoke prevented. The sparks are not drawn from the fire-box, and no spark arrester is required, the engine running without smoke or sparks. The original Strong engine would even burn culm, the refuse of the pit mouth, and this engine will use anthracite or bituminous coal with good results.

The other radical departures in the build of this locomotive are in the cylinders, valves, and valve gear, there being no steam chests on top of the cylinders, as in ordinary engines. There are four valves interposed in the passages back of the cylinders—one for steam and one for exhaust at each end, every valve being a gridiron plain slide. There are nine ports $4\frac{1}{2}$ inches long on each valve, making $38\frac{1}{2}$ inches the length of port on each valve. This large valve area admits the steam at very nearly boiler pressure on the piston, and the steam valve cuts it off at the will of the engineer at any place from 4 to 22 inches, the exhaust valve holding on to the steam until the last inch of the piston travels, when it opens wide, letting the steam go freely with very little back pressure. This peculiarity enables the engine, at high speed, to develop about double the horse power that an ordinary locomotive, with equal sized cylinders, 18x24 inches, at an equal cut off, would be able to do, an engine similar to this one having shown the enormous strength of 1,810 horse power while pulling a train of twelve Pullman coaches on the Northern Pacific road at a speed exceeding sixty miles an hour. The same engine has pulled a train of ten cars 148 miles in 148 minutes running time. This was done on a five-foot wheel-six-coupled engine.

Returning to a description of the valve gear, the valves are operated by a single eccentric for each cylinder, the eccentric being keyed fast to the shaft or axle.

This eccentric runs the engine both ways, and imparts an independent motion to the steam and exhaust valves, so that the engineer has perfect control over the point of cut-off without altering the travel of the exhaust, and can alter the compression without changing the travel of the steam. In this manner the engine makes the same card or gives the same distribution of steam as a nicely adjusted Corliss or Greene engine would do at a given high piston speed. This enables her to do her work with from 20 to 33 per cent. less water, and consequently less steam. Her large grate area enables her to burn her coal so as to give an evaporation from 25 to 33 per cent. higher than ordinary locomotive boilers doing the same work, so that the combined action of boiler and valve gear is to make a very economical engine, and one that is capable, it is claimed, of taking an extremely heavy train of from ten to fifteen cars and making sixty miles an hour with ease.

The locomotive has four wheels, swing truck, under her front end, like an ordinary machine. Her drivers, 68 inches in diameter, are midway between the front and rear ends of the boiler. Back of the drivers is a two-wheel pony truck, 42-inch wheel, which is equalized with the drivers, making ten wheels under the engine. The tender is carried on a four-wheel truck forward and a six-wheel truck back, making ten wheels in all under the tender. The total weight is over sixty tons. The engineer's cab is over the hind driver, forward of the double fire box. He has a very extended view of the track on both sides, and is entirely away from the dirt and dust of the tender, and his cab rides as nicely and as cleanly as a parlor car. The fireman has a cab on the back end of the fire box entirely to himself. They have communication by a passage over the top of the fire box between the two cabs, the engineer having a call bell with which to summon the stoker if he wishes to speak with him. The locomotive wheel base is 28 feet; the wheel base of engine and tender, 48 feet; total length over all, about 55 feet. The highest point of the engineer's cab is 13 feet 7 inches from the ground. Her fireman's cab, which, like the driver's, is very roomy, is built of heavy iron plate. The engine has no extended front arch or netting or device for spark arrester, as they are not required.

In the above description of the "Strong" locomotive, it seems as if the reporter was going it rather "strong" by claiming to do away with "all braces, stay bolts and crown bars" in the construction, and with "all gases and smoke" in the running of them. While railroad men are ready to welcome all inventions which would seem to be improvements on the present style of locomotive, yet they must be pardoned if they hesitate in accepting such statements as true, and await the result of a practical test of some months, or years, in actual use. Such statements as above given, of dispensing with all braces and stays, seems so radically different from all our conceptions of a high-pressure boiler, that we cannot understand how it is possible to imprison such immense forces without the usual stays, and thus we are also led to doubt the other statements of being able to consume all gases and smoke. Then again, no sparks are to be drawn from the fire box, therefore no arrester or netting is to be necessary, and dirt or culm is to be burned. As a general rule it is found that the finer the fuel the sharper the draft will have to be to draw the air through the small air passages left between the fuel, and hence, as a rule, our culm-burners throw lots of sparks.

The valve motion, as described would seem to have some good features in it, but it is certainly more complicated than the ordinary forms of slide valves, and therefore more liable to injury or wear, as there must be many more parts, the disarrangement of any one of which would affect others to a greater or less extent. If, however, the valve motion should prove a steam saver, doing the work with from 20 to 33 per cent. less steam and water, and if this should be increased 25 to 33 per cent. more by the superior combustion of the fuel, it would make it possible to do the same work with less

than one-half the fuel ordinarily used, and if this could be proven, it would be only a matter of time to find the "Strong" locomotive supplanting all others and in universal use, but there are a number of ifs in this supposition, in regard to which we shall await practical demonstration with all due patience.

Car Notes.

The New York, Lake Erie & Western is having twenty new express cars built.

The Erie Car Works, Erie, Pa., are busy on several large orders for freight cars.

Pennock Bros., of Minerva, O., are building 400 coal cars for the Cleveland & Canton.

The Marietta & North Georgia has recently let contracts for 200 standard gauge cars.

The Northern Pacific road is having twenty-one passenger cars built by the Pullman Company.

The Clayton Land Company, of Birmingham, has completed ten platform cars for the Georgia Pacific.

The Harrisburg Car Company, of Harrisburg, Pa., is building 100 tank cars for the Standard Oil Company.

The Milton Car Works, Milton, Pa., have an order for 500 box and 500 coal cars for the New Jersey Central railroad.

The car shops of McKee, Fuller & Company, Catawqua, Pa., are building 2,000 coal cars for the Lehigh Valley railroad.

The Lafayette Car Works are at work on an order for 100 refrigerator cars, which will keep them busy for some weeks.

McKee, Fuller & Co. are building an extensive erecting shop to their works at Fullerton, Pa., 182 by 50 feet in dimensions.

The Lima (Ohio) Car Works, which have been running with a half force for six months, put 250 additional men to work November 12.

The big car works at Anniston, Ala., are expected to consume 10,000 feet of lumber annually in the manufacture of 6,000 cars.

The Ohio Falls Car Works, Jeffersonville, Ind., are building a number of freight cars for the East Tennessee, Virginia & Georgia railroad.

The Treat Car Wheel Works, Hannibal, Mo., are building a branch foundry at East Chicago, which will have a capacity of 100 wheels per day.

The Barney & Smith Manufacturing Company, of Dayton, Ohio, has been awarded a contract to build 500 box cars and 500 coal cars for the Chesapeake & Ohio road.

The Elliott Car Works, of Gadsden, Ala., are building a large number of coal and flat cars for the Alabama Great Southern and New Orleans & Northeastern roads.

The shops of the United States Rolling Stock Company at Anniston, Ala., are building freight cars for the Alabama Great Southern and the Georgia Pacific roads.

The Wason Manufacturing Company, of Brightwood, Mass., has received an order from the Old Colony for twenty-five passenger cars, "to be the finest in New England."

The Boston & Maine has just let contracts for twenty passenger cars, the order being divided with the Laconia (N. H.) Car Company and Osgood, Bradley & Sons, Worcester, Mass.

Fifty ore cars were recently received by the Alabama Great Southern from the works of the United States Rolling Stock Company in Anniston. The road has already received several hundred of these cars.

"The Richmond & Danville recently placed in service four new passenger cars built by the Jackson & Sharp Company, of Wilmington, Del.

The New York Central have had built 1,550 new freight cars since the beginning of last March. They have lately ordered twenty new passenger cars from a New York contract firm.

The Ohio Falls Car Company has completed the order for the South Carolina road for six passenger coaches and 200 box cars, and is now building 100 platform cars for another Southern road.

The Laconia Car Company, Laconia, N. H., is building 20 box cars for the New York, Lake Erie & Western railroad, fitted with the Eastman car-heater. They will be used to carry fruit and similar freight.

The Erie (Pa.) Car Works, Limited, are very busy completing an order for 250 freight cars for the Allegheny & Kinzua road, now building. It is the intention of the company to commence on repair work for the Pennsylvania this winter.

A Swedish engineer, M. Lundberg, says a foreign exchange, has constructed a railway car, which in a few minutes may be adapted to five different gauges, the narrowest being 0.890m. The invention has been patented in several foreign countries.

All the new cars now running on the express trains of the New York & New England railroad are completely lined with mineral wool to deaden sound and keep out the outside temperature. Not only the floor is filled in this case, but also sides and roof.

The Michigan Car Company are, as usual, very busy. Among their recent orders are a number of coal cars for the Hocking Valley railroad and the Denver & Rio Grande railroad; also 1,000 cars for the Union Pacific, 250 of the latter being refrigerator cars.

Edward B. Wall, superintendent of motive power of the Pittsburg, Cincinnati & St. Louis and the Chicago, St. Louis & Pittsburg roads, has asked for bids on 2,000 box, 500 stock and 500 gondola cars, the box cars to be 60,000 pounds capacity and equipped with the Wagner door.

The Chicago, St. Paul, Minneapolis & Omaha road has received three new Pullman sleepers for use on the vestibule trains between St. Paul and Minneapolis and Chicago. The cars are elegantly finished and furnished and have all the latest improvements for comfort and luxury.

The Southern Iron Car Line, of Atlanta, Ga., recently placed in its service one hundred 60,000-pound box cars to run between points south, west and north. They were constructed under the patents of the Iron Car Company, of New York, with steel and iron frames, but with the ordinary box.

The Keith Manufacturing Company, of Sagamore, Mass., is building fifty box cars and repairing fifty freight cars for the Old Colony. The company is also engaged upon an order of twenty-five platform cars for the Boston & Maine of the same pattern as the lot of 200 recently delivered to this road.

The San Francisco Bulletin says: The Northwestern Equipment Company (for the Northern Pacific) has let contracts for twenty-one passenger cars to the Pullman Car Company; 400 box cars to the Barney & Smith Manufacturing Company, of Dayton, Ohio; 100 box cars and fifty furniture cars to the Lafayette Car Works, of Lafayette, Ind. The Seattle, Lake Shore & Eastern has just received from the Peninsular Car Company, of Detroit, twenty new box cars and thirty new platform cars. They are equipped with the Westinghouse air brake. The Bellingham Bay & British Columbia road has received thirty platform cars and two locomotive at Whatcom. The Cooke Locomotive Works has just sent west two locomotives for the Southern Pacific. The company is building twenty-five locomotives for this road.

Locomotive Notes.

The Charleston, Cincinnati & Chicago has just received three 40 ton locomotives for use on the Rock Hill Division.

The Manchester Locomotive Works, of Manchester, N. H., has delivered two locomotives to the New Brunswick road.

The Grant Locomotive Works, Paterson, N. J., are building fifteen locomotives for the New York, Lake Erie & Western railroad.

The Rogers Locomotive Works, Paterson, N. J., have a large order for locomotives for the Chicago, Rock Island & Pacific railroad.

Three standard 17x24 locomotives have been built at the Fort Wayne, Ind., shops of the Wabash railway by Master Mechanic Morris.

John Wiley & Sons, New York, will publish early in the coming year a new and revised edition of Sinclair's Locomotive Engine Running.

The Nashville, Chattanooga & St. Louis is having built four consolidated freight and three passenger locomotives at the Rogers Locomotive Works.

In the shops of H. K. Porter & Company, Pittsburg, two locomotives for a Japanese railroad are in progress. This firm has already sent several engines to that country.

The Central of New Jersey will shortly close a contract for the construction of thirty new consolidation locomotives, with the Wooten firebox, to burn anthracite buckwheat coal.

The Rhode Island Locomotive Works of Providence, R. I., have completed the first of three locomotives for the Western railway of Alabama. The same works are also building fifteen locomotives for the Chicago, Burlington & Quincy road.

The Chicago, Burlington & Quincy has ordered fifteen new locomotives of the Rhode Island Locomotive Works. The Cooke Locomotive Works, of Paterson, N. J., have just completed a number of mogul and passenger locomotives for this road.

Rix & Firth, San Francisco, are building two locomotives, one for the Portland & Vancouver railroad, fifteen tons, 10x14, the other for the Navarro Mill & Railroad Co., twenty-two tons, 12x18. This firm has built ten locomotives since last November.

The Duluth, South Shore & Atlantic has received nine freight locomotives from the Baldwin Works, and the remaining six to complete the order will be delivered in a few days. Fifteen passenger engines, built for this by the Baldwin Works last summer, are now in service.

The Union Pacific has let contracts for building fifty new locomotives. The order was divided between the Schenectady Locomotive Works and the Rhode Island Works, twenty-five to each. The engines will be of the Union Pacific standard eight-wheel pattern, Otto steel being used throughout.

The Chicago, St. Paul & Kansas City has recently received from the Rhode Island Locomotive Works five passenger and five mogul engines. The company has also received from the Cooke Locomotive Works, Paterson, N. J., twelve moguls and five passenger, and eight mogul locomotives are still to be constructed for the road by the latter company.

The Baltimore & Ohio Railroad Company have called for bids on electric railway equipment for handling heavy freight trains in the city of Baltimore. This is an evidence of their confidence in electric motors which is at once wholesome and progressive. The motors called for are to be as powerful as those in ordinary use as switching locomotives and are to be supplied by current from both the overhead and conduit systems.

The freight shipments have increased so largely on the Pan Handle railroad, according to a dispatch from Pittsburg, that there is not enough motive power to handle the business, and several locomotives have been borrowed from the Fort Wayne road. All of the locomotive works are so pushed with orders that at present it is almost impossible for the railroads to place new contracts. The shops at Altoona and in Allegheny are being worked to their utmost capacity turning out locomotives for the Pennsylvania system.

An exchange says: The largest passenger locomotive ever built is now under construction at the Hinkley Works, Boston, and is intended for use on the Atchafalaya road. It carries two cabs, one over the boiler for the engineer, and the other in the usual place for the fireman. The driving wheels, which are the largest ever made, are of paper, and have steel tires. Economy in fuel is accomplished by a pump which utilizes the exhaust steam to heat water, and a large combustion chamber, which burns all the gas. It is expected the engine will make eighty miles an hour with ten coaches on an ordinary road.

The Mason Machine Works inform us that they have not built any locomotives for over a year, and that owing to there being no profit in it they have abandoned the business for the present, which appears to be a very wise decision. The Grant Locomotive Works are doing very little, but the company are supposed to be looking for a location in the west. Some people say that the business of building locomotives in the east cannot now be carried on profitably, and that the march of empire of this line of industry is westward. Meanwhile the Cooke Locomotive & Machine Co. are building large and convenient new works outside of Paterson. The fact is that it depends on the men who are left in an old company whether or not the business can be carried on successfully east or west. Locomotive building was never so prosperous as it has been for the last two or three years, and there is a hopeful outlook for a good, permanent business in this line, but the methods of manufacture that were successful twenty years ago would soon bring any concern to bankruptcy at the present day. The trouble with several of the old locomotive building companies is that they have worn out of brains. Where this is the case it is the wisest course for those remaining to close up the concern. Moving west will merely bring fresh disappointments and increased losses.—[*Master Car Builder.*]

The Baldwin Locomotive Works are at work upon an order of fifty locomotives for the Northern Pacific railroad. Among these, they have recently turned out thirteen Consolidation engines, with 22x28 cylinders, weighing in working order, exclusive of tender, about 150,000 pounds each. These engines are intended for service on the mountain grades of that line. Engines of substantially the same dimensions and weight have recently been built for the Philadelphia & Reading railroad, and for the Central Railroad Company of New Jersey. The engines for the Philadelphia & Reading railroad have hauled seventy six cars, each weighing 3.2 tons, of 2,240 pounds, up a grade of 175 feet per mile, combined with curves of 450 feet radius. With the heavier freight trains which it is now found economical to handle, there seems to be every probability that similarly powerful freight locomotives will come into more general use. They are also now finishing a rack rail locomotive for a line in Brazil, intended for operating on continuous grades of 3 3/4 per cent., or 1,758 feet per mile. Among the orders now in progress are Consolidation locomotives for the Pennsylvania railroad, the Denver & Rio Grande railroad, the Chicago, Burlington & Quincy railroad and the Lehigh Valley railroad. They are building a number of heavy switchers for the New York, Lake Erie & Western railroad and the Western New York & Pennsylvania railroad.

Shop Notes.

The Eutawville Railroad Company will build a machine shop at Sumter, S. C.

The Buffalo, Rochester & Pittsburgh will build repair shops at Lincoln Park, N. Y.

The Illinois Central Railway Company will build repair shops at Durant, Miss.

The United States Rolling Stock Company will build car spring works at Anniston, Ala.

The Wagner Palace Car Company will build an addition to its works at East Buffalo.

The Haskell & Barker Car Company, Michigan City, Ind., will build a large shop 130x161 feet.

The new shops of the Canadian Pacific at Montreal when completed will give employment to a thousand hands.

The West Virginia Central & Pittsburgh Railway Company propose to build machine shops at Leadville, W. Va.

The Richmond & Alleghany Railroad Company have purchased land at Gladstone, Va., upon which to build shops.

The North Chicago Rolling Mill company is said to have secured the contract for furnishing the Union Pacific road with 17,000 tons of steel rails.

The Louisville & Nashville has resumed work on the immense shops at Decatur, Ala., suspended on account of the yellow fever, and the contract will be finished by spring.

The New York, Lake Erie & Western road will close its shops at Susquehanna Pa., which employed about 200 men, it having been decided to have the work done by outside contractors.

The Chicago & North Western bridge across the Missouri river at Sioux City, Ia., was tested and formally opened to traffic December 4. The bridge cost \$1,500,000 and has been seventeen months building.

The Canadian Pacific Railway shops at Montreal are building six rotary steam snow shovels after the Leslie patents. Several of the machines are ready for service and the whole lot will be completed in a few days.

The Minnesota Car Company, of Duluth, Minn., has been organized with a capital of \$400,000. The works, which will consist of rolling mill, machine shop, foundry and car works, will be constructed, in every respect, according to the most approved standard.

The Southern Pacific Company is building a 60x100 feet addition to its shops at Sacramento, Cal., which will be used for a brass foundry, spring shop and locomotive stack and sheet iron work departments. Other improvements are also being made which will enlarge the capacity of the works.

It is reported that the Missouri Pacific will probably erect large shops on the land owned by it in Kansas City on what is known as the split log bottom or cypress, and located on the west side of the Kaw river, between the Wyandotte bridge and the Union Pacific bridge. The shops, which have been utilized by the Missouri Pacific company, at Sedalia, belong to the Missouri, Kansas & Texas road. On November 1st these shops pass into the hands of the new receivers of the Missouri, Kansas & Texas, leaving the Missouri Pacific in bad shape. For several years these shops have been used to manufacture and repair a very large per cent. of the cars and engines now on the Missouri Pacific system and the loss will be keenly felt. It is expected that the erection of the new shops at Kansas City will take place soon.

General Manager S. H. H. Clark, of the Missouri Pacific, has entered into negotiations with the city of Atchison, Kan., for the locating of the new shops of the company at that point. The city has offered a subsidy of \$100,000 for the shops, payable in bonds when they are completed. The company now has in operation at Atchison a small plant employing 300 to 500 men when working to full capacity, but if the new shops are erected a new site, on a tract of 97 acres just west of the city, bought about three years ago for shop purposes, will be occupied.

New shops for the Cincinnati, New Orleans & Texas Pacific, at Ludlow, are nearing completion. These shops are for iron working exclusively, and are admirably planned. In one long brick building 46x100 are ranged the boiler shops 40x100; the machine shop 218x100, the blacksmith shop 118x100; the brass foundry 29x44, tin shop 29x44, engine room and boiler room. A 14x36 inch Corliss engine will supply the power. These shops will probably be lighted by electricity. Mr. Meehan, superintendent of motive power and machinery, will now soon be relieved from the severe inconvenience occasioned by the burning of his shops in November of last year.

A Birmingham, Ala., paper says: The Elyton Land Company's new car works at the intersection of Thirty-fifth street and the Belt Line crossing are in full operation. Seventy-five mechanics are employed at the new shops, and they are kept more than busy turning out the contracts now on hand. A large contract for new freight cars for the Georgia Pacific Railroad has just been completed and delivered to that company. They are substantially and handsomely built, and speak volumes for the work of the new shops. Other large contracts for cars have been received by the management from other Southern roads, and there is no doubt but that they will be patronized to the full capacity of the works.

It is stated with authority that an organization, to be known as the Union Palace Car Company, has been formed by parties holding a controlling interest in the Mann Boudoir and the Woodruff Sleeping-Car companies. A large interest in these companies had been acquired by the Jackson & Sharp Company and the Harlan & Hollingsworth Company, of Wilmington, Del., in whose workshops many of the cars for the Mann and Woodruff companies have been built and stock largely taken in payment therefor. It is stated that the new company has been organized with a capital of \$3,000,000. Contracts have been placed by the new company with the Jackson & Sharp and the Harlan & Hollingsworth companies for the building of thirty-four sleeping cars, and the Union Company has also perfected arrangements for the exclusive use of its cars upon the lines of railroad now controlled by the Richmond & West Point Terminal Company.

The works of the Minnesota Car Company, which are now being built at West Duluth, Minn., will probably be ready for operation early next spring. The company expects to begin the delivery of cars next July. Work is now in progress on the stone foundations for the brick foundry, and many of the piers for the paint and the erecting shops are in. The paint shop is 56x380 ft., and the main erecting shop will be 81x526 ft. The foundry, 60x300 ft., will be stone and brick. On its south end will be a wheel pit 50x60 ft., and on the north end the pattern room, 30x60 ft. On the west side and at the northern end will be the boiler room, 28x35 ft. The brass foundry will be 18x20 ft., and the rolling mill will be 80x161 ft. In the rear of the rolling mill, at the north, will be the forge building, 70x100 ft., and in the rear of the forge building will be the gas producers and boilers, which will occupy a building 40x100 ft. The tracks through the property connect with the St. Paul & Duluth road.

WOMAN'S DEPARTMENT

EDITED BY MRS. A. HARPER.

Address all correspondence pertaining to this department to Mrs. Ida A. Harper, Washington, D. C.

TURNING A NEW LEAF.

The editor of this department has long felt that we were not using the space allotted to us to the best advantage. The desire was very strong to write something each week that would interest our readers and perhaps be useful in some small degree. We have also wished to publish all the correspondence and have done so, with but few exceptions. This has consumed all the space that could possibly be spared and we have been far from satisfied with the Women's Department. We will try for awhile a different plan, hoping it may prove satisfactory to both readers and writers. The space heretofore occupied by the leading article will be filled with shorter comments on matters of interest to women; several new departments will be opened. Education, Temperance, Industries, Franchise, Domestic and Miscellaneous. As many items will be introduced under each head as we have room for. The letters will be published, as usual, but our correspondents must be brief and must write something of general interest. This does not mean that abstract subjects shall be discussed in a learned manner. All sorts of home topic are acceptable but we do not want to hear anything about "breaking the ice," or "the waste basket," or the "flourishing condition," of the Lodges that you do not know anything about. We heartily request our friends to send us bright, chatty letters on whatever subjects you are interested in. Bring your work and come in and have a chat with us, and after awhile, when we get into our big house, we will remember the nice times we had in the little house and you will be doubly welcome.

"CARYL" is earnestly requested to write an article for the *Magazine*, embodying the same sentiments as were expressed in a private letter to the editor. The temptation was very strong to omit a few personal references and give it to our readers. It will yet be done if permission is granted.

"A FIREMAN'S WIFE," from Tyler, Texas, writes very kindly of Sunny South Lodge, 124, expresses the highest admiration for the railroad boys, compliments the *Magazine* and wishes all its readers a happy New Year.

WE really feel quite out of the fashion when we think that our department has not yet discussed the popular subject "Is Marriage a Failure?" Most of the magazines and newspapers in this country and England have had something to say on this interesting topic and the different opinions expressed are very entertaining. Let us hear from the readers of the *Fireman's Magazine*, both men and women, "Is Marriage a Failure?"

QUINCY, ILL., December 4, 1888.

To the Editor of *Woman's Department*:

Having been an interested reader of your estimable *Magazine* for quite a while, I feel it my duty to write a few words to you in its praise. It is just splendid! I have come to look for it as much as do the boys. It seems a long time from the first of the month until the next. But "time glides swiftly by" and another of your books is at hand. The boys at this place are as firm as they were the 28th of last February. The ball given in their honor and for their benefit, October 25th was well attended, which shows in what esteem they are held. All had a delightful time. May God pour out His richest blessing upon the boys who face the winter's blast, the snow and sleet, is the earnest prayer of

A Fireman's Wife.

ARIMATHEA.

In a tomb within a garden
Was the Savior laid to rest,
Hallowed was the rock-hewn pillow
Where his thorn-pierced head was pressed

There with tears of hopeless anguish
Was He placed within the gloom,
By His sorrowing disciples;
Then they left the guarded tomb.

There the torn and bleeding body
Of their loved Messiah lay,
All their hopes were buried with Him,
Naught was left but lifeless clay.

Dreamed they not that from the portal
Of the grave of Him, their king,
He should come a stronger leader,
And eternal victories bring.

Ah! that tomb in Arimathea,
'Tis hanged from darkness into glory!
Heralds of angelic beauty
Came to tell the wondrous story.

Each bright hope, cherished and vanished,
Makes a tomb within the heart,
Where lies buried something precious,
For which bitter tears may start.

O my soul! within the shadow
Of the tomb of some lost joy,
Let me lay my wounded Savior;
May His rest my heart employ.

Let my past, with all its follies,
Its mistakes, and doubts, and fears,
Neath His blood forever buried,
Come not back through endless years.

Lord, a new, pure life within me,
Raise Thou up this very hour;
From the past a living present
Resurrect through Thine own power.

Ellen M. Stata.

A LITTLE OF EVERYTHING.

To the Editor of Woman's Department:

Pegasus, having just returned from a long journey, is weary to-day. Moreover, he threatens to go out on a strike unless he can have more rest, and as every one knows the rider of a balky steed is likely to make an undignified appearance, we will leave him in his stable and take a street ramble on foot, with Mrs. Harper's permission. In other words, talk in plain prose.

Speaking of the mythical steed of the muse reminds me of a quotation that was once thrown at me: "Pegasus no sooner feels a side-saddle on his back than he feels impelled to amble toward the nearest graveyard." To say that I felt indignant would be putting it mildly, but not being in a position to dispute it, I discreetly held my tongue. I don't remember who said it, but doubtless it was the mellifluous murmur of some "Cascade" formed by the stream of masculine complacency falling over the rocks of domestic irritation in the form of an overdone beef-steak or a missing shirt button. Wonderful, indeed, is the compass of that man's mind who can guide the "ship of state" safely through the whirlpool of political disaster and in the same hour ask his wife what she spent that tea cents for that he gave her last week. But surely "Cascade" will admit that this "narrow minded" sex has accomplished a *little* in art and literature, if perchance he has heard of Mary Anderson Patti and George Eliot. While for real, genuine poetry I would rather have one of the "grey sisters' old pen-wipers than Tennyson, crazy Browning and Joaquin Miller all bound in morocco. I don't take an active interest in politics and have no desire to vote, but I don't propose to be called narrow-minded without a *mild* protest.

But to return to the quotation. Pegasus *sometimes* brings up at a graveyard under masculine guidance. Witness "Killed at the Ford," "Break, Break, Break," "The Reaper and the Flowers," "Marguerite," and twenty others that lack of space forbids me to mention.

Here is a rule for Graham bread that is quickly made: One pint of sour milk, one-half cup of molasses, one and one-half teaspoons of soda, a little salt, and enough Graham to make it stiff. This makes one loaf.

I have just made a lambrequin for a plant shelf that is quite pretty, and didn't cost a cent. A scarf of green flannel $8\frac{1}{2}$ inches wide, made of one of my brother's old shirts, was pinked across each edge, tacked across the front of the shelf and looped in the center with a piece of scarlet ribbon. On one-half of the scarf I worked a spray of popples, scarlet and yellow, and on the other half a spray of morning glories, blue and white, with green leaves. The embroidery was done with odds and ends of worsted that every one accumulates. A straight piece of scarlet cashmere fills the space made by looping the green scarf. If not placed in a strong light the flannel cannot be distinguished from felt. Perhaps some of the sisters would like to try it, and you, my dear sir, who have a flannel shirt of a

desirable shade of green, and are loth to contribute it toward the adornment of the sitting-room, my advice to you is to *keep it on*.

And now good bye; not only for this time, but probably for all time to come. I will not consume space by a lengthy valedictory, but I must say that my relations with the *Firemen's Magazine* will always be among my pleasantest recollections, and may prosperity always attend it and all of its readers.

Very sincerely,

Alice O. Darling.

[Why farewell? Is it matrimony or motherhood or old age or death? Alice O. Darling's contributions have been among the very brightest and best that have graced our columns, and we do not wish to lose them. Please let us hear from you again and many times.—Ed.]

COLUMBUS, O., December 7, 1888.

To the Editor of Woman's Department:

I have been a constant reader of your worthy *Magazine* from infancy, and find some very interesting reading contained on the pages therein. I have long looked for something from No. 9, and I thought I would ask for an 8x10 space in your interesting columns. There is a thriving Lodge here, all good, brave and hard working boys, with brave, good hearts beneath their warm jackets. We have had sunshine and sorrow from railroads, yet I thank God we are able to say, "Thy will be done, not ours." The darkest clouds have a silver lining. This world is not all sunshine; if it should rain to-day the sun may shine to-morrow. There is a many a fond mother, wife, sister and sweetheart here who looks upon her railroad boy with pride. There is plenty of good material in No. 9.

I hope in the future there will be many interesting and encouraging words sent in for our honest boys who toil early and late for the good cause. I am an Engineer's sister.

Nell.

MILWAUKEE, WIS., Oct 15, 1888.

To the Editor of Woman's Department:

For some time I wanted to say a few words to congratulate the members of Phil. H. Sheridan Lodge No. 388 for their success as true followers of him whom they hold as an example for bravery and loyalty to his country. May they all prove as true to the Brotherhood as the wish of a fireman's wife.

Enclosed is a recipe for pudding, which I hope will be served at their annual ball:

Railroad Pudding.—Take two brakemen, mash them up fine, add one conductor, mix well together, beat three firemen and one engineer, stir well together, flavor with benzine; steam three hours. Make sauce of newboys and candy butchers.

Yours truly,

H. E.

REV. SARAH E. G. SHAW is pastor of the Christian Church in Robinson, Ill., and Mrs. Judith Fulton Ferguson is a deacon in the same.

For Woman's Department:

I've ben a readin' fur sometime
 The *Firemen's Magazine*,
 An' I think its 'bout as nice a book
 'Ez I 'ave ever seen;
 An' I've been thinkin' quite a spell
 I'd take my pen some day,
 An' rite a poem and send it to,
 But I never 'new what to say,

I don't want'er sp'ak about the men
 That h'longs tew the Brotherhood,
 I'd har'ter praise 'em ef I did,
 An' I wouldn't ef I could;
 I no they air a jolly lot,
 An' mostly brave an' true,
 But you jes' try ter find the man
 That doesn't no it tew.

'Twould be no use to 'rite recespes
 For puddin's cakes or pie,
 My ways are so old-fashioned
 That ye wouldn't want'er try.
 So m-bby thet I'd better not
 Hew anythin' tew say,
 Fur I might think o' somethin' smart
 Thet I could 'rite some day.

So ef ye think its wuth ver while
 Tew print thi in yer book,
 'Twill be a favor, fur I want
 Ter see i our 'till look;
 An' ef you'd like ter hev me 'rite
 Another verse some day,
 I'd be much pleased ter, ef I could
 Jes' think o' what ter say.

Prue.

MISCELLANEOUS.

Ragged Social Philosopher (laying a dime on the bar)—The rich are getting richer and the poor poorer. Wealthy Saloon Keeper (dropping the dime in the drawer)—Yes, that's so.—*Omaha World.*

Indulgent Papa—Why my dear, you had a party last month. How often do you wish to entertain your friends.

She—This is one not to entertain my friends, papa, but to snub my enemies.

"Seems to me you are always wanting money, Mary Jane. I gave you seventy-five cents yesterday. Do you think I am a gold mine? Here's a quarter." (Up town an hour later) "What's that? Carry this state by 15,000? I've got \$50 that says he won't. Put up, gentlemen, or shut up. Money talks!"—*Chicago Tribune.*

"You and Herbert are to be married?" said one young woman to another.

"Yes, during the holidays."

You didn't threaten him with a breach-of-promise suit, did you?"

No. I merely showed him the phonograph that I always keep concealed under the sofa."

A writer in the *Boston Medical and Surgical Journal* inveighs against the bustle, which in his opinion, has really deleterious effects upon the wearer. The woman with a bustle, he says, can never sit down in a natural position. It is absolutely impossible for her to rest her back against the back of any seat of ordinary construction. He has no doubt that some of the severe back-aches in women whose duties keep them seated all day are due to, or at least are aggravated by, this disability.

Alton Telegraph: Little Stuart had spent his first day at school. "What did you learn?" was his auntie's question. "Didn't do anything. There was a women wanting to know how to spell 'cat' and I told her.

Geese hisses, but ducks quack, and when Franky, that's the baby, is painful in his lap he hollers, but the lion roars like distant thunder and makes the welken wring! Uncle Ned, which has been in July, and evry were, he says one nite a lion come out of the woods and went to his corral for to eat his catle. Uncle Ned he got up and looked in the corral thru a crack the lion rhode his teeth, and Uncle Ned sed, "The idiot thinks I am a dentist, but I haven't no time for to tend to him. He send for the lion tamer for to quell him with his I." Johnny's Composition in San Francisco *Examiner.*

JOSIAH ALLEN's children have been brought up to think that sin is jest as bad in a man as it is in a woman; and any place of amusement that was bad for a woman to go to, was bad for a man.

Now when Thomas Jefferson was a little feller, he was bewitched to go to circuses, and Josiah said, "Better let him go, Samantha, it haint no place for women or girls to go, but it won't hurt a boy." Says I, Josiah Allen the Lord made Thomas Jefferson with just as pure a heart as Tirzah Ann, and no bigger eyes or ears; and if Thomas J., goes to the circus, Tirzah Ann goes, too."

That stopped that. And then he was bewitched to get with other boys that smoked and chewed tobacco, and Josiah was jest that easy turn that he would have let him go with 'em. But says I,

"Josiah Allen, if Thomas Jefferson goes wi those boys, and gets to chewin' and smokin' to-bacco, I shall buy Tirzah Ann a pipe."

Josiah argued with me; says he, "It don't look so bad for a boy as it does for a girl."

Says I, "Custom makes the difference; we are more used to seein' men. But," says I, "when liquor goes to make a fool and a brute of anybody, it don't stop to ask about sex; it makes a wild beast and idiot of a man or woman; and to look down from heaven, I guess a man looks as bad layin' dead drunk in the gutter as a woman does. Things look differently up there than what they do to us. It is a more sightly place. And talk about looks, Josiah Allen. I don't go on clear looks. I go on principle. Will the Lord say to me in the last day, 'Josiah Allen's wife, how is it with the sole of Tirzah Ann—a' for Thomas Jefferson's soul, he bein' a boy it haint of no account?' No, I shall have to give an account to Him for my dealings with both of these souls, male and female. And I should feel guilty if I brought him up to think that what was impure for a woman was pure for a man. If a man has a greater desire to do wrong—which I won't dispute," says I, lookin' keenly on to Josiah,—"he haf a greater strength to resist temptation. And so," says I, in mild accents, but as a firm as old Plymouth Rock, "if Thomas Jefferson hangs, Tirzah Ann shall hang, too."

DOMESTIC.

THE TIRED WIFE.

All day the wife had been toiling,
From an early hour in the morn,
And her hands and feet were weary
With the burdens that she had borne;
But she said to herself: "The trouble
That weighs upon my mind is this—
That Tom never thinks to give me
A comforting hug or a kiss.

'I'm willing to do my duty,
To use all my strength and skill
In making the home attractive,
In striving my place to fill;
But though the approval of conscience
Is sweet, I am free to say,
That if Tom would give me a hug and a kiss,
"I would take all the tired away."

Then she counted over and over
The years she had been Tom's wife,
And thought of the joys and sorrows
She had known in her married life;
To be sure, there was money plenty,
And never a lack of food,
But a kiss now and then and a word of praise
Would have done her a world of good.

Ah, many a one is longing
For words that are never said;
And many a heart goes hungry
For something better than bread;
But Tom had an inspiration,
And when he went home that day
He petted his wife and kissed her
In the old time lover-like way.

And she—such enigmas are women!
Who had held herself up with pride,
At her husband's display of fondness,
Just hung on his neck and cried.
And he, by her grief reminded
Of troubles he might have shared,
Said: "Bless my heart! What a fool I've been!
And I didn't suppose you cared!"

—Josephine Pollard.

Miss Bettie H. Bicknell, of London, Tenn., has invented a baking pan which is designed to obviate the necessity of boiling meats or fowls before baking them, thus fully retaining the juices of the articles cooked.

There should be an intelligent plan agreed upon between husband and wife relative to the administration of the finances necessary to sustain a home, and the man should consider that the marriage contract also includes a financial phase which should hold that the woman who gives her talent, time and energy in caring for the home does no less than he who earns and brings in the money to meet its wants, and that it implies an equal financial value.

It is a foolish habit some anxious parents have of discussing the health of delicate children in the children's presence. The *Christian Union* says: "A physician, speaking out of a deep and practical mind, said: 'If you hear a mother refer to her daughter as nervous in the daughter's presence, if you cannot speak, glare at her, but if you can speak, say, 'Madam, your conversation would make a wooden girl nervous, to say nothing of a flesh-and-blood young person like your daughter.''"

"Marriage is not an episode in man's life and an event in woman's, it is the sum of weal or woe to both. There are in this modern land and age as many noble men unmarried, because they had to be, as there are women. Because of a memory cherished, a dream unfulfilled, an ideal unrealized, a duty bravely met, many of the noblest men living go their way alone. Sometimes I think that of the two it is the man who loves home best, for while woman is hedged into it by a thousand considerations of expediency and prejudice, he chooses it freely and royally for her sake who is to him the world's supreme attraction.—From Frances Willard's address at Nashville, Tenn

"Love will die if it is not fed,
And the true heart cries for its daily bread."

With men a word of endearment, a smile or a caress are all pleasant enough now and then; yet these little weaknesses are not necessary to a man's comfort or happiness. But a woman can dispense with food and rest, and think it no hardship, if by so doing for a time—forgetting her own bodily needs—she secures the time to cater for the taste, or minister to the comforts of those she loves. But gentle words and attentions, especially from the one loved par excellence, she cannot dispense with without suffering and loss. They are her life. With them her nature expands, broadens, grows richer and nobler; without them she withers and becomes impoverished.
—Mrs. Henry Ward Beecher in *Sunday Sentinel*.

Why is it that the boys are allowed to sit in the house doing nothing, while their overworked mother is struggling against nature and fate to do about half the work waiting for her hands? Only the other day we saw three large able-bodied boys lounging about the house, not knowing what to do with themselves, while their mother alone, tired and pale, was trying to do the work of a large family and company. Not a boy's work to help about the house? Why not? Is there anything about washing dishes that will injure him, or that he cannot learn to do well? or about making beds, or sweeping, or setting the table or washing, or ironing, or cooking a plain meal of victuals? On the contrary, there is much to benefit him in such work, the most important of which is to gain the idea that it is not manly to let the "weaker vessel" carry all the burdens, when it is possible for strong young hands to help. Most boys would gladly help in the house if they were asked to do so, and were taught how to do the work properly. Many a smart boy wants to help his tired mother, but doesn't know how beyond bringing in the wood and water. That done, she tells him to go and play, while she plods wearily on. Not a boy's work? For shame! It is a positive harm to a boy's moral character to allow him to think it right to be idle while his mother is staggering under her burdens. Let the boys help, and those who can't get help "for love or money," will see their troubles disappear.—*The Household*.

FRANCHISE.

I have never heard an argument against woman suffrage that was not flimsy.—*Geo. W. Cable.*

THREE thousand women in the city of Toronto vote at municipal elections, almost universally for temperance officers.

THE correct number of women registering in Boston is 20,216. Over 15,000 voted, but the exact returns have not been received.

WOMAN'S ballot as a temperance weapon will be as powerful as dynamite is destructive.—*Susanna M. Salter, Mayor of Argonia, Kansas.*

Do women not wish to vote? That is the best of reasons why they should not be forced to vote, but no reason at all why they should not be allowed to vote.—*Gail Hamilton.*

LET us be honest and admit what we all know, that the real reasons why the right of suffrage is denied to women is because there is just trace enough of ancient barbarism lingering in our civilization to bar them out.—*Hon. John D. Long.*

Of course I am a suffragist. I have so long believed that it was right for women to have a share in the government that it seems like the first axiom I learned in geometry: "A straight line is the shortest path from one point to another."—*Maria Mitchell.*

THE principle of woman suffrage is not so palpably absurd that a chain of reasoning ought to be pronounced unsound merely because it leads to female suffrage. Every argument which tells for universal suffrage of males tells equally in favor of female suffrage.—*Macaulay.*

WHY should men not worth the scrapings of the porridge kettle, financially, be permitted to sit on the front seats and make laws calling for the expenditure of money, and the property of woman be taxed to foot the bills? What sort of justice is there in such a state of affairs.

SAN DIEGO COUNTY, CAL., W. C. T. U. has resolved, that, whereas, woman has proved her executive and legislative ability in all the fields she has entered, and whereas, the women of the country are, to a large extent, the educators of the youth of the country, and, whereas, their power is almost uniformly used for the elevation and purifying of public sentiment, woman's vote is a necessity for the best good of the country.

THE late election in this city made so many converts to woman suffrage that all the Boston papers opposed to equal rights for women are anxiously trying to persuade their readers that they must draw no conclusions favorable to full suffrage from this remarkable school election. The women, having been faithful in a few things, must on no account be made rulers over many things. We doubt, however, whether the best eloquence of the *Herald* and *Journal* will be able to counteract the influence of so striking an object-lesson as was given at all the polling-places Dec. 11.

"How many of you girls, if you were twenty-one and could vote, would go to the polls tomorrow?" inquired a teacher of one of our high schools, wishing to test the strength of woman suffrage sentiment. Twenty-eight out of a class of thirty-eight eagerly raised their hands.—*Indianapolis Organizer.*

LET a woman go to India with an avowed purpose of bettering the condition of the natives, and we call her a missionary. In any town in the State, let her show her interests in the laws that may effect our boys and our home, and the foulest, dirtiest, profanest man pronounces her a crank and a long-haired fool.—*Iowa Home Journal.*

MRS. A. S. DUNIWAY, of Oregon, believes in prayer, but not in trying to make prayer do the work of votes. She says: "One little ballot in the hands of the wickedest man in America will outweigh at any election all the prayers of all the holy women in all the churches." An increasing number of women between Maine and Oregon are coming to the conclusion that their "influence" for good would be more effective if they could vote as well as pray.

MANKIND has always admired courage. Formerly men held in profound respect the physical courage that scorns bodily danger; in these latter days they bend the knee to a nobler intrepidity, and Elizabeth Cady Stanton, at Washington, struck its high-water mark when she said to her sisters: "I want to give you a word to take to your homes. As soon as you see a grand truth, utter the grand truth; and though you may be ridiculed in starting, as the years go by it will be received."—*Unity.*

"At a recent political convention in New York an impulsive speaker forgot that the truth should not be spoken at all times, and exclaimed: 'I tell you what, I would rather have the saloons behind me in politics than the churches!'"—*Ex.*

And why? Because almost all the persons found in a saloons are voters, while two-thirds of the persons found in the churches are women. If women could vote, the church and the home would be potentially represented at the ballot-box as the saloons are now.

It is sometimes said that women must not vote, because in that case they might be elected to office, and "if the mother of a young family should go to Congress, what would become of the children?" It does not seem to occur to these objectors that only one person in a thousand can go to Congress in any case, and that no is obliged to go unless he chooses. The mother of a young family would not be likely to be asked to run for Congress, and would not be likely to consent if she were asked. But she might have a very definite idea as to the sort of a man she wanted to send to Congress as her representative, to make laws for her and her children. A good many profligate and drunken Congressmen would be weeded out if the mothers in their districts had votes.

TEMPERANCE.

MORE than 30,000 children of school age in the city of Chicago are said to be addicted to the use of strong drink.

At Auckland, New Zealand, the Board of Education recently passed a resolution requiring a half-hour's temperance lesson, to be taught each week in all the public schools of the district. This law goes into force next April.

A MAN in New York was fined \$300 for giving tobacco to a giraffe. About the same time a man in Chicago was fined \$5 for selling whisky to children. Take care of the giraffes, no matter about the children.—*Dakota Standard*.

MRS. MARY ALLEN, M. D., of Ithaca N. Y., in an address on "The Laws of Heredity," says: "We have so long been used to think of the liquor-seller as the drunkard-maker that we lose sight of the fact that sweet, pure, Christian women have made drunkards by giving their children a drunken father."

ONE who has figured it all up says two drinks of whisky cost a pound and a half of beefsteak; two beers, a dinner of mutton chops; one cock-tail, an egg plant or head of cauliflower. "What will you take Charlie?" stands for a nice oyster stew for the whole family on Sunday morning. "Set 'em up again!" means sugar in the house for a month.

A YOUNG man was recently found in the Mersey, drowned. On a paper found in his pocket was written:—"A wasted life. Do not ask anything about me; drink was the cause. Let me die; let me rot." Within a week the coroner of Liverpool received over two hundred letters from fathers and mothers, all over England, asking for a description of that young man. How suggestive is this fact! What story it tells of homes desolated by strong drink!—*Manford's Magazine*.

MAYOR HEWITT, of New York, in a special message to the City Council, says:

"A visit to the great charitable institutions maintained by the city, containing a population of over fourteen thousand persons, will convince the most skeptical observer that the chief causes of crime, sickness and poverty, which fill these institutions with their tenants, is to be found in excessive indulgence in intoxicating liquors. If the abuse of this traffic could be prevented there would follow an immediate and very low reduction in the general criminal business of the city, by which the moral tone would be raised and taxation would be lessened." The same is true in every city of the United States. The open saloon is the universal public enemy.

Both houses have very rigid regulations forbidding the sale of any kind of intoxicating liquor in the Capitol building. For years there has not been the slightest pretense of enforcing these rules. Yet both houses prefer to let these rules stand as a practical lie rather than to assume the courage necessary to repeal a hypocritical formula which cannot be enforced. Seventy-five per cent of the senators are drinking men. There

are a few of this large percentage who drink to excess. There are in the Senate half a dozen perhaps, who can properly be classed as hard drinkers; yet they are of the quiet and undemonstrative kind. There never have been any scenes in the Senate of a disgraceful character caused by drunkenness for many years. When the hardest of the Senatorial drinkers are the deepest under the influence of liquor, that fact would not be apparent to a casual observer in the gallery. The majority of the senators who drink hard have cultivated their legs so that no matter how muddled may be the upper story of these statesmen, their legs remain sober and carry them about safely and decorously. There are a great many temptations to drink in the Senate. In the first place, it is a very close corporation club. Its members are brought into the most intimate contact, and very soon forget the party differences which ordinarily separate men of different political beliefs. The senators are dined continually. At the dinners in their honor four or five wines are given, in addition to the brandies and liquors which are brought in at close of the repast. The senatorial gentlemen, as a rule, neglect none of the items of food or drink upon the bills of fare at these dinners. The natural result is that the next morning they have an appetite which needs a continued supply of some sort of drink to maintain their physical tone.—*T. C. Crawford, in New York World*.

The following figures are particularly significant just now to be considered by the people, and especially the workman, while the discussion as to his wrongs by his employer is going on: According to an estimate of a tobaccoist, \$2,000 are paid daily in this city for cigars and tobacco. Calculating the population to be 100,000, and that the consumption here is an average one, then the entire population of the United States pay about \$500,000,000 in one year. And, according to the government reports, about \$900,000,000 worth of strong drink is consumed, making \$1,400,000,000 paid for these two entirely unnecessary and hurtful stimulants and narcotics. These estimates are substantially sustained by a gentleman of Philadelphia, "not a temperance fanatic," who says: "I am more convinced each day that the correct name for hard times is whisky and tobacco, and that the \$20,000,000 spent here each year for building is not quite our whisky and tobacco pocket-money for six days; and incredible as it seems, it is positively so, all the house-building in this city in sixty years is drunk down and spit out (bah) in the United States each year, and mostly by the poor," and which means the wage-workers, Knights of Labor, etc. Then, estimating that one in twenty, or about three millions of the people, consume the strong drink and tobacco it would be \$300 a year to each man, and about \$170 to each for tobacco. The New York Tribune estimates that the people of this country drink two gallons of liquor for every bushel of wheat they consume—twice as much for liquor as for bread; and as much for tobacco as for bread.

INDUSTRIES.

There are 12,000 Women Knights of Labor in America.

Ella T. Braman, of New York City, is notary public and commissioner for the other States and Territories.

Miss Ellen M. Sprague has been employed for twenty-three years as cashier, book-keeper, and confidential clerk of a publishing company in Chicago.

Mrs. Sally Crandall, after keeping the Watch Hill lighthouse for twenty years, has returned to Westerly, R. I. Mrs. Crandall had discharged her lonely duties faithfully.

The Woman's Alliance of Chicago representing twenty-six organizations of women, will take steps to enforce the factory ordinance of Chicago and the compulsory education law of the State.

Miss Mamie Davis, a telegraph operator at Jacksonville, Fla., stayed at her post all through the yellow-fever epidemic, and is receiving merited praise for her fidelity to duty.

Mrs. Kate Richmond, who is at the head of the Wisconsin Lead and Zinc Company, is one of the most successful mining operators in the country. The company has a paid-up capital of \$500,000, and its entire business is personally supervised by Mrs. Richmond.

Alice Stone Blackwell says: "More than sixty per cent. of adult English women, married and unmarried, are working for daily subsistence, and the number multiplies every year."

Miss Edmonia Lewis is a colored woman and gifted sculptor, who has completed a beautiful statue of St. Charles Borromeo in Rome, and sent it to Mr. R. Dixon in Brooklyn, N. Y.

A number of poor but educated women in Washington go from house to house to clean lamps, sweep parlors, dust bric-a-brac, and do such parts of the work as cannot safely be trusted to common servants. This new departure is highly praised.

A woman seventy years old has just taken out a patent for a sewing-machine needle that does not need threading. There is a beveled slot in one side of the eye through which the needle slips. It seems very simple, and all who have seen it wonder why nobody thought of it before.

Misses Dora and Edna Gamble are artists in Los Angeles, Cal., who, after spending the past year on their ranch in the Antelope Valley, have opened a studio in the city, and show among other mountain studies more than a hundred different varieties of wild flowers.

In one of the largest saving banks in Massachusetts, outside of Boston, a woman is employed as clerk who is said by experts to do the work of two men, having perfected an original method of keeping the bank's accounts entrusted to her; and all this for less salary than would be paid to one man in her position.

The annual address of Mrs. L. M. Barry, the general investigator of woman's work for the K. of L., will be translated and circulated through Germany and France with the hope of securing agitation that will improve the condition of working women in those countries.

Mrs. Charles A. Doremus, daughter-in-law of the well-known chemist, is one of the most successful American playwrights of her sex. Two of her plays have been performed by professionals one, "The Circuit Rider," by Rosina Vokes; the other, "Freaks," by Lotta. They are said to show genuine dramatic gifts and a keen sense of humor.

This is the story of eight sisters living near Belfast, Maine. Their mother is dead, their father is feeble. The sisters carry on the farm, keep several cows, a horse, four oxen, from three to five hundred hens, hogs, a brood of ducks and thirteen cats. They get up their own wood in winter, at which season only two of them are at home, the others being employed at Boston, where two of them are teachers in the public schools. All spend the summer at home and carry on the farm.

The *Missionary Record* tells of a colored woman, Mrs. R. Whetsel, who supplies ice to St. John, New Brunswick, to the town of Carlton, and to all the great vessels and steamers in port. Her husband, in company with white men, carried on the business. He died about four years ago, and the widow could not secure a fair adjustment of affairs. With four children to support, she determined to engage in the ice business herself. She managed to get a ten-year lease on the nearest lake, built her ice-house, and she is now the sole dealer in St. John, employing eight men, all white—in winter she employs sixty; runs five teams, handles over ten thousand tons of ice, and does more than a \$10,000 business annually.

A reporter of the *New York Sun* has a window that commands a view of a sewing-room over a gentlemen's furnishing store. Every morning when the reporter gets up he sees a slender girl sewing by the work-room window. Often when he comes home at night she is still there and still sewing. She is making eyelets in shirt fronts. It is nice and delicate work, though she does it with the persistency of a machine. She takes thirty stitches every minute. That is 1,800 every hour or 18,000 every day. In a week she takes 108,000 stitches. Her hand moves a yard for every stitch. In a week she measures off precisely six miles and a quarter of space with that hand. The pay for this prodigious amount of labor is \$1 a day, and she is considered a high-priced, skilled work-woman.

Do not press your children into book learning, but teach them politeness, including the whole circle of charities which spring from the consciousness of what is due to their fellow beings.
—*Spurzheim*.

EDUCATION.

THERE are 11,000 women in the Liberal Associations of England.

THERE are now about forty ordained women ministers in the Universalist Church.

MRS. HENRY S. BLAIR, wife of Senator Blair, of New Hampshire is a trustee of the State Normal Schools.

THERE are too many churches in which women do all the work, and the men hold the offices.—*Christian Register*.

IN Waltham, Mass., 1,050 women voted for school committee last week, or more than ninety per cent of the registration.

THE highest classical honor in the London University fell to a young lady, Miss Mary Lousia Worley, of Girton college, Cambridge.

MISS HELEN GLADSTONE, vice-president of Newham, after eleven years' experience at Cambridge, is convinced that the "full cultivation of women's intellectual powers has no tendency to prevent them from properly discharging domestic duties.

THE paper of Miss Mary E. Byrd, assistant in in the mathematical department of Carleton College, on "Popular Fallacies about Observatories," delivered at the laying of the corner stone of the new observatory, last fall, is being extensively copied by scientific papers in England and on the Continent.

MRS. LEONORA M. BARRY is working to secure legislation on behalf of the children of Pennsylvania, 200,000 of whom are deprived of the privileges of common school education, and 125,000 of whom are employed in workshops, factories, mines, and mercantile industries.

As Wm. E. Gladstone, the great English statesman and politician is growing older and feebler, Mrs. Gladstone is taking up active political work. She says that women who wish to labor for the Liberal cause should be organized, and a few days ago she presided over and assisted in the organization of a Woman's Liberal Federation in London.

A RECENT careful study of methods at Cornell University shows that there is no diminution of effort because of the presence of women in the lecture and class rooms. On the contrary, the women are an incentive to the young men, and the influence of the two sexes in their work is found to be wholesome and helpful.—*Boston Herald*.

MISS CARRIE A. HALL is one of the founders of the National Grange and it was on her proposition that women be admitted on equal terms with men. No grange can be organized, it is said, in any town, even if every farmer desires it, unless the wives of the prospective members will take part, and women are eligible to any office in the order.

MISS MARY STEARNS voted for school committee on the 11th inst. in Lynn. She is seventy-seven years old, but went out in the rain of that day.

"Bromley, what's the matter? You've got a dreadful doleful look."

"Well Darringer, the fact is, things aint just right at home."

"Your mother-in-law come, eh?"

"Gosh no! She's gone. I haven't had a square meal since."

PRESIDENT SEERLEY, of Smith College, at the meeting of the Congregational Club in this city on the 28th inst., said that whether women were capable of higher education was no longer a question. Here are the women themselves to prove it. He declared that the health of women improved under college drill, and he did not believe a collegiate education rendered women less likely to marry.

MISS FAWCETT, daughter of the late Postmaster-General of England, applied to a famous mathematical "coach" at Cambridge to be taken as his pupil. She was rudely repulsed, the uncivil tutor declaring that he "would take no tabbies." The same Miss Fawcett has been systematically beating the best men of her year at the Trinity College examinations, and will doubtless be senior wrangler for the coming year.

It is a whimsical fact that men seem comparatively willing that women should enter any profession except their own. The lawyer is willing that they should be doctors and the doctor thinks they may plead at the bar if they desire to do so, but each prefers to keep them out of his own professional garden plot. This is true of ministers with added emphasis, for here we have the pride of sex plus the pride of sacerdotalism.—*Frances E. Willard*.

THE New York *Tribune* says: "Women are studying medicine in England in thorough earnest. At the recent examinations at London University, ten of the nineteen passes for honors were taken by women. In anatomy they took three of the six honors. In physiology they secured four out of six. In materia medica only did they fall behind, and even there they got three of the seven honors. In the face of such a record the opponents of medical education for women are feeling a trifle uncomfortable."

THE Earl of Salisbury, prime minister of England, took occasion, in his address before an audience of some 6,000 people in Edinburgh, recently, to speak as follows:

"I earnestly hope the day is not far distant when women also will bear their share in voting for members in the political world, and in determining the policy of the country. I can conceive no argument by which they are excluded. It is obvious that they are abundantly as fit as many who now possess suffrage, by knowledge, by training and by character; and their influence is likely to weigh in a direction which, in an age so material as ours, is exceedingly valuable—namely, in the direction of morality and religion."

THE BROTHERHOOD.

FEBRUARY, 1889.

EAST SAGINAW, MICH., January 10, 1889.

Editor Firemen's Magazine:

As the old year has almost gone we cannot let it go without saying good bye and giving praise for the good done in its name. Saginaw Valley is still on deck although the strike has hit us pretty hard. We still have sixty members, who are hale, hardy, happy fellows, most of whom are married and have happy little homes of their own. We have quite a number of members who have been promoted for more than a year, and at each meeting we tremble for fear they will call for a card, and I tell you we should miss them more than they know. Death has only made one vacant chair in our circle in four years, and the sister he left us is doing well. Five or six of our Brothers are boarding with her and so she is making a good living for herself and little son.

Our fourth annual ball was a success. Everybody had a good time and the engineers lent us a helping hand by buying a ticket and lending their handsome faces to us the night of the ball to help entertain our lady friends, for no matter how much they think of us firemen, they will leave us to dance with an engineer every time.

Christmas has come and gone, but it brought us all presents and love tokens that will remain with us until the end of our lives. And now we are waiting for old '88 to die, and while it is going we shall give praise to the Grand Master for all the good things we have had and the good health we enjoy.

I will say a word to the brothers who may read these few lines, and that is, don't get discouraged because the assessments are so high, but *hold on fast* and we will yet come to the front and the world will see that the Brotherhood is built upon a solid foundation and is made up of men whose nerves are as strong as the iron horses they ride, and as steady as the rails they see the headlight flash upon when dashing along with precious lives in their charge, when they know that in an instant their mangled remains may be unrecognizable, still they falter not. Do any of you think you are doing a duty to your loved ones to take the assurance of a living from them in case you fall by the wayside? Your beloved wife may have to face the cold world, your babes left to the cold mercies of this world, all because you love the pleasures a few dollars will bring better than to keep an insurance upon your life. No, brother, stand by the B. of L. F. and your wife and babes will be cared for. We know how it is, for we have a case in our midst, and experience is a good teacher. With Bro. John Kull at the head of 286, there is no danger of her going to wreck. Good bye, and God bless each one of you, as the sentiment of the writer.

286—C.

For Firemen's Magazine, the "Organ of Progress."

FEDERATION.

Of a good time coming, all have read, in books of prose and song,
The good time coming when the right shall triumph over wrong;
And though hope's deferred, and faith is weak,
There'll surely come a day,
When toilers, like the millionaires, shall be decreed fair play.

When the good time comes that's coming, there'll be heard throughout the earth,
Sublimar anthems than were sung at Creation's birth.
Then the Sons of God, and the morning stars, in concert jubilee,
May sing the good time coming's come, and working men are free.

When the good time coming's come, and each royal Brotherhood,
In FEDERATION bonds display zeal for each other's good.
On LABOR'S BANNER flung to the breeze and flashing in the sun,
Shall be inscribed in shining words, "the good time coming's come."

—Engineer.

CLEVELAND, OHIO, January 12, 1889.

HOUSTON, TEX., January 5, 1889.

MR. EDITOR:—I notice that the correspondence department of your popular *Magazine* has not thus far contained any notice of Bayou City Lodge, No. 146, the pride of Houston's organizations. Therefore, with your permission, I will offer a few items for publication. The membership of No. 146 is as intelligent a body of men as ever handled pick and scoop, and is an honor to the B. of L. F. organization. I have had some connection with the members of the organization and know something of their ability and integrity, and a nobler, bigger hearted body of men, wage-workers and bread-winners, never faced the storms of death and hardship than the B. of L. F. and this is especially true of the members of 146.

Our old friend, Fred Keeler, of the Order, so I have been informed, has been advanced, and is now master of the throttle on the S. & E. F. R. R., as is also the case with a number of others of the Order. Charlie Scanlin is handling the black diamonds on the big 713. He has thrown up his position as a manufacturer of letter boxes, and is now deeply engaged in studying the rules of etiquette and marriage. He is quite a ladies' man, indeed, a great admirer of the fair sex. I think he will soon pull out from the company of the old stags, as he is now deep in the sea of love, and gradually drifting to the shore of matrimony.

The growth of the Order has been rapid, and more especially the increase of the membership of No. 146. A new member was initiated on the 20th inst., recommended by A. E. Dunn, the happy father. Before the event the size of the Denim pants was 22 in. Now the tailor is ordered to make them 32 in. Mother and boy doing well.

Respectfully,

S

COGITATION AND INTERROGATION.

BY SWITCH.

MR. EDITOR:—I see by the *Magazine* that you have been pleased
To print my interrogations and append a few
replies,
And it makes me feel as jolly as if I'd been
green-eyed
With the best of headlight oil from my heels to
my eyes.
And now I want to ask
(Though 'tis not a pleasing task,
And I would greatly prefer some other job)
If the B. of L. E.
Ought not to plainly see
That towards firemen it is emulating the corpo-
ration snob?
That by passing certain laws the Order would
have it appear
That a member of the B. of L. F. is not an engin-
eer's peer?

Manifestly, it does look that way to thou-
sands of Brotherhood firemen who say it is
ostracism, pure and simple, totally unworthy
of the enlightened age in which we live,
and of the intimate relations which must
necessarily exist between members of the
two great Brotherhoods.—ED. MAGAZINE.

MR. EDITOR:—I am no flatterer, I have nothing
to gain
By peddling taffy on a stick; I'm not built that
way.
I just fire an engine, and permit me to explain,
I expect to get a throttle at no very distant day.
Now, would you advise,
When I gain the prize,
For me to button back my ears and elevate my
chin,
And say to the boys
Who have shared all my joys,
"If the B. of L. E. will take me in,
I am going to desert you. Big 'twin' I'll be
When I wear the badge of the B. of L. E.?"

Well, no, we would not so advise. We
are not an admirer of apostasy. We think
the B. of L. F. is not required to doff its hat
in the presence of the B. of L. E. If it has
any superiority we have failed to detect it.
Vaulting ambition is not virtue; bravado is
not bravery. Self-respecting members of
the B. of L. F. will know how to act when
the proposition is made to renounce their
parent Brotherhood for membership in the
B. of L. E.—ED. MAGAZINE.

MR. EDITOR:—I am only a fireman, please ex-
cuse the repetition,
The fact I have stated several times before,
And though the avocation is without special
fruition,
Every day I am wiser than I was the day before.
Thus the cab is a college
Where I accumulate knowledge,
And when I get my diploma, don't you think
I'd be
A sort of a devil's imp,
A poltroon or a pimp,
To shake the B. of L. F. for the B. of L. E.?

We are not disposed to apply epithets and
still, it must be admitted that Bro. Switch
permits his cogitations to run along in a
common sense groove.—ED. MAGAZINE.

FREDDIE MARLING.

These lines are dedicated to the memory of
Freddie Marling, who died of scarlet fever in
Cedar Rapids, December 14, 1888.

Freddie was a bright little boy of three years
and four months, and the only child of Frank
and Lide Marling. His father is a fireman on
the B. C. R. & N. and a member of the B. of L. F.

We thought of the bright to-morrow,
And Christ was so very near,
Nor thought of the coming sorrow
Nor dreamed of the dropping tear.

Our darling Freddie was playing,
As happy as happy could be,
And mamma was just now saying
What she'd put on the Christmas tree.

The wind in the chimney sighing,
And Freddie stopped his play,
In wonder to mamma crying,
What it was the wind did say.

Oh how those dear eyes danced with glee,
As mamma said with a smile,
"Dear, Santa Claus is saying that he
Will come in a little while."

"And when Santa Claus does come,
What shall he bring our boy?"
"A hobby horse, a chair and drum,"
He answered with childish joy.

But alas 'or the bright to-morrow!
Our baby was laid away,
And our hearts were seeped in sorrow
On that beautiful Christmas day.

We think the angels were waiting
With the children gone before,
To give him a Christmas greeting
On that sunny sinless shore.

We think their Christmas cards,
Were such as the seraphs sing.
We think the gifts they brought him,
Were better than we could bring.

We'll wait for the bright to-morrow
When parting shall be no more,
For a Christmas without sorrow
On that sunny sinless shore.

—J. P. Marling.

HARTFORD, CONN., January 7, 1889.

Editor Firemen's Magazine:

Permit me to say, through the columns of the
Magazine, that Charter Oak Lodge, No. 285, is get-
ting along well, notwithstanding the steady fire
of the "Q." strike. Most of us have held out to
the last, and we are now preparing for our third
annual ball which we hope to make a grand suc-
cess. Quite a number of our boys have gone
from the left to the right. Bro. Dwyer is run-
ning a passenger, and Bros. Kelleher, Wagner,
Cummings and Shea are getting along splendid-
ly. The New England is now doing a good busi-
ness. The members all sympathize with Bro.
Wagner, who, some weeks since, lost his wife.
Bro. Thayer, since his promotion, is doing well
on the N. Y., N. H. & H. The Poughkeepsie
bridge will soon be open and will largely increase
the business of the H. & C. W. Road, and I think
when the boys have to sling coal into a 10-foot
fire-box, they will pity us on the New England.

Slash Bar.

For the Magazine:

THE OLD MAN'S SONG.

Pile fresh logs on the blaze;
Oh, I love the hearth fire's glow,
When winds rave above many a grave;
And heavily falleth the snow.
Let them crackle, sparkle and glare,
Bright forms deftly cast
On ceiling and wall; memories recall
Of happier days long past.

By the blazing logs I'll sit;
As the old year takes its flight,
And faces see, ever dear to me
In the glowing embers to-night—
But some are dying, aye, some are dead,
Like hopes of departing year,
The shadows fall, on ceiling and wall
Shapes spectral, now appear!

Twelve! chime the city bells.
Good bye! old year good bye!
The shadows prance, in a merry dance,
Then why should an old man sigh!
Pile fresh logs on the blaze,
Oh I love the hearth fire's glow,
When winds rave; above many a grave,
And heavily falleth the snow.

—John Tierney, Jr.

HOISINGTON, KAN., January 1, 1889.

Editor Firemen's Magazine:

May I have space in your valuable book to say a few words in regard to our great and noble Order, the B. of L. F.? We have just organized Long Division Lodge, No. 397, located at this place, and can assure you, that in the near future, we will have one of the best Lodges west of the Mississippi. Our Master, Ed. Heath, is a man of good morals and intelligence, who is respected by all who know him, and by his good endeavors I am sure of success. Our members, who are a lot of industrious fellows, are striving hard to merit success, and by patience and perseverance will give No. 397 prominence and influence. Before I close I would like to say a word in regard to our Grand Organizer. My first meeting was a cordial one, and I found him to be a man of prepossessing and fascinating appearance, also a most consummate and sensible talker. The Brotherhood should feel proud of such a man. It could not have found a man better qualified for the position he now holds. Bro. Hanahan is the right man in the right place. May success crown all his undertakings is the wish of a brother.

E. E. Brown, Sec'y.

MISSOULA, MONT., January 9, 1889.

Editor Magazine:

Being a subscriber, and a constant reader of our valuable *Magazine*, I have concluded to write my views on federation.

According to our local papers the long and well sustained strike on the "Q" is over. After holding the fort eleven months, never-ending credit is due the boys who maintained their honor in the long struggle for their rights.

According to the statements made in the papers the boys have lost much, but the loss is overestimated. The fact is, they have gained a victory, for the lesson they have taught Stone and a few more of his kind, in the United States

and Canada, will prevent them, in the future, from trying the same racket.

Now that the "Q." strike is off, federation ought to be the order of the day, and the sooner it is taken into consideration the better it will be for all concerned. Capital is combining, forming alliances, federating to maintain its supremacy, and should be met by federation on the part of workingmen, particularly railroad employees to protect their interests and enable them to live.

There are strikes brewing all over the United States and Canada, especially in Canada and the Western States, and they may come sooner than we expect. But we must think before we act. The workingmen of America to-day are worse off in some places than the poor paupers of Europe, and agents are employed by capitalists in every Atlantic and Pacific seaport town to bring over these people, and when they come, they must take what they can get, and they will work for one-third the wages, which American workingmen ought to receive. Viewing these facts as they exist it becomes apparent that the only hope of American workingmen is in federation. With federation we can hope when the next struggle comes to maintain our rights, but without federation defeat is certain.

Respectfully yours,

Federation.

ARMOURDALE, KAN., December 25, 1888.

Editor Firemen's Magazine:

Kaw Valley Lodge, No. 313, has thirty-one members in good standing, who are always prompt in paying their dues and assessments. As they are all good boys, I take the liberty of informing the readers of the *Magazine* what some of them are doing in the service. Bro. M. S. Laughton is running engine 1492 on the N. P. Bro. Haddock runs the 1354, and has a soft snap of it, too. Bro. Larson is on the extra list. Bros. Benard and Smith are running on the road, extras, out of Wamego. Bros. Knight, Myers, Parmelee and Peterson are firing engines 820, 494 and 823, on trains 201, 203, and 204, there being four crews on three engines. Bro. McCormick is in the real estate business in Armourdale, and doing well. Good for him. Bro. Mc. is a whole-souled Brotherhood man. Some of the boys are trying hard to organize a Lodge at Wamego, but it is the candid opinion of the writer that a Lodge at Wamego would not survive very long as the boys do not lay there long, and there would never be enough members present at any one time to have a quorum, and the Lodge would decrease the membership of No. 313, to such an extent that one or the other would go down. The shops being here, I consider this the right place for the Lodge. Bro. Laughlin procured two photographs from the Brooks Locomotive Works and two from the Baldwin Works, of their make of engines, and they adorn the walls of our Lodge rooms and are appreciated by the members.

Respectfully,

L. S. M.

TO MRS. NELLIE BLOOM.

[In Reply to "Waiting."]

My dear madam: Your lines headed "Waiting,"
 Set fancies afloat through my brain,
 And my pulses were frenzied dilating
 'Twixt pleasures and exquisite pain;
 For I thought of the fellow you sighed for,
 How careless he seems to have grown;
 Pray what did he make you his bride for
 If nightly he leaves you alone?

I wish it were me you expected,
 Your lips all aflame to be pressed;
 I never such joys rejected,
 I love to be fondly caressed.
 I'll take such delights in the gloaming—
 Some say they taste sweeter in gloom—
 Indeed I would never go roaming
 And leave you alone, Mrs. Bloom.

The moments move slowly when waiting,
 They're laggards, and loaded with care;
 Suspense keeps the bosom vibrating
 'Twixt hope and the deepest despair,
 But when the loved darling comes dancing
 How fleet-footed time flies away.
 A night of caresses entrancing
 Scarce seems a brief hour until day.

Perhaps in the Lodge room debating
 Your darling remained in his pride,
 And cared not a straw how long waiting
 Disfigured the face of his bride.
 Perhaps he was off with another—
 The rascal! such actions are wrong—
 While lonely his wife tried to smother
 Her grief in a dolorous song!

Oh! Madam, I humbly implore you
 To take no offense as I write.
 Were I near I would help to restore you
 The darling you sighed for that night;
 And if I would fail in securing
 The strolling, indifferent elf,
 I'd yield to your song so alluring,
 And cheerfully give you myself.

—Shandy Maguire.

SCHRIEBER, ONT., January 15, 1889.

Editor Firemen's Magazine:

Perhaps a few lines from this part of the continent may prove acceptable, as showing the progress and development of the Brotherhood. Comparatively speaking, we are a new Lodge, the month of August last having witnessed our inception. Although our membership is not large, yet the degree of interest manifested in the affairs of the body is extremely encouraging. Many of the "boys" are old members of the B. of L. F. and have belonged to Lodges at other places, and to whom we are indebted for considerable instruction in Lodge business. Trade is not brisk with us this winter, consequently many of the boys have been put back—a disappointment for those who have sat on the "right-hand side." The C. P. R. is using "moguls" for freight on this division now; it was at first rather hard on the stoker, but having got the swing he gets there in good shape. We should remark that the *Magazine* is much read and appreciated, and we desire to express our thanks to all contributors to its columns for their readable and entertaining matter. In conclusion, Mr. Editor, we would wish, through its columns, to thank Bro. Chas. Unwin, of Unwin Lodge, No. 305, Rat Portage, for his kindly letter which we are in

receipt of and duly acknowledge, and beg to tender him our sincerest regards for his well-timed advice in matters relating to Lodge affairs which we were unacquainted with. We hope soon to write again and trust to have further success to record.

Edward Hartley,
Mag. Agent.

WINSLOW, ARIZONA, December 30, 1888.

Editor Firemen's Magazine:

Thinking a few items from Pacific Lodge, No. 173, would be acceptable and help to fire the *Magazine* for January, or some other issue, I am induced to say that 173 is in a thriving condition, having forty-one assessable members December 7th. Bro. E. W. Davis has been promoted, and is now manipulating the throttle of engine No. 7. Bro. Frank Georges has been promoted to switch engine in the Albuquerque yards, and Bro. Simeon Frost, has been promoted to hostling. May they prove successful in the different positions is the wish of all, as their future prosperity is a stepping stone for those that are to follow.

Chap.

Unknown Addresses.

J. M. DOWNEY—Formerly a fireman on the M. C. R. R., at Detroit, Michigan, will confer a favor by sending his address to his brother, John H. Downey, Albuquerque, New Mexico.

GEORGE P. WRIGHT—Is requested to correspond with W. E. Burnes, No. 122 Newberry Avenue, Chicago. Mr. Wright went to California about a year ago, and is supposed to be somewhere in the "Golden State."

HENRY H. GERNISH—Last heard from was in the state of Missouri, supposed to be railroad-ing. Anyone knowing his whereabouts will please correspond with B. J. Gillis, No. 33 Village street, Boston, Mass.

PAUL GOODRIDER—Is requested to correspond with Miss Mary Goodrider, who is anxious to know where her brother is. Mr. Goodrider is an engineer and when last heard from was in Bellevue, Ohio. He may be dead, but any one having any information will be doing a favor by writing to his sister, No. 7 Silver St., Syracuse, N. Y.

A Kansas City, Mo., dispatch says: The Burlington & Rock Island systems, having experimented with the mogul locomotive, have each given large orders for the construction of these engines, to be put in general use on their roads, the Chicago, Kansas & Nebraska line having given an order for seventy-five to the Rogers Locomotive Works last week, and the Burlington having nearly double that number already in use and now in process of construction. These locomotives are a radical departure for high passenger speed purposes and for fast stock trains from the old style of engines, being compactly built, running with two driving wheels and a radius bar, emitting but little smoke and almost no clinders, and so arranged that the weight available for adhesion is a larger per cent. of the total weight than any other kind for trunk lines yet constructed. Recent improvements in fire-boxes, smoke arches, and general arrangements for combustion have all greatly increased the economy of these engines, which were hitherto satisfactory.

Personals.



Howdy! Bro. Hannahan?
 I really like your style;
 I like the way you wear your hat—
 I like your winning smile.
 And when you do address the boys
 On principle and law,
 I like the way you show your teeth
 And wag your powerful jaw.

COLONIAL Lodge, No. 119, had the pleasure of a visit from P. Carrow during the holiday season. The professor is a favorite of the Colonial boys, and the greetings were mutually agreeable.

BRO. W. CARMICHAEL, of Colonial Lodge, No. 119, is the proud father of a twelve pound boy, and the exceedingly pleasant domestic incident has brought "Billy" a shower of congratulations.

THE household of Bro. and Mrs. C. G. Hall has been blessed with a young daughter. Bro. Hall is now located at Sherbrook, Quebec, but still holds membership in Rocky Mountain Lodge, No. 77.

WE notice that Bro. Thomas P. Davis, of Sunset Lodge, No. 177, Marshall, Texas, was recently married to Miss Clara Lottier, one of the fair daughters of the Lone Star State. The *Magnolia* wishes the happy pair a prosperous life voyage.

WE congratulate Bro. A. H. Tucker, of Cerro Gordo Lodge, No. 29, upon his great good fortune of being the happy father of a girl baby. May the blessed gift grow up to beautiful womanhood a ceaseless joy to parents, and to her brothers and sisters.

BRO. C. C. SUTHERLAND, member of J. H. Kirk Lodge, 376, has been promoted to the right-hand side and is now running on the C. & K. N. with headquarters at Goodland, Kansas. His many friends, throughout the bounds of the Brotherhood, will be glad to hear of his success and will wish him a prosperous career.

MORRIS TURNHAM, formerly of Banner Lodge, No. 56, and J. G. McLeod, both members of Clark-Kimball Lodge, No. 113, Pocatello, Idaho, and engineers on the U. P., recently favored the Grand Lodge with a brief visit. These brothers had spent the holidays with friends at Pana, Ill., and were en route to their far western home. It afforded us great pleasure to meet and greet them.

BRO. HARRY M. JOHNSON, *Magazine* agent of Rocky Mountain Lodge, No. 77, Denver, Col., explains his negligence in attending to the interests of the *Magazine* by referring to a matrimonial incident which resulted in giving him a wife. And now that the knot has been tied and the prize secured, he promises better work. As in duty bound we accept the apology, and wishing Bro. Johnson a large share of prosperity and felicity, shall anticipate most excellent reports.

MR. STEWART E. HOGE, late Chairman of the General Grievance Committee of the engineers during the C. B. & Q. troubles, has been appointed manager for the Western Railroad Insurance Department of the Standard Life and Accident Insurance Company. No better appointment could have been made and we take great pleasure in bespeaking for Mr. Hoge the good will of Brotherhood firemen.

WE felicitate Bro. C. J. Singleton, ("Cotton") member of the Grand Executive Board, and a member of Beacon Light Lodge, No. 111, Mattoon, Ill., upon the notable triumph by Miss Rife, of Mattoon, at the great terpsichorean tournament inaugurated by the members of C. Heppburn Lodge, 100, at Evansville, Ind. The prize for the best dancer was a splendid gold watch. Miss Rife's movements were pronounced the poetry of motion, and long will her graceful response to the music of the occasion be remembered by those who had the pleasure of witnessing them, and it was perfectly natural that Bro. Singleton should bear testimony of his happiness by one of those ecstasies whispers of his tuneful throat, which, it is reported, was heard as far away as Henderson, Ky.

THE following personals appear in a recent issue of the *New York Dispatch*:

Firemen Chas. Wilson and T. Dwyer, both of whom belong to Washington No. 13, B. L. F., do good work on trains of the Reading road. They are very good disciples of the B. L. F.

Engineer John Neice, who runs No. 572 on the P. R. R., and his fireman, H. Flaigaut, who were both pretty well shaken up in a recent collision, are both around again, though Flaigaut is not on duty.

Secretary of No. 3, Mahoney, is standing as extra freight engineer now on the P. R. R. He thinks so much of his "Adopted Daughter" that he will not give her up for the B. L. E. Good for Mahoney.

Jake Bohem, a member of "Adopted Daughter," who fires on the P. R. R., was recently put to work on one of the "Jacks." He weakened, owing to the heavy work, and said he wanted something easier.

George H. Vantassel, foreman of the Harlem round house, has just finished an improved bed. It folds up, rings an alarm clock, and puts a man's vest on with one motion. He is very proud of it, and expects to have it patented.

Amusements.

On Christmas night, Guard Rail Lodge, No. 168, B. of L. F., gave its sixth annual ball, which, according to the *LaCrosse News*, was "one of the pleasantest and most successful social gatherings that ever assembled in LaCrosse." The decorations of the hall were such as to make it "a bower of beauty," and it was crowded, with "handsome ladies and gentlemanly men." The music was superb, and "never were high anticipations of pleasure more fully realized." We congratulate Guard Rail Lodge upon the brilliant success which attended its sixth annual ball.

The Railway News-Reporter, published at Omaha, devotes four columns and a half to a union ball, given by the engineers and firemen, at Moberly, Mo., on the evening of December 31. The ball was under the auspices of Division No. 86, B. of L. E. and Lodge No. 54, B. of L. F. Preliminary to the opening of the ball, Hon. Tim Hennessy, Railroad Commissioner, was presented with a suit of broadcloth, which he accepted with felicitous acknowledgments. The opera house was handsomely decorated and on the stage were a number of prominent railroad men. The dancing consisted of quadrille, waltz and polka. The ladies were in elegant toilets and the gentlemen in their Sunday best. The music was all that could be desired, and the occasion, from first to last, all that could be asked for.

We record with great pleasure that the first annual ball, given by Bonanza Lodge, No. 194, at Missoula, Montana, was a brilliant success. The K. of P. hall, in which the dancers assembled, was beautifully decorated with large national flags, locomotive headlights, evergreen mottoes, flowers, silken streamers bearing greetings, banners with the date, and many railroad lanterns of red and green colors shed their radiance over the dancers. An elegant supper was served about midnight at the Florence hotel. The dancing continued till about 3 o'clock. Some seventy couples participated in the grand march, led by E. L. Hoilister and Miss M. Dondell. Among the guests were many leading citizens, their wives and daughters, and the company was one of the most brilliant ever seen in Missoula.

At Vancouver, B. C., on the 31st of December, the members of Regina Lodge, No. 278, B. of L. F., gave their first public ball in that city. The Vancouver *Daily World*, in noticing the pleasant event, says: "The walls of the room were draped with evergreens, and flags, and mottoes, and emblems peculiar to the tenets of the society. In a large glass case opposite the entrance stood a miniature locomotive, complete in all its details. At the back of the hall in large letters was the motto: 'Happy New Year; Farewell 1888. Welcome 1889,' and above it: 'Brethren, keep your record clean.' Facing this were: 'Thistle, Shamrock and Rose entwined, but the Maple Leaf forever.' Over the door was: 'Imperial Highway from Orient to Occident.' In the corners were the watchwords of the order: 'Industry, Sobriety, Charity and Protection,' and besides the ordinary gas illuminators and a variety of Chinese lanterns, there had erected in each of two adjacent corners a brilliant locomotive headlight which shone with such dazzling rays as to lend the whole scene the enchantment of fairyland." The music was excellent and the dancing ranged from "off brakes" to "18 miles an hour," the supper was good and at a late hour, with "God Save the Queen," the happy company retired. The *Magazine* congratulates the boys of 278 upon the success of the entertainment.

Deepwater Lodge, No. 368, of Springfield, Mo., held its first grand ball in the Board of Trade Hall, on Monday evening, January 14. Deepwater Lodge is about eighteen months old, with not more than twenty members. The boys were rather timid at the start, for fear their first attempt might prove a failure, but their most cherished hopes were more than fully realized. The committees were too numerous to mention. Suffice it to say they all did their duty, and did it well. There were twenty sets on the floor at a time, and the oncery of the evening was, "the hall is not large enough." A brass torch, a handsome lantern and a box of cigars were raffled off to the most popular engineer, conductor and fireman. John Hill, as the most popular engineer, carried off the torch; Walter McQuiston, as the most popular conductor, received the lantern, and the ladies voted the cigars to John Short as the most popular fireman.

I have stolen a few items from a lady's diary, which, I think, will tell the boys more plainly than I can, how their efforts were appreciated:

"Monday, Jan. 14.—Everything has gone topsyturvy, and consequently everyone is in a bad humor. Finally we made up our minds, as a remedy for the blues, to attend the B. of L. F. ball. Minds once made up we were not long in getting ready. Our preparations were not very elaborate, as we fully intended going merely as spectators. Found the company so good, and everybody having such an enjoyable time, that we were compelled to turn in and enjoy ourselves likewise, which we did to the fullest extent until 2:20 A. M., when we reluctantly departed for home, with the silent comment of 'Well done, brave boys of Lodge No. 368.'"

THE Chicago, St. Paul & Kansas City is asking bids for 1,000 freight cars.

Acknowledgments.

NELSONVILLE, OHIO, December 16, 1888.

To the Members of the Brotherhood of Locomotive Firemen:

DEAR SIR:—I received on the 6th of December from F. J. Kistler, Receiver of Franklin Lodge, No. 9, a draft for the sum of \$1,500, the amount due me on the policy held by my late husband, R. E. Jerrett. Please accept my heartfelt thanks. Wishing the noble Order of the Firemen's Brotherhood a prosperous future, and that it may be to others what it has been to me, a friend to the widow and fatherless. I am

Very respectfully,
MRS. IDA V. JERRETT.

CINCINNATI, OHIO, December 9, 1888.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

DEAR SIR:—I wish to return my sincere thanks to the officers and members of Eureka Lodge, No. 14, for their kindness and attention to my son, Bernard F. Kelly, and for the prompt payment of the claim of fifteen hundred dollars (\$1,500), and also to Mr. Brundage, of Rocky Mountain Lodge, No. 77, in accompanying the remains home. With the best wishes for the prosperity of the Brotherhood, I remain

Yours sincerely,
MRS. B. KELLY.

DETROIT, MICH., December 18, 1888.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I wish through you to thank the brothers of St. Clair Lodge, No. 116, Fort Gratiot, for their many kindnesses to me in my great sorrow. Also Lodges No. 158 and No. 221, for the beautiful floral tributes and their attendance at the funeral of my husband. May God's choicest blessing rest upon you all, and may you meet with your brother where there is no more separation. I wish also to thank the officers of the Grand Lodge for the payment of \$1,500, the amount due me.

Very truly yours,
HELEN E. BABY.

SOUTH EASTON, PA., January 9, 1889.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I hereby acknowledge the receipt of a draft for \$1,500.00, the amount of insurance due me on the death of my husband, Charles Menninger. I desire to return my sincere thanks to the Brotherhood for the money, and I also wish to express my appreciation of the kindness and attention shown my beloved husband, and the respect shown him after death. Words are inadequate to express the gratitude I feel toward your noble Order. I also tender my heartfelt thanks to members of the Brotherhood of Engineers for showing their respect, by draping their engines. With best wishes for the prosperity of all brotherhoods, I remain your sincere friend,

MRS. CHARLES MENNINGER.

MONONGAHELA CITY, PA. Dec. 11, 1888.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN:—Allow me to return to you my heartfelt thanks for the payment of the sum of fifteen hundred dollars on the policy of my late son, Harry Dixon. I also desire to express much gratitude in behalf of myself and family to Holbrook Lodge, No. 378, of which my son was a member. Also for the respectful and sympathetic manner in which they, with others, assisted in performing the last sad rites at the funeral of our dear son. I trust we shall ever hold you in grateful remembrance, and I feel constrained to add, "Be ye also ready, for in such an hour as ye think not the Son of man cometh."

Sincerely yours,
HENRY DIXON, SR.



Correspondence must in all cases be brief and to the point.

Subscribers must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazine will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,

TERRE HAUTE, INDIANA.

FEBRUARY, 1889.

SCAB engineers think dead engines, like dead Indians, are the least dangerous.

THE Richmond & West Point Terminal Railway Company now operates 6,700 miles of railroad, and this mileage is not exceeded by more than two railway companies in the world.

WE invite the attention of the readers of the *Magazine* to the advertisement of the "Brotherhood Medical Co.," printed elsewhere. The remedies advertised and sold by this company are highly spoken of by those who have used them, and are rapidly growing in favor with the public.

THE report is going the rounds of the press that Mrs. Nicholas, czar of Russia, is so fond of work that she makes many of her everyday dresses. The circumstances of her husband are such that she don't have to make her own clothes, but being an eccentric lady, she is fond of sizing-up herself and giving herself fits. She is said to be the only Knight of Labor in Russia.

WE are authorized by F. G. Baker, Esq., manager of "The Matchless Metal Polish Co.," to give the awards of promised prizes to the three firemen who reported the largest sales of Baker's tripoline for 1888. They are as follows: First prize, Lewis Zunkle, fireman P. Ft. W. & C., Chicago; second prize, H. C. Walker, fireman Missouri Pacific system, Taylor, Tex.; third prize, O. L. Lindrew, fireman I. C. R. R., Chicago. The company, at an early day, will announce five prizes for 1889, and we would suggest to Brotherhood firemen the propriety of looking out for the advertisement.

PITTSBURG industries are beginning to experience great inconvenience from a lack of natural gas. Those who have assumed that the supply of this plutonian fuel is inexhaustible may be required to change front.

J. T. HARAHAN, Esq., late General Manager of the L. & N., has resigned to accept a similar position on the Lake Shore railway. Mr. Harahan is one of nature's noblemen, a man who knows what is due an official, and as thoroughly understands what is due an employé. He manages railway affairs, actuated by the strictest sense of justice and receives the respect of the employés of the road. The *Magazine* wishes him good health and prosperity.

THE *Scientific American*, advertised in another column under the head of "Patents," certainly needs no one to "sing its praises," but, notwithstanding this fact, we feel it an absolute duty to the general public, at least that portion of it that has never seen or heard of the paper, to tell them that such a "one is published" at the low price of \$3 a year, and that its true value cannot be overestimated. It stands at the head of all publications of its kind. A file of the paper may be seen at this office and subscriptions received.

SOMEONE has been at work making a careful calculation of the wealth of individual members of the Vanderbilt family and makes the following exhibit: Cornelius Vanderbilt, \$110,000,000; William K. Vanderbilt, \$85,000,000; Frederick W. Vanderbilt, \$16,000,000; George W. Vanderbilt, \$15,000,000; Mrs. Elliot F. Shepard, \$12,000,000; Mrs. William D. Sloan, \$12,000,000; Mrs. Hamilton McK. Twombly, \$12,000,000; Mrs. W. Seward Webb, \$12,000,000. Total, \$274,000,000. According to the figures given the average wealth of the Vanderbilts is \$34,250,000. Admitting that \$100,000 is a comfortable fortune, the Vanderbilts enjoy 2,740 comfortable fortunes.

NOTWITHSTANDING this is a government of the people, by the people and for the people, it is stated that the United States Government has paid more money in the investigation of the disease of hogs than it has for all the diseases affecting the human race. And it is also a fact that notwithstanding the fact that thousands of Americans annually make the tour of Europe, and that American girls are constantly bartering themselves off for the titles worn by European princely beggars, the American hog receives more attention from European governments than is accorded the entire American population. The American hog may not be king, but he is very nearly related to Lord Bacon.

MRS. IDA A. HARPER.

We note in the *Chicago Journal*, a contribution from its Indianapolis correspondent in which Mrs. Ida A. Harper is spoken of in style justly complimentary, as follows:

Mrs. Ida A. Harper, is the wife of Thomas Harper, a prominent attorney of Terre Haute. She contributed a series of articles to the *Terre Haute Mail*, under the head, "A Woman's Opinions," which were reviews of the social and political situations as they pertain to women. They were written in a crisp, taking style, and were universally read and widely copied. She still edits a department in the *Locomotive Firemen's Magazine*, and is a frequent contributor to the *Terre Haute Express* and the *Indianapolis Journal*. Her style is excellent; she has sound opinions, which she expresses pointedly and forcibly. Mrs. Harper has one daughter, now a pupil of Mrs. Sewell's school, with whom she spends much time. She is also a pronounced equal suffragist. She is not a public speaker, but is very efficient in committee work, being one of the officers of the State Suffrage Association. She has also been a faithful friend to the Western Association of Writers, and if the enterprise has failed of success it is not her fault. She has a delightful home in Terre Haute, entertains much and is an incomparable housekeeper. In person she is below the medium height, with pleasing features, fine eyes, and dresses richly and becomingly. She has agreeable manners, talks well, and impresses one with her quality of energy and intelligence.

The *New York World* reports Col. Robert G. Ingersoll as saying:

I have always wondered that the great corporations have made no provision for their old and worn-out employes. It seems to me that the Pennsylvania road, the New York Central and many others—and not only these railway companies, but great manufacturing corporations—ought to provide for their workmen. Many of them are worn out, unable longer to work, and they are thrown aside like old clothes. They find their way to the poor house, or they die in tenement houses or by the road side. This seems almost infinitely heartless. Men of great wealth engaged in manufacturing, instead of giving \$500,000 for a library, or \$1,000,000 for a college, ought to put this money aside, and the interest ought to be used in taking care of the old, of the helpless, or those who meet with accidents in their work. Under our laws, if an employe is caught in a wheel or a band and his arm or a leg is torn off, he is left to the charity of the community whereas the profits of the business ought to support him in his old age.

No one can hope to see the time when great and wealthy corporations will pension their old, worn-out, or crippled employes. To intimate such a condition of things is to assume that by some miraculous proceeding corporations will be possessed of souls, or, that human nature is to undergo a change which will transform men into beings who will make money for the express purpose of seeing how much good they can do with it. We doubt very much if it be desirable for employes to become in any sense or in any degree the dependents of great corporations. The suggestion is in direct conflict with independence. It indicates a condition of things in which the employe becomes an attachment of the corporation to which he looks for sustenance and protection. Let the idea once take root in the mind of an

employe, and from that moment he ceases to be a man of independence in thought or act. He loses all self-respect. The Russian serf belongs to the estate, and the employe who looks to the corporation, instead of himself for protection, under any circumstances, has reached a mental and moral condition which ought not, in this country, to be contemplated with composure. All that is wanted of corporations is to pay their employes honest wages, their fair share of the the wealth they help create. This done, they will provide for old age, and this will be done when labor federates for its own protection.

That many of the laws which relate to workingmen and women are unjust, a foul blot upon the statute books and upon civilization, there need be no controversy, and that they will remain unrepealed until workingmen federate for the purpose of purifying laws and courts, is equally unquestionable.

The *Switchmen's Journal* for January contains the following:

Eugene V. Debs, Grand Secretary and Treasurer of the Brotherhood of Locomotive Firemen, has won the distinction of being the first person, prominently identified with another organization of railway employes, after whom a Lodge of our Association has been named. This is the more complimentary when we consider the Lodge is located at his own home, Terre Haute, Ind., where he is known the best. Brother Debs has won a warm place in the hearts of the switchmen under our jurisdiction, all this, too, by simply pursuing a policy that intelligence, progress and conscience points out. How much further advanced would we all be had we many more such men as Eugene V. Debs."

Such generous words are always agreeable and inspiring, but we reproduce them in the *Magazine* for the purpose of simply emphasizing the fact that they breathe the federation spirit, and indicates that it is an easy task to bind all the organizations of railway employes in the conquering bonds of federation.

We notice with special pleasure that S. H. Clark, Esq., First Vice President and General Manager of the Missouri Pacific, has ordered the abandonment of the secret service detective business on his road. The order is entitled to universal commendation. It is in the line of enlightened management. It evinces confidence in the employes which is certain to be returned by fidelity to obligation a fealty which can hardly be expected when it is known that detectives are lurking around for the purpose of earning a living by methods generally regarded as despicable. It is understood that the secret detective service has cost the Missouri Pacific over \$30,000 a year, money, which if judiciously distributed in the way of wages to employes, would be of vastly more benefit to the corporation. The world moves.

ELSEWHERE we print from the Indianapolis *News* a "thrilling" account of the "spotter" on the trail of the railway conductor, well calculated to hold a member of the O. R. C. "spell bound" as he reads it. It is the railway's tribute to the conductor. It ought to make the average blue coat turn red. In reading it the level headed, self-respecting conductor will be able to estimate the amount of faith the railroad official has in his integrity, and getting himself thoroughly saturated with the facts, he should polish up his brass buttons, make his best toilet, take a good look in the mirror, feel of himself all over, and then take a slate and pencil and figure out, if possible, just how much gratitude pressure to the square inch of boiler surface he should carry as due the men who place the "spotters" on his track. We should like very much to publish the result. The facts brought out in the *News'* article are sufficient, we should conjecture, to create a feeling of disgust on the part of conductors beyond the reach of exaggeration. The army of spotters must be enormous—one concern employing 1,800. Will the *Journal* of the O. R. C. give the *News'* article a passing notice?

WE have received an advance copy of the second annual report of the Inter-State Commerce Commission. The report sets forth that "from the best information now available, the railroad mileage of the country on the 30th day of June, 1888, is estimated at 158,781, and the number of corporations represented in the mileage is 1,251." The report, including index, makes a volume of 354 pages, and is as full of valuable information relating to the operation of railroads as an egg is of meat. The report includes an annual report of the Northern Pacific Railroad, by which it is shown that the road, with equipments, up to June 30, 1888, has cost \$162,873,519.33. It is shown that the total number of employes is 8,993, and the total yearly compensation \$6,628,531.04. The highest average wages per day is \$3.87, paid engineers; the lowest is paid trackmen, \$1.51; the average daily wages paid employes is \$2.37. There are eighty-nine general officers, not included in the foregoing, who receive \$309,460 a year, or an average of \$3,365, or \$11.00 a day. It is shown that the 113 general officers and outside and traveling agents, receive \$378,360. There are 449 firemen on the road, and their yearly compensation amounts to \$362,960.76, or an average of \$2.21 a day. The time may come when the country will have the privilege of examining reports of all the great railroad systems, and of knowing not only the exact pay of firemen, but of each general officer. With exact figures comparisons will be more interesting.

News comes from St. Paul that an application has been filed in the United States District Court for an injunction to forbid the Northern Pacific Railroad Company from cutting timber on public lands along the route of the road. It is also asked that the company be compelled to appear in court and respond to thirty-two questions concerning the cutting of the timber. It is charged that the company has cut timber continuously along its lines instead of confining itself to alternate sections covered by its land grant, and that it has wrongfully taken over 280,000,000 feet in Idaho, Montana, Washington Territory and Minnesota, worth \$4,600,000. The ground upon which the railroad company is alleged to have trespassed is only valuable for its timber and material, and forms a part of the timber reserve which it has been the policy of the government to protect and preserve for future use and benefit to its citizens. Unless the company is stopped at once by injunction the entire country now being trespassed upon will be entirely denuded. The government has frequently requested the Northern Pacific Railroad to desist, but "it not only refuses to do so, but threatens to continue cutting the timber." It is understood that the company denies all the charges and will fight the government in the courts.

The Railway Life refers to federation as follows:

A federation that keeps its affairs apart from the public view, even though it could make itself powerful for a time, would certainly become the stamping ground of personal feeling. Look at the Knights of Labor to-day. The vast majority hold by Powderly, and we believe they are right, but is it not a miserable thing to see an organization with such a programme divided into hostile camps over mere questions of personal worth and personal honor? Let the railway employes federate, but let them remember that it is true of small democracies as it is of great ones, that that which keeps all pure is the free air of public opinion. Railway men have nothing to fear from the people unless their demands are unjust. But if they intend only to use their federation for what is fair they can secure the big world as an ally.

The orders of railway employes which have determined to federate have no purpose to keep their "affairs apart from public view." There is no secrecy about the matter. There is no "personal feeling"—no hostile camps, no wrangling over "personal worth." There is perfect equality—and the one supreme purpose is to secure and maintain justice. These orders will federate. If others conclude from any cause to "go it alone," they will be permitted to do so. It is their privilege. Federation is in the line of common sense—and common sense is that which moves the world in the right direction. The organization which antagonizes it, may learn a valuable lesson by reading the history of the bull which concluded to stop the locomotive.

A HOLIDAY HAPPENING.

We reproduce from the columns of the *Terre Haute Gazette* the following notice of a holiday happening, which, however regarded by others, was of special interest to the recipient of the "token of friendship." The *Gazette's* report of the incident is as follows:

At the office of the Grand Lodge of the Brotherhood of Locomotive Firemen last evening an incident occurred so fraught with fraternal friendship as to make it one of the most notable of the holiday season in our city.

It is well known that our esteemed fellow townsmen, Mr. Eugene V. Debs, has earned a national reputation as a friend of the Brotherhoods of railway employes for his intelligent and manly advocacy of their rights and interests on all occasions, and this devotion to their welfare the great Brotherhood of Railway Brakemen last evening acknowledged in a highly complimentary manner.

At the Convention of the B. of R. B. held in the city of Columbus, Ohio, in October last, it was ordered that a medal be prepared, to be presented to Eugene V. Debs as a testimonial of the esteem in which Mr. Debs is held by the Brotherhood of Railway Brakemen and as an acknowledgment of his valuable services in promoting the welfare of the Order.

In response to this action of the Convention, Grand Master S. E. Wilkinson, of the B. R. B. arrived in the city yesterday for the purpose of presenting Mr. Debs with the medal, which is of fine gold and of beautiful and unique design, and so constructed that it can be worn as a badge. It is about four inches long and is surmounted by a spread eagle which, with wide spread wings hovers over the inscription, "A token of friendship." On a bar underneath the foregoing inscription is inscribed, "E. V. Debs." Following this are two shields, highly artistic in design. On the left hand shield is the brake-wheel, surmounted by red and green flags and a red lantern, symbols of the brakemen's duties on the train. On the right hand shield, representing the B. of L. F., is a locomotive with pick and scoop crossed, and the letters B. L. F. inscribed on the pilot, and these two shields are artistically coupled, symbolizing federation. Suspended below the shields is a medallion, about the size of a gold eagle, bearing the inscription, "Presented by Officers and Delegates at the Fifth Annual Convention B. of R. B., Columbus, Ohio, 1888."

Mr. Wilkinson, in making the presentation was exceedingly felicitous, and among other things, in addressing Mr. Debs, said: "You are recognized throughout our jurisdiction as the godfather of our Order. You laid its foundation and have done much to advance it to its present proportions and prosperity. The members of our Order throughout the country, grateful for the assistance you have rendered them, and fully appreciating your unselfish kindness, have made me the bearer of their fraternal greetings, and as a slight testimonial of their friendship and esteem, permit me to ask your acceptance of this medal, in the hope that it will make still stronger the tie of mutual friendship which has hitherto been the boast of our Order."

Mr. Debs having been taken by surprise was not a little nonplussed for a moment, but, recovering his equanimity, responded gracefully. He appreciated the beautiful and valuable token of the friendship of the Brotherhood of Railway Brakemen,—and was glad to know that his interest in the welfare of the Order was deemed worthy of such a splendid recognition. He desired Mr. Wilkinson to be the bearer of his profound thanks to the great Brotherhood he represented, and to assure his associates that in the future, as in the past, he should endeavor, as opportunities offered, to bear testimony of his unabated devotion to the welfare of their Brotherhood.

We have on our table a copy of the holiday issue of the *Galesburg Republican-Register* containing an elaborate write-up of the city of Galesburg, Ill., from its earliest history to the present. Galesburg, among other things, derives distinction from the fact that it is the headquarters of the great and prosperous Brotherhood of Railroad Brakemen, where the office of the Grand Lodge is located, which is in charge of that elegant gentleman, Ed F. O'Shea, Grand Secretary and Treasurer of the Order, as also the Editor of the *Brakemen's Journal*, the organ of the Order. Those who would like to know the history of Galesburg will do well to secure a copy of the holiday issue of the enterprising *Republican-Register*.

THE *Locomotive Engineer* in answering the question, "What is under control?" says: "One very good definition is, that under control is to have your train so that it can be stopped inside the distance you can see—if you see but 100 feet, the train should be run slow enough to be stopped in that distance; if a mile, a higher rate of speed would be under control," and that, "It is always well, however, to have a perfect understanding between the engineers and the officers to whom they are responsible, and when a superintendent is found who says six miles per hour is under control under all circumstances, it is better for the men to run six miles per hour, than to argue on the green carpet about what under control really is."

Of late the *Conductors' Monthly* has displayed a wonderful amount of friendship for the B. of R. B. In the way of sympathy it gushes like a Yellowstone Park geyser, and not only for the members of the B. of R. B., but for the brakemen generally.

There have been several instances of late in which conductors have taken the places of striking brakemen, with the entire approval of the *Monthly*.

Is this to be regarded as a sample of the *Monthly's* friendship and good will?

If brakemen on any of the roads of the country were to strike to-day, or at any time, and conductors were to take their places, would the *Monthly* uphold and defend the action of such conductors?

When and where has the *Monthly* rebuked conductors for taking the places of striking brakemen? (Will the *Monthly* give date and page where such rebuke can be found?)

When the B. of R. B. was in its infancy and struggling for a foothold, will the *Monthly* state when and where, (giving issue and page) it gave the youthful and inexperienced Order the benefit of kind words?

We respectfully ask the *Conductors' Monthly* to answer the questions we have propounded. They are direct and pertinent, and we shall be pleased to give the answers special prominence in the *Magazine*.

MASTER FRED DUPELL, something over 7 years of age, and the son of Frank Dupell, Esq., an attaché of the Grand Lodge, produced the following, a few mornings since, and all things considered, we give it place in the *Magazine* as a specimen of juvenile poetry equal to many we are requested to publish. The following is the production *verbatim et literatim* :

BY MASTER FRED DUPELL.

As I was standing alone,
I looked into my own dear home,
There stood my mother with my hat
And in it was our pussy cat,
She said to me come here my dear,
And see what I have got in here,
There it was the little thing,
It had my bird, too, by the wing.
I cried to mother, there's my bird,
But I don't think my mother heard.

The incidents upon which Fred's poem are founded were purely imaginary. There was no hat, pussy cat, nor bird. But the fancies are domestic and pretty, in fact, poetical, and if Master Fred keeps on in the line he has begun, the world may yet have another Tom Moore.

CHAS. J. SINGLETON.

Chas. W. Martin, the enterprising railroad editor of the Mattoon (Ills.) *Star*, has written for his excellent paper, a sketch of Bro. Chas. J. Singleton, who, though only 24 years of age, is an engineer on the Peoria, Decatur & Evansville R. R. and a master of his profession. Mr. Martin has embellished his sketch of Bro. Singleton with an excellent portrait of the man, which at once impresses the reader with the idea that he is a man of intellect and courage, one who possesses those qualities of head and heart which distinguish leaders and achieve success in the battles of life. Bro. Singleton is a native of Illinois, who early began his railroad career as a brakeman. He abandoned the brake for the pick and scoop, and rapidly advanced to the throttle, demonstrating that where there is a will there is a way to success. Mr. Martin, in giving the readers of the *Star* an outline of the history of Bro. Singleton, says:

His early years were spent in the school room, and at the age of sixteen he graduated with honors from Olney High School. He then entered the employ of the Ohio & Mississippi Railroad Company as brakeman, but at the end of two months resigned and came to this city, accepting a situation as fireman of the pony in the P. D. & E. yards. His advancement has been steady and sure, until to-day he handles the throttle with the grace and precision of a veteran, commanding the respect and confidence of his superiors by his unswerving attention to duty, and the good judgment displayed in all his acts, either as officer, servant, or man. His election as a member of the Grand Executive Board is the crowning honor of a long career of official service for his fellow-knights of the scoop and bell rope. Beacon Lodge, No. 111, of this city has recognized his fitness for service many times by electing him to many official positions; he at this time occupying the Master's chair. He is also a member of Circle Lodge, No. 707, A., F. &

A. Masons. For three years he was chairman of the General Grievance committee for the Mackey railway system, appearing before different officials in that capacity on five occasions within that time.

Such is a brief *resume* of Bro. Singleton's history, all the more creditable on account of his youth, because it becomes an example to the thousands of young men in the Firemen's Brotherhood, to work for advancement.

Bro. Singleton, as a member of the Grand Executive Board of the Brotherhood, will have opportunities for the display of his abilities, and that he will be of great benefit to the Order, none will doubt who know the superior qualities of his mind.

An exceedingly happy close of Mr. Martin's sketch of Bro. Singleton is found in the poem of Mrs. Henry B. Jones, editress of the B. of R. B. *Journal*, Washington, Ind. We should like to introduce the production entire, but must be content with producing the following stanza:

As member of the B. L. F.
They hold him very dear;
He's well deserving of the same,
This excellent financier.
The very first to help along
In any cause that's good;
He never leaves a stone unturned
To aid the Brotherhood.

THE *Railway Service Gazette* reports a case of "bad blood" occurring in the yards of the Cincinnati, Hamilton & Dayton R. R. when there was a strike of the switchmen, where two or three passenger conductors, who were members of the O. R. C., made their appearance to do the work of the strikers. There was at once a war of words, and the conductors were denounced in the most bitter terms, and threatened with violence. It is said that other passenger conductors who were not members of the Order, were requested to take the places of the strikers, but declined to do so. The Toledo strikers assert that it is the policy of members of the O. R. C. to take the places of strikers everywhere." The *Gazette* further says: "We now have a report from Los Angeles, Cal., that the conductors in the Southwest have become dissatisfied with the affairs of the Order of Railway Conductors, and have formed a new "Brotherhood of Conductors of the United States and Canada." One hundred conductors met December 9 at Los Angeles, and decided to form a grand division of the new brotherhood. It was also decided to send delegates immediately to all towns having division headquarters of railways west of the Missouri River, for the purpose of organizing subordinate divisions at these points." This fully confirms the predictions of this *Magazine*. Railway conductors as a body, are not hostile to other organizations of railway employes, and the action of the O. R. C. is producing legitimate fruits.

J. S. METCALF, Esq., has been advanced from Division Superintendent, to the responsible position of General Manager of the L. & N., in place of J. T. Harahan, who resigned. Mr. Metcalf is a worthy successor of Mr. Harahan and under his management the L. & N. will not suffer for lack of ability. A thorough railroad man, of large experience, he will not fail to maintain the prestige of the L. & N. system, now one of the most important in the country.

WM. PEACOCK, a member of Camden Lodge, No. 247, B. of R. B. in the *Brakemen's Journal* for January, discussing the subject of federation, refers to an interview with Chief Arthur, published in a Philadelphia paper and says:

It seems that the engineers do not want to federate unless they can have a representation in the chief body in proportion to their size with the other organizations of railroad employes. In other words, they want the controlling influence in the proposed new order of things by getting two representatives to the other brotherhoods' one, and, of course, relying on the firemen to act in conjunction with them. For instance, suppose, for convenience sake, we allow one representative to each organization and give the engineers their proportionate representation and allow them two. Now, with the firemen's representative, which they rely upon, and of course in all probability they will get, they will have a tie vote, with a good fighting chance of winning, and which, of course, gives them an advantage over all the rest. Now this looks to me like too much of a desire to dictate, a desire to boss matters and have things their own way; if it is not why do they want this extra representation? Why do they not come in on an equal footing? I am sure there are just as able men in the O. R. C., the B. R. B., the switchmen or the firemen as there are in the engineers, men who are just as well calculated to govern the destinies of those brotherhoods as any they may find among themselves.

Now my advice to the other organizations of railroad men would be to federate themselves and allow the engineers to have a little federation of their own and give them a chance to display some of their strength and ability in settling their own affairs, and perhaps they will make as big a success as they did with the C., B. & Q. business, which every one knows was a total failure. It is my opinion that if the other organizations will join hands it will be but a short time before they will extend us their right hand and say there are other organizations in this world besides theirs.

It should be distinctly understood that the orders which have determined to federate will do so, entirely regardless of what the engineers may do or may not do. And, peradventure, should the engineers ultimately conclude to federate, their order will not be given any preponderance in deciding questions. The federation plan contemplates equality and the rule of a majority, predicated upon equal representation. The interests engineers have at stake are no greater than the interests of any other brotherhood, and the only interest any order can have is to see justice prevail.

We are constantly in receipt of letters requesting the *Magazine* to take Master Mechanics, and other railroad officials to task

for alleged improper acts or words, which the writer deems of sufficient gravity to warrant great severity of criticism on the part of the *Magazine*. It occurs to us, that those who make such demands upon the *Magazine* totally misapprehend its mission. Such infelicities as are constantly being reported, affecting the relations of employer and employé, do not constitute what is usually known as a "grievance," worthy of calling together the grievance committee, that the facts may be correctly ascertained as the basis of further action, but are of that less important character, which involve only the few, without indicating a hostile policy, and as a result are not brought to the attention of those who are charged with the responsible duty of investigating wrongs to which employes are subjected. It ought not to require argument to show that the mission of the *Magazine* is not to enter such an arena for the purpose of assailing, right and left, officials, whose acts, or words, however well calculated to create estrangement, are not regarded of sufficient importance to constitute a "grievance."

It should be understood that the *Magazine* has all the courage required for a manly defense of locomotive firemen, members of the Order, where the facts and circumstances demands its championship, and this any one can readily see, who is willing to consult its pages. If, however, it was to take up every instance of misunderstanding which the Lodge to which the complaining member belongs, does not deem of sufficient importance to warrant the action of the grievance committee, the wrangle would become interminable, and we should have time for little else but to write castigating philippics against railroad officials—and being forever engaged in such chastising criticisms, the difference between a misunderstanding, incident to all human affairs, and a real grievance, involving rights and principles, would become obscured and the influence of the *Magazine* would be seriously marred if not totally destroyed, as a result, more harm than good would follow, and those for whose supposed benefit the scolding was volunteered, would, in all probability, be the ones most injured.

When wrongs are so flagrant as to create a sentiment throughout the Brotherhood that redress is demanded, it is not even then prudent for the *Magazine* to assail the parties who have inflicted the wrong, as such criticisms might greatly embarrass those who by arbitration are seeking to find a remedy for the grievance, but when such prudent measures fail, it is not required to remind the *Magazine* of its duty. On such occasions, the dignity (?) of the official will not save him from being stripped and flogged as he deserves. It is on such occasions that the *Magazine* knows it is right and will go ahead.

THE scabs, who took the places of the Indianapolis switchmen, at the time of the strike in November last, have fared badly. The Indianapolis *Labor Signal* of December 15th says "that no less than twenty-two of the scab switchmen employed in the yards of this city since the strike of union men some weeks ago, have been either killed or maimed for life. The fatal accidents have all been chronicled in the daily press, but every effort has been made to conceal the others. As these accidents were the result of incompetence on the part of those injured, the railroad officials' secrecy is apparent. They do not wish the riding public to know that thousands of lives are daily placed in the care of inexperienced employes in order to save the road a few dollars." Federation is the only remedy for such a condition of things and the sooner it is perfected the better it will be for the public, for employes and for the railroads.

THE phenomenal growth of the circulation of the New York *World* under its present management, excites universal surprise—almost justifying the remark that it is miraculous. New York had newspapers before the *World* was born, newspapers of high standing and great wealth. The *World* for a number of years, did not cause them any solicitude. It simply lived. But under its present proprietorship and management, it suddenly strode to the front of all newspapers in the United States, and in point of circulation, probably stands first of all the newspapers of the world. Why this growth? The question is easily answered. The world moves, and the New York *World* keeps up with the procession, in fact, in many regards, leads it. It is in every sense, and in the best and broadest sense, a newspaper. That is reason enough. The New York *World* is a most welcome visitor to our table. To read it, is to have the news.

△ COMMENTING upon "federation," the *Locomotive Engineer*, in the January issue, says:

The Engineers' Brotherhood, at their recent convention in Richmond, declined to accept any of the plans of federation proposed. After mature deliberation we are of the opinion that this is best. The railroad orders should adopt rules of non-interference in case of trouble, but it would be a herculean feat to unite all the interests and keep them united. The Engineers' and Firemen's Brotherhoods have interests that are identical, yet the engineers have been unduly jealous, and distrustful of their juniors. The late trouble on the C. B. & Q. has proven that these fears were entirely groundless. When the engineers meet next year at Denver, we hope to see some of the men who have been talking and wringing about "the twin brotherhoods" get up and offer an amendment to the constitution, abolishing that close-communion, barbarian clause requiring a young engineer to withdraw from the Firemen's Brotherhood before he can join the engineers. This might be federation and it might not—it would be right, anyway.

After "mature deliberation" we are un-

able to detect anything approximating the "herculean" in the "feat" of federation. It is neither difficult nor dangerous. It is a simple proposition, to be set in operation by simple methods. In fact not to federate, or, as the *Locomotive Engineer* states it, to "adopt rules of non-interference" is the more difficult task. Analyzed, non-interference means this: if the engineers on any road have a grievance, all the other railroad Orders are to keep hands off. The corporation would at once put scabs in the cabs and all the other employes would work with them without protest, and the grievance would go unredressed, and so with every other Order. This is what the B. of L. E. calls "strict neutrality," total indifference, a total disregard of wrongs inflicted, and in every case giving the victory to the wrong. Non-interference is just what a railroad corporation wants, when it proposes, like the C. B. & Q., to perpetrate a wrong. For the various Orders to "adopt rules of non-interference" would be superfluous. All the Orders have to do, is to do nothing—be "strictly neutral," and for this, the rule would be, let the corporation have its own way. Let wrongs multiply, let them eat like cancers, or rust, or vitriol. Instead of "Federation"—united harmonious action—let the banners of labor float inscribed with the motto, "Non-interference," and their doom is irrevocably sealed. Having determined not to help themselves, labor organizations need not expect that God will help them for it is proverbial that He helps only those who, at least try, to help themselves.

We can conceive of no proposition more *outré* than railroad organizations adopting rules of non-interference when a flagrant wrong has been inflicted. The operation involves the herculean feat of swallowing one's self, and in case of railroad Orders, except perhaps the O. R. C., the deglutition performance is well calculated to excite the admiration of such corporations as devoutly pray for the extinction of the various Orders of railroad employes, and if they can't get that the next best thing for them would be "non-interference."

But turning from the discussion of such topics, we desire to express our gratification in view of the noble and generous words of the *Locomotive Engineer* relating to the "barbarian clause" in the constitution of the B. L. E., "requiring a young engineer to withdraw from the firemen's Brotherhood before he can join the engineers." They are brave words, fitly spoken, and cannot fail of having a salutary influence. But let it be understood that the B. of L. E., in this matter, will be permitted to work out its own destiny without further overtures from the B. of L. F. Brotherhood firemen are not ingrates nor apostates, and this, we assume, the B. of L. E. will ascertain in due time.

PASSUMPSIC Division, B. of L. E., and Green Mountain Lodge, No. 301 B. of L. E., Lyndonville, Vt., were recently made the recipients of a handsome French clock, the generous donor being Mr. Geo. W. Burgess. Mr. P. D. Hoey, acting for Mr. Burgess, made a happy presentation address, which was responded to on behalf of the engineers by Mr. I. B. Hutchinson, and on behalf of the firemen by Bro. Wm. M. Weeks, Receiver of No. 301. Following the presentation and the felicitous addresses, a vote of thanks was given to Mr. Burgess for his kind remembrance of the Brotherhoods and for his beautiful and valuable gift.

It may be interesting to many of our readers to know that fully one-fifth of the Chicago, Burlington & Quincy stock has been transferred from Boston to New York in the last three months, and the holdings of the Atchison, Topeka & Santa Fe in about the same proportion. It is likely that New York will soon have something to say about controlling the boards of directors of these two heretofore considered Boston interests. It is quite likely that the New York capitalists will introduce a policy in the management of these roads which will recognize the justice and propriety of employing competent men at fair prices and the dismissal of scabs.

THE news has been wired over the continent, that Mrs. Jay Gould is dead. She was not only the wife of a millionaire, but possessed a large fortune in her own right. Columns will be written of Mrs. Gould, not because she was a good and pure woman, and loved her home and children supremely, but because she was the wife of a man, who being possessed of great wealth, exerted great influence in business affairs. It is said of Mrs. Gould, that she was pre-eminently domestic—and regarded what is called "society" in New York, with aversion. She had diamonds, but she would not wear them in public. She was opposed to display—to ostentation, to the despotical edicts of fashion, and would not worship at the shrine of the fickle goddess. She was never more content than when at her palatial home on Fifth Avenue, New York, or at her country seat, Irvington, on the Hudson. It is said of her that she was charitable, in a quiet way, not permitting the world to know, how, where or when she helped the unfortunate. Many harsh things have been said of Jay Gould. Upon few heads have the storms of detraction beat fiercer. But it is said, and nowhere contradicted, that he devotedly loved his wife and children, and when possible always spent his evenings at home. Hence, the question arises, can a man be very bad, who loves his wife—is devoted to her and to his children, and

spends his evenings at home? Mrs. Gould will sleep her last sleep in a mausoleum costing \$100,000, built after the style of the Temple of Theseus, at Athens. It is large enough to hold the whole Gould dynasty for many generations. Such things money can buy—the poor must be content with a hole in the ground, and for their monument, something less ostentatious than pagan mausoleums, pillared and domed, like the palaces of kings; indeed, a grassy mound answers every purpose, and when some loving hand plants a flower upon the turf above them, it may be, after all, more beautiful in the eyes of angels and people of common sense than the weak attempts of the rich to be fashionable and the leaders of the town when dead.

A JUDGMENT against a railroad was recently rendered at Indianapolis, by William P. Fishback, master in chancery. The suit was in the Federal court and was entitled the Central Trust Company of New York vs. the Wabash, St. Louis & Pacific railway company, and Mrs. Bertha Pettit, of Ft. Wayne, Ind., was given \$6,000 damages. It appears that on the 9th of January, 1888, Mrs. Pettit was travelling on the Wabash road, going from Ft. Wayne to Effingham, Ill. Near West Lebanon there was a collision with a freight train. Mrs. Pettit was thrown against the car door and received injuries which will render her an invalid for the rest of her life. All such cases should impress railroad officials with the supreme importance of employing competent men, such as the various Brotherhoods of railroad employes are endeavoring to furnish them, instead of scabs whose record is one of continuous disasters.

WE have received *Scribner's Magazine* for January, containing General E. P. Alexander's article on "Railroad Management," elaborately illustrated from drawings by a number of qualified artists and engraved with great fidelity. The writer reminds his readers that "the life of a railroad corporation is perpetual, its powers limited, and its individuality constantly changing." The general further says of the corporation, "that it is but an artificial individual existing for certain purposes only, and, as it lacks some human qualities, all its methods of doing business are influenced thereby." The article by General Alexander, from whatever point considered, is one of the best of the series published by the Scribners. It is full of information which the general reader will find of great interest. Every line shows that the writer is "posted" and capable of imparting knowledge. We are informed that the railway series of articles will be continued during 1889.

For the Magazine.

THE WEATHER.

I have read of sunny climes, in poetry and rhymes,

And have envied the wild goose as he flew,
From Northern frozen zones, to where the monks
have their homes,
And are strangers to the "snew, friz and thew."

I have read writers whose topics were about the climates of the tropics

Where grow the orange, the fig and the banana,

But I very much doubt whether they ever saw such weather

As just now is the pride of Indiana.

Indeed, I'll bet my bottom dollar that no wild goose, crane or swallow,

In their migrating tours to build a nest,
Anywhere found such weather, so delightful altogether,

As now blesses this country east and west.

Cy. Clone.

A WRITER in the New York *Dispatch* says:

The dissatisfaction among the members of the B. L. F. seems to be widespread, in consequence of the fact that the B. L. E. took no action at the last convention in regard to a closer union with the B. L. F. The matter is of enough importance to call for a few remarks, and these are given to be read and considered by one who has the interest of both organizations at heart, and looks at the matter calmly after hearing both sides of the question from men who are mutually competent to speak intelligently upon the subject. As Masonry has many followers among engineers and firemen, it will be taken as a means of illustrating the matter.

The writer refers to the fact that the B. of L. E. refused to federate with any of the railroad Orders. There is nothing in the proceeding like Masonry any more than there is like Mahomedism. When the C., B. & Q. troubles began, engineers very promptly conceded, (to carry out the *Dispatch* writer's idea), that all the firemen were Master Masons. Then coöperation, federation, fraternization, anything and everything in the line of unity and harmony was in order, and suddenly the announcement was made that the B. of L. E. and the B. of L. F. were the "twin brotherhoods." There were chestnuts to be pulled out of the fire, and *gush* was in order. But at Richmond, the engineers concluded that federation was beneath their dignity and proceeded to give firemen the grand bounce, and to reconcile firemen to the *shake* the *Dispatch* writer proceeds to detail with great minuteness the processes by which an applicant is made a Master Mason. The description is graphic. It could be scarcely more so if the poor applicant was in course of preparation to be hung or beheaded. It is a desperate effort to exculpate the engineers. It reads like a contract to whitewash the B. of L. E. But we cannot refrain from giving the conclusion of the article. It is climactic. The writer did not intend to be humorous, but he is, all the same. Here it is:

To those who are not of the craft it can be said that while the two brotherhoods are as one in all matters, there is a distinction—a third degree.

No matter how good a man he may be; no matter how well he can run and handle an engine in every way, until he is given an engine of his own, until he has been raised and appointed to the place and pay of engineer, he is only a fireman, the one who is under the orders of the engineer; the one who has had all but the third degree. And when he has gone up this one step higher and stands superior to the man in whose place he formerly was, then will he see the difference, and at once realize that he has assumed great responsibilities, and has taken the third degree. Brothers of the craft, is not this so? And you, brothers of the B. L. F., can't you realize now that when you rise to command the members of the B. L. F. by the force and dignity of your position as sole handlers of the throttle, there is a difference in the position of the fireman and the engineer? Think for a moment, and reflect, and then decide.

Boiled down, the foregoing means that when the engineers get into another C., B. & Q. trouble, and want the firemen to help them the firemen are to respond, "we haven't got the third degree yet, and until we rise to that sublime altitude, you will have to go it alone."

We have on our table the January number of the *Brakemen's Journal*, No. 1, Vol. 6, and find its contents of more than usual interest. The editorial article captioned "One John Livingston," is in Editor O'Shea's happiest vein, and while eminently diplomatic and parliamentary, is not the less scathing, and without regard to what Mr. John Livingston may think about it, the readers of the article generally, will be unanimous in their verdict that the said Livingston is a most artistically flayed whelp. The said Livingston is totally unfitted by virtue of his vicious instincts to be president of an association of prairie dogs, and his mean attack upon the Brotherhood of Railway Brakemen and other organizations of railroad employes, designates him as a venomous blatherskite, as repulsive as a dungeon toad. The day has gone by for such men as John Livingston, no matter what may be their position, to arrest the march of working men in their organized and federated power, to exact and secure justice at the hands of their employers, and nothing more is demanded. We felicitate Bro. O'Shea upon the masterful handling of his whip, and the way he has decorated Mr. John Livingston's cuticle with stripes and welts ought to secure him an engagement in Barnum's show. This is one of a class of men who should be scourged with whips of fire, for they are simply a gang of blind, malignant enemies of men whose only capital is their skill and toil, and who carry forward all the great enterprises of the age, asking only for fair, honest wages.

The *Brakemen's Journal* begins its career for 1889, with every evidence of success, and withal has a cover which is a thing of beauty and makes a most agreeable impression at the first glance. We wish our contemporary the largest possible success.

REPORTS have it that of the ten leading railroad stocks largely handled in Boston there has been a shrinkage in values in the last twelve months of \$107,943,263. The largest shrinkage is shown in the Atchison, Topeka & Santa Fé, and the Chicago, Burlington & Quincy comes next. That Boston capitalists have been able to stand such a shrinkage without serious financial wrecks is a matter over which the Boston press is boastful. The fact is that almost the entire shrinkage is confined to the two systems named, both of which seek to grow rich by reducing the pay of employes.

ON the first day of November last the engineers and firemen in the employ of the Central Railroad and Banking Company of Georgia, arrived at an amicable adjustment of grievances and entered into a contract with the company for one year from the date named. Bro. J. I. Davidson, Chairman of the Firemen's Committee is deserving of great credit for the method and manner in conducting the settlement. All firemen and helpers hereafter employed on the road are to be *white men*, manifestly the result of the action of the Brotherhood at its Biennial Convention held in Atlanta in September last.

WE have received from the Editor, J. A. Hill, Esq., a handsomely bound volume of the *Locomotive Engineer* for 1888. Since the first issue of Mr. Hill's excellent paper, we have been a close student of its pages in which, from first to last, there has been a large amount of valuable reading eminently suited to aid the locomotive engineer and fireman to master the problems of their callings. Presuming that bound volumes of the paper can be had upon application we do our readers a favor by suggesting to them the importance of having the volume on hand for reading and for reference. The investment will pay large dividends in solid knowledge.

MR. CHARLES F. MAYER, who represents the Garrett interest in the B. & O., was elected President of the road in December last. It is said that President Mayer's "first mark was made as President of the Despard Coal Company. In 1877 he was elected, and is now President of the Consolidation Coal Company, which is credited with making a larger annual output of bituminous coal than any other company in the country. Mr. Mayer is also President of the Cumberland & Pennsylvania Railroad Company and of the Susquehanna & Tide-Water Canal Company." He is now at the head of one of the great railroad systems of the country, and has a splendid opportunity to distinguish himself as a railroad king.

AT an auction sale of stocks and bonds belonging to the late Joshua Jones of this city, 354 shares in the Pennsylvania coal company of a par value of \$50, sold for \$291 each; and 100 shares in the Singer manufacturing company, par value \$100, were disposed of at \$301 each. Once in a while the veil is lifted from some of our great protected monopolies, and we get an idea of what we really have done for them in taxing ourselves for their benefit.—*N. Y. Standard*.

It appears that on November 8th, a depraved scab engineer of the C., B. & Q., murdered, in cold blood, H. E. Hall, a switchman, at Creston, Iowa. The *Independent American*, published at Creston, denounces the deed as "cold-blooded butchery." That is the size of it, we think. The *Independent* further says that the man who sent a dispatch from Creston extenuating the crime, "is one degree beneath the lowest devil that inhabits the infernal regions." Notwithstanding all this, Abraham Lincoln Assembly, K. of L., said: "Whereas, it has pleased the Father of the Universe to remove," etc., therefore, "resolved, that the wilful and atrocious murder of Bro. Ed. Hall," etc. Creston Lodge of the Switchmen's Association declares that Mr. Hall was "killed at the hands of a scoundrel," but resolved to "bow in humble submission to God's will." Is it not about time for labor organizations to relieve God Almighty of all responsibility in such cases?

WE have before us the *Switchmen's Journal* for December, and note what it says about the strike of the switchmen at Indianapolis, in November last. The strike was a failure, and we refer to it again that our readers may have the facts as stated in the *Journal*. It appears that as early as September 12, a petition was signed by the switchmen "for an increase of pay, shorter hours, and additional men with each engine." This petition was sent to the railroad officials. "The scale of wages requested was the same as that paid in Chicago, St. Louis, Kansas City, Cairo, and many other points, viz.: Day foreman, \$70 a month; helpers, \$65; night foreman, \$75; helpers, \$70; twenty-six days of ten hours each to constitute a month's work; each additional day or fraction thereof to be paid in proportion to the foregoing scale." Having the exact facts our readers can form an honest judgment. Who will say the demands of the switchmen were unjust? Who will offer an apology for the action of the railroad officials for refusing to listen to committees and for declining to arbitrate? Who does not see, if federation had been perfected, that simple justice would have been done?

BLACK DIAMONDS.

It is not surprising, seeing they have their pick, that firemen always marry pretty girls.

A bull headed cow boy applied to President Depew for the position of conductor on a milk train.

A saloon at Burlington, extensively patronized by scab engineers, is called the "Open Throttle."

Paul Morton has his large establishment for the manufacture of concentrated lie guarded by the Pinkertons.

"Lack culture? Possibly," replied the fireman, "but when it comes to polish I keep up with the procession."

THE *Union Pacific Employee's Magazine* for December, devotes considerable space to the discussion of affairs on the Santa Fé. The statement is that the road has become financially embarrassed and hopes to regain its footing by reducing the pay of its employees, the reduction to fall upon those who are the poorest paid. The Santa Fé, it appears, relies chiefly upon the reduction of wages to overcome losses by mismanagement, and some months ago reduced the pay of its section hands from \$1.25 to \$1.00 a day. At \$1.25 a day the men could barely live, at \$1.00 a day suffering became inevitable. The second movement, to enable the great Santa Fé company to do business, is to reduce the wages of all employees 10 per cent.; but certain classes, engineers and firemen, were requested to vote on the proposition to submit to a reduction, other classes had to come down *volens volens*. To make the proposition specially ridiculous, to place hypocrisy beyond the reach of hyperbole, the president of the company comes forward with the proposition to reduce his own salary 25 per cent. In this there is food for reflection. It is safe to say the president of the Santa Fé receives \$25,000 a year. But suppose it is \$20,000 or \$15,000 or as low as \$10,000, what would be the result? It is worth tabulating:

At \$25,000, 25 per cent. off, \$6,250, remaining \$18,750
 At \$20,000, 25 per cent. off, \$5,000, remaining \$15,000
 At \$15,000, 25 per cent. off, \$3,750, remaining \$11,250
 At \$10,000, 25 per cent. off, \$2,500, remaining \$7,500

It will be observed that after the president of the Santa Fé has made his reduction of 25 per cent., the remainder of his year's salary is a little fortune. At the lowest figure he receives, counting 300 days for a year, at the rate of \$25 a day, or \$650 a month. Compare such figures with the pay of employees and the climax of irony is reached. The president, at the lowest figures, has enough, while many of his employees at the highest figures are but poorly paid, and to reduce their pay 10 per cent. or any other per cent.

is refined cruelty. The *U. P. Magazine* well says, "There is no business or industry of any kind but what can pay its workmen fair living wages; if it cannot do that it should give way for something that will; it should stop." But it should be remembered that the scabs are numerous, and that their mission is to degrade labor and to defeat labor organizations in their efforts to obtain "fair living wages." To defeat scabs and the corporations which employ scabs, federation becomes a necessity.

Among the late inventions patented, says the *Scientific American*, is that of Daniel B. Davis for coupling cars. This invention provides a means of coupling cars without passing between them, also for elevating the drawhead or adjusting it laterally, and for sustaining the coupling-pin in an elevated position when the cars are uncoupled. Another is an automatic car brake, by Willard D. Wood, Jr. A gear wheel is secured to one of the axles, with which a segmental gear wheel is adapted for engagement, yielding bearings carrying the segmental gear wheel, and a double wedge engaging the yielding bearings, and operated from the brake staffs so as to move the segmental gear wheel into and out of mesh with the wheel on the axle. Henry Leslie has patented a railway switch. The switch is pivoted and consists of pointed rails and suitable cross pieces, with an arm having slots and a projection in combination with a connecting rod, whereby either switch frame may be operated independently of the other by the same lever, or both switch frames may be operated simultaneously in opposite directions.

THE statement is going the rounds that the Central Vermont has not settled all of the claims growing out of the disaster February 5, 1887, yet. At that time thirty were killed and thirty-six injured. Something over half of these cases have been settled, but not a suit has been tried. The Bussey bridge accident, where twenty-three were killed and one hundred injured, cost nearly \$1,000,000. The Vermont laws are much more favorable to the Central Vermont than are the Massachusetts laws. Here \$5,000 is paid in case of death. If in such lessons of experience railway corporations are not taught the supreme importance of employing only competent, reliable men to run their trains, then it must be confessed that their greed completely obscures the judgment of officials. We do not assume that accidents do not occur when competent men are in charge, but we do assume that with competent men, honestly paid, and not overtasked, accidents are reduced to the minimum, and that the policy is big money in the pockets of such corporations.

Railway Life, published at Toronto, speaks encouragingly of the completion of railroad extension to Hudson Bay. The distance from North Bay on the C. P. R. to Hudson Bay, is about 350 miles, and the completion of the road would open up a country of great richness. *The Life* says:

The country through which it passes is known to be excellent farming land. It is less elevated than some of the country south of it, and therefore the temperature is higher, considering the latitude. Nearly all the cultivated crops of Canadian fields and gardens will grow there. In minerals it is known that the country is quite rich, while its lumbering wealth is all but incalculable. Following the well-established natural law that all vegetables attain their greatest perfection nearest the northern limit of their production, the white pine north of Lake Nipissing is the best that Canada ever had. There are large tracts of it as yet untouched by the axe or the fire. As well as the pine there is spruce in incalculable quantities, and, as spruce land can be cut over once every fifteen years, there will be permanent business for the road, the more especially as spruce must, in the not distant future, take to some extent the place of the fast disappearing pine. Then, again, the paper-making industry, or at least the pulp-making part of it, will have to emigrate among the poplars, of which there are unnumbered millions in the country north of and around Lake Nipissing.

The Hudson Bay country, of British America, is almost as much of a *terra incognita* as the center of Africa. We are now told of its immense resources, and the railroad will soon be transporting them to the markets of the world.

WE make no apology for the frequent reference to federation in the *Magazine*. It is just now, the question of questions. It is up for debate in the Lodges of all the Brotherhoods of railway employes and is discussed in all the organs of the orders, except, perhaps, the organ of the B. of L. E. That organ wisely keeps silent, because should it attempt to vindicate the course the B. of L. E. has chosen to pursue, the animus of its position would at once be disclosed to its discomfiture. A correspondent of the *Union Pacific Employes' Magazine*, refers to the action of the Brotherhood of Engineers at its Richmond convention, or rather, the non-action, in the matter of federation, which is characterized as "one of the most important measures before that honorable body," and adds:

For at the present time without the support of federated orders it would be next to impossible for them to sustain any measures they might wish to carry out or enforce against the wishes of a corporation; and should they become involved in any cause which did affect any of the federated orders, I do not see how they could stand, for cannot their ranks be successfully filled from the Brotherhood of Locomotive Firemen, the Knights of Labor, etc. Do they not remember that they were all, or nearly all, firemen before they were given an engine to run? Are there not more firemen now than ever before? If there were no federated orders they would then have no united force to contend with, and they might then meet the enemy single handed and come off victorious, but they should bear in mind, that, "A house divided against itself cannot stand." I do not think they hit one order harder than another, but refused or neglected all

alike. The Brotherhood of Locomotive Engineers are making the same mistake made by the Telegraph Operators' Union a few years since, when they refused or neglected to take in railroad operators, claiming that they were incompetent to fill the places of commercial men, but they were put to the test and they proved equal to the emergency and the result was disastrous to the union.

The almost universal sentiment is that the B. of L. E. made a mistake at Richmond. Be this as it may, it relates solely to the B. of L. E. and will not interfere with the work of federation by other organizations.

THE New York *Dispatch*, under the caption of "Bad and Good Luck," has the following:

Charles Marley, a fireman on the N. Y., N. H. & H. R. R., joined the B. of L. E. on the 24th of September last. On October 8th, fourteen days later, while with his engine in New Haven, Conn., he crossed over by the back of the tender and was struck and crushed by a New England switch engine, and the consequence was his right arm had to be amputated. On December 31st a draft for \$1,500 was forwarded to the Secretary of Marley's Division, B. of L. E., which was handed him, on account of his injuries.

The Master Mechanic of the N. Y., N. H. & H. R. R. has sent word that he has a first-rate position waiting for Marley, which he can take as soon as he is able. The \$1,500 draft is a splendid answer to the question, "Does it pay a fireman to join the B. of L. E.?"

In many ways it pays a fireman to join the B. of L. E. Membership in the Brotherhood not only gives security against sudden misfortune, such as befell Bro. Marley, but membership surrounds the fireman with many social and fraternal enjoyments not otherwise obtainable. Besides, membership in the Order is fruitful of healthy restraints of incalculable value to men who would resist temptation and achieve success.

An associated press telegram from Cedar Rapids, Iowa, Dec. 19th, said that "the chief officers of the Order of Railroad Conductors, located here, deny the report from Los Angeles, Cal., that the association west of the Missouri river has disbanded, and say that only two local points are affected, and that there is no indication of any further disaffection. They claim that the new Order is organized to affiliate with striking organizations, and that as soon as conductors learn the nature of it they will have nothing to do with it." The contradiction of the "chief officers" is significant. The O. R. C., as it now exists, may suit a great many of its members, may be very popular with the whole tribe of C., B. & Q.'s, but it is not the friend of working men when unjustly treated. It has no sympathy for them. It doesn't view such struggles with "strict neutrality," but favors scabbing to maintain its position of a parasitic organization. It is not surprising that a "new Order of Railway Conductors" is being organized for more honorable purposes.

EXCESSIVE HOURS OF SERVICE

Time and again this *Magazine* has called attention to the fact that excessive hours of labor must be, in the nature of things, fruitful of disaster. In the March number of the *Magazine* in discussing the terrible accident on the Pennsylvania R. R., February 18, 1886, we said:

"Physical endurance is one thing, mental endurance is quite another and a far more important matter. The mind to be watchful and on the alert must not be overtasked. Engineers, firemen, brakemen, conductors, switchmen, train dispatchers and signal operators are, if trustworthy, more or less constantly subjected to mental strain as the result of responsibilities. To require them to work an improper number of hours, has resulted in disasters in the past, and railroad officials cannot do themselves and the public a greater favor, a more desirable service, than to investigate questions relating to the number of hours those of their employes ought to work, who have the lives of passengers in their custody."

In a recent issue of the *American Machinist* we notice an article captioned "Excessive hours of Service on Railroads" as follows:

There have been numerous instances in which serious wrecks and loss of life have resulted from working train crews an unreasonable length of time without opportunity for rest. Not long ago we noted the occurrence of such an accident in England, which resulted in the issuing of an order limiting the number of hours of continuous service to something like a reasonable length of time. The necessity for some limitation of the kind has been again shown, by the collision of a freight and passenger train on the Metropolitan branch of the Baltimore & Ohio Railroad, and the consequent killing of three trainmen and the wounding of several others. The men in charge of the freight train state that they had orders to lie on the switch at Tuscarora and wait for two sections of the Pittsburgh express and the Cincinnati & St. Louis express to pass. After the first section of the first train passed, they, having been on duty *thirty-six hours*, went to sleep to secure a little rest. Awakening as the second section of the first train passed, they mistook it for the second train, as it was running on that train's time. They consequently pulled out onto the main track, with the result as above stated. We repeat what in substance we have said before, viz: that trainmen, especially engineers running on single track roads, must have every facility in active employment continuously during a run, and to expect men to do this for thirty-six hours without rest, is to expect impossibilities and to invite disaster. Stringent laws should be passed against the practice, far too prevalent, of requiring such unreasonable hours, and severe penalties should be inflicted for its infraction.

We are pleased to note the fact that the position taken by this *Magazine* is at last attracting deserved attention, and it is to be hoped that the time is close at hand, when overwork by railroad employes will be among the things of the past.

THE *New York Times* in the wealth of its generosity is moved to say that a large proportion of our workingmen are entirely ca-

pable of understanding the questions and principles involved in their cause, and then proceeds to advise workmen to convert their organizations into educational institutions, remarking, that their great defect "has been a lack of knowledge and of understanding of the principles which underlie the relations of labor to capital, to society, and to government." "Excellent advice," says the *New York Standard*, and adds: "But why should the *Times* proffer it to workmen exclusively. Other men besides workmen have organizations, which one would think might profitably be made to do a little educational work in the direction suggested by the *Times*. Or does the *Times* think that our merchants, and bankers and brokers, and manufactures, and trust managers and clergymen, and editors, and Sunday school superintendents have no "lack of knowledge and of understanding of the principles which underlie the relations of labor to capital, to society, and to government." If it does, it is woefully mistaken. There is more of that kind of knowledge among workmen than any other class." The *Standard's* opinion upon such matters is worth as much as that of any publication in the country, and it correctly speaks of the intelligence of workmen. Besides, the organizations of workmen are largely educational and are yearly becoming more so.

The relations of labor to capital, to society and to government are being taught in all the labor organizations of the country. The relation of labor to capital is that of creator to the thing created. Labor creates capital—without labor there would be no capital. In the near future, labor proposes to have more nearly its equitable share of the capital it creates; and bankers, brokers, manufacturers, corporations, trusts and monopolists, may as well begin to understand the fact. What society most needs to-day is to understand that labor makes it progressive, and that without labor, society would lapse into barbarism. And as for the relations of labor to government, it should be understood that labor pays all the revenues, and that without labor there would be a universal "decline and fall of governments."

Labor organizations are preparing to solve problems relating to relations; and that conditions as they now stand will be changed at no distant day is a foregone conclusion.

OWING to the fact that an "interlocking switch failed to work," the Grand Rapids express train was derailed and the engine turned over into the ditch. The accident occurred seventeen miles west of Michigan City, Ind., at the B. & O. crossing, and strange to say, Engineer James Cassidy, an old and highly-respected citizen of Michigan City, was the only person injured and he was killed outright.

THE *Locomotive Engineer*, discusses "What we ought to do" in a way that should awaken interest, and be productive of action. It says that railroad clubs are being formed all over the country for the discussion of railroad questions. Manifestly, engineers and firemen should attend such club meetings, and will lose ground if they do not avail themselves of such educating help. The *Locomotive Engineer* further remarks that "the railroad labor organizations cannot hope to offer real, lasting inducements to railroads for the exclusive employment of their members, unless some feature is introduced that will say to the companies: "We can furnish you better posted, more temperate, and more experienced men than you can get outside; our lodge rooms are furnished with books, models of valve motions and brake devices that are in themselves educational and a safeguard; we hold regular meetings to discuss operative railroad topics, in which every member must take part—invaluable advantages that can be obtained in no other way." In the absence of the railroad club, such as that to which the *Engineer* refers, it should be remembered that the lodge room could easily be made a club room and a school room for various educational purposes, and such a movement would be in the highest degree creditable to the brotherhoods of railroad employes. It would afford this *Magazine* special satisfaction to know that the Lodge rooms of brotherhood firemen had become school rooms and lecture rooms, with books and appliances calculated to make firemen, as the old Babylonian king said, "skillful in wisdom and cunning in knowledge."

A CORRESPONDENT in the December number of the *Journal*, the organ of the B. of L. E. very justly says that "all labor that is honest is honorable," and that "the noblest thing in this world is labor." We assume that the writer (Div. 287) is a member of the B. of L. E., notwithstanding which, we further assume that he regards the work done by switchmen and brakemen as "honest and honorable," and therefore the "noblest thing in this world." The writer must know that the work of switchmen and brakemen is just as "honest and honorable," and as noble as the work done by engineers. The writer must know that switchmen and brakemen have grievances against employers as just as any of which engineers ever complained; he must know that there would be no use for engineers if there were no switchmen and brakemen, and knowing these things it would be interesting to know what he thinks of the action of the Richmond convention of his Order, which resolved to let switchmen and brakemen severely alone when they had grievances to settle with their employers, and pursue towards them

a policy of "strict neutrality," of total indifference. "Honest, honorable work" is pursued by "honest honorable" workmen still the Locomotive Engineers will neither cooperate nor federate with switchmen and brakemen. It takes no interest whatever in any wrongs employers may inflict upon them. The B. of L. E. will cooperate with locomotive firemen, but it won't federate with them, and esteems its organization so immaculate that no engineer, a member of the B. of L. E. can be eligible to membership in the B. of L. E. until he apostasizes. "In the name of all the gods at once, upon what meats doth this our Cæsar feed, that he has grown so great."

WE notice going the rounds of the papers the following from an article of Prof. David Swing, which appeared in the *Chicago Evening Journal*.

The educational power of the railway is kept back by the pitiable truth that many of its officials are not students of a great art, but are only speculators in land or stocks, when not absolute thieves. Many a superintendent is only an Ives in a smaller way. Quack railroad men are more numerous than quack doctors. Good men are discharged to make room for favorites, and thus fortunes and life are placed at the mercy of untrained idiots. In the army a colonel was displaced that some cousin of the general's might have the position. When the new colonel rode out to exercise the boys at arms he told them "to do as they had done yesterday."

It is not creditable to the railroad management of the country that such things can be said by a man like Prof. Swing, without meeting with a prompt and emphatic denial. We do not accept Prof. Swing's estimate as applicable except in a limited number of cases, but that they are too true in far too many instances is not questioned and it goes without saying that railroads cursed by such management as the learned professor outlines are everywhere and at all seasons, death traps, equipped not only for financial ruin of stockholders, but for disasters which create a demand for cemetery real estate and increase the business of coroners and funeral directors. When officials, such as Prof. Swing refer to, have control of railroads, employes suffer. The misapplication of revenues inevitably leads to bankruptcy and the cutting down of wages is certain to follow, and hence it follows that employes have vital interests always at stake in the management of railroads and in the competency and honesty of officials. When a superintendent "is only an Ives in a smaller way," or in the same way, or any way, working men suffer without the power of redress.

THE state of Connecticut, once known as the "Nutmeg state," now has the right to be known as the "Brassworker's state," as fully fifty thousand persons are employed in that branch of business.

THE editor of the Chicago *Knights of Labor* has determined, so far as he is concerned, to maintain the unalienable right of free speech and says, "We may be expelled, but we can't be gagged."

Railway Life, referring to the statement that train despatchers must work for wages as low as \$45 a month, says:

This is not what the ability, faithfulness and hard work of a despatcher ought to command. There is danger that, in scaling down wages, the ability of the men and their interest in their work may be scaled down as well. The public should hold railway managers strictly to account for error or neglect in the despatcher's office, for, wherever else cheese-paring may be allowed, the man at the despatcher's desk holds too many lives and too much property in the hollow of his hand for any but the very best talent that money can hire to be permitted to engage in the work.

The public does not and never did hold railway managers strictly to account for anything in the way of a wrong done to employes. There is not one instance of the kind on record—on the contrary, just the opposite will be found to be true without an exception. Let a flagrant wrong be perpetrated on employes, and with rare exceptions the press of the country takes the side of the corporation, and though in the case of a half-paid and overworked telegraph despatcher, a wreck may be caused with fearful loss of life, no corporation was ever held responsible. The public in such cases does not amount to a pinch of snuff.

THE recent convention of the Knights of Labor at Indianapolis, and the reelection of Mr. Powderly, as Grand Master Workman, have supplied the press of the country with abundant matter for comment. The *St. Paul Globe* remarks that: "It is a reflection upon the organization itself to assume that there is but one man within its ranks of sufficient administrative ability to shape its policy. An organization that is wholly dependent upon the power and ability of one man to create for it a field of usefulness must, of necessity, be short lived." Every organization requires a head, a chief. There may be a dozen or a score of men qualified for the position, but only one can occupy the place. The Knights of Labor by reflecting Mr. Powderly, furnished no just reason for the assumption that the organization is "wholly dependent upon one man" for anything. The delegates did nothing more than other organizations frequently do, in reflecting Mr. Powderly. They simply indorsed his policy, his administrative ability, his integrity. If things had gone wrong they did not hold Mr. Powderly responsible, but gave him another opportunity to correct errors, with ample powers to test his capabilities. The time will come for passing judgment, but just now, anything in that line, is premature.

THE *New York Dispatch* discussing "organized striking," says:

Organizations whose banding together is only to secure that last resort, "organized striking," might learn a lesson from the Order of Railway Conductors, the one organized body of men who can't strike. Conductors as a rule are paid more money for their work than skilled laborers, and have easier times and a more interesting business. With conductors, there is no grabbing of the throat, with the threat, "Do this, or we'll strike," but instead, a respectful request is sent to the officials, and nine times out of ten, successfully, and yet if the request were refused, what would be the consequence? Why, the conductors, if they did not like it, would have to "lump" it, and still the O. R. C. has accomplished wonders.

The *Dispatch* should by all means point out one of the "wonders" accomplished by the O. R. C. We wonder what the wonder is the O. R. C. has accomplished. The new O. R. C. charges that the old O. R. C. "wholly fails to meet the requirements of organized labor," and the editor of the conductors' monthly says of the charge that "literally it is the truth, the order does not meet the requirements of organized labor." Is that one of the wonders? The *Dispatch* says the conductors send "respectful requests" to railroad officials. There is nothing wonderful about that, all employes do the same; and still the editor of the conductors' monthly says railroad officials treat conductors as if they were "a part of the machinery to carry out certain schemes of their own." Isn't that a wonderful confession? The efforts of the conductors to be taken into the "confidence" of railroad officials, reminds us of the Irishman, who said he was just half way successful in getting married. He said that "he and all his folks were in favor of it," and that "she and all her folks were opposed to it." It may be wonderful, but it is a fact, nevertheless.

We wish to call the attention of the members of the Brotherhood to a matter in which great justice is frequently done our Grand Master, as also our Vice-Grand Master. Complaints are constantly made that these Grand Officers do not visit Lodges when in the course of their official travels they happen to be in such proximity as would seemingly warrant a call. It should be understood that the Lodges are not more anxious to receive a visit from the Grand Officers, than they are desirous of calling upon them. But it should be borne in mind that when the Grand Officers are on the road they are on special business, having special engagements to be met on specified dates, and that to turn aside to visit Lodges would so completely derange plans and defeat purposes as would be destructive of efficiency in carrying on the work of the Order. If the brethren will consider the facts as stated, they will see there are, instead of complaints, many reasons for commending the faithfulness of the Grand Officers.

COLLAPSE OF THE C., B. & Q. STRIKE.

Circumstances demand that the membership of the Brotherhood of Locomotive Firemen, should have a straightforward statement of facts relating to the final close of the strike on the C., B. & Q. And this statement is all the more important because numerous and flagrant errors have gained currency in the reports widely disseminated by interested parties.

The Brotherhood of Locomotive Firemen was as vitally involved in the C., B. & Q. strike as was the Brotherhood of Locomotive Engineers. No honest man will controvert the proposition. Throughout the struggle the B. of L. F. proved itself in every emergency to be as considerate and as courageous as the B. of L. E., and by virtue of its fealty to the interests of the B. of L. E., was entitled to honorable and courteous recognition by that Order. This it did not receive, but on the contrary, as we shall show, the course pursued by the B. of L. E. towards the B. of L. F., has the appearance of a deliberate studied affront.

The B. of L. E. at its Richmond Convention, not only declined to repeal laws, the enactment of which, was an indignity, of such unquestioned insolence, that "a wayfaring man though a fool" need not err in comprehending the outrage, but in its deliberations relating to ending the C., B. & Q. strike, it concluded to ignore the B. of L. F. entirely, as if the Order had no interests at stake and was unworthy of notice. In proof of this we introduce here an extract of a letter from P. M., Arthur, Grand Chief, dated November 5, 1888, which is conclusive:

"The Convention also decided to appoint a committee of nine, with Bro. Alexander Cayner as chairman, to determine when the strike shall end on the C. B. & Q. Bro. Cayner will first go over that system, and see how the situation is, and address the men at the different places on the line, in view of a settlement. After which he will convene his committee and they are to decide when the trouble shall end, and no one but themselves is to know the result until they report to the Grand Officers."

We have italicised certain expressions in Grand Chief Arthur's letter, to Grand Master Sargent, to enable our readers to see how effectually the B. of L. F., was squelched, left out in the cold, disregarded and tabooed by the B. of L. E. in the "settlement" of the strike.

In reply to Grand Chief Arthur's letter of November 5th, we here introduce extracts from Grand Master Sargent's letter of November 7th:

P. M. Arthur, Esq.:

DEAR SIR AND BROTHER:—I am in receipt of your communication of November 5th, written by S. G. E. Bro. Everett, and I have noted its contents carefully and I must acknowledge that I am disappointed in the action taken at Richmond on the question of federation.

Referring to the strike, I had hoped that your Convention would end it, believing as I do that

it is a useless waste of time and money to continue it any longer. We are already feeling the strain ourselves; my mail is continually filled with communications coming from the officers of the Subordinate Lodges appealing to me in behalf of their members to excuse them from paying the heavy assessments which we have been compelled to levy. Others are prepared to surrender their charters and the situation is anything but agreeable to me. There can be no change however, until such time as the strike is declared off. And we will be compelled to contribute to the support of these men for a long time after as many of them will be without situations. Whatever may be the decision of the committee which you have appointed, I hope that they will bear in mind, that the Brotherhood of Locomotive Firemen are just as much interested in this strike as is the Brotherhood of Locomotive Engineers and that they will also consider this claim, that the members of the Brotherhood of Firemen are not all wealthy men.

In reply to Grand Master Sargent's letter of the 7th, Grand Chief Arthur writes as follows, under date of November 9th:

In regard to the strike we are deeply sensible of the circumstances by which you are surrounded, and nothing could have been further from our thought than to ignore you or your Brotherhood, but in view of the fact that your Convention adjourned without action touching that matter, and as you had expressed a hope that our Convention should declare it off, it was deemed wise to take step to fix a time to end it without giving any aid or comfort to the company.

This is what was kept in view and the welfare of the firemen in it was as much an object as was that of the engineers, and when the committee reports you will be fully informed of the course decided upon.

We are not disposed to indulge in severity of language in criticising Grand Chief Arthur's letter to Grand Master Sargent, of November 9th. It is easily seen that Mr. Arthur was not only "deeply sensible of the circumstances" which "surrounded" the B. of L. F., but was quite as "deeply sensible" that the circumstances "which surrounded" the B. of L. E. were of a character which he found it exceedingly difficult to explain. When the B. of L. E. deliberately "ignored" the B. of L. F., giving it a direct slap in the face in a matter in which the interests of its members were vitally involved, the declaration of the Grand Chief "that nothing could have been further from our thoughts than to ignore you or your Brotherhood," the very climax of irony is reached. Look at it; here were two great Brotherhoods engaged in a life and death struggle with a powerful corporation. It had cost them hundreds of thousands of dollars. Firemen, with a fidelity born of heroism worthy of monuments of marble, had stood by the engineers until they were impoverished. At this supreme juncture, the B. of L. E. concludes to take steps to terminate the strike. Does it consider the interests, the rights, the sacrifices of the B. of L. F.? No, not in the least. There is no word, no sign of recognition. On the contrary the action of the B. of L. E. is that of the most offensive ostracism. There is not so much as a squint at coöperation or federation.

The gush and slush about the "twin brotherhoods" disappears, and yet Grand Chief Arthur declares, as if he expected his assertion would be accepted as true, that in the appointment of a committee of nine, clothed with full power to settle the strike, in which no reference was made to the B. of L. F. or to its interests, "nothing could have been further from our thought than to ignore" the B. of L. F. It is sufficient to say that the declaration of Grand Chief Arthur was not accepted as conclusive. It is neither an apology nor an explanation. Indeed, it only serves to emphasize the fact that the B. of L. E. deliberately and purposely ignored the B. of L. F.

Proceeding with the history, it will be seen that Mr. Alexander R. Caverner, Chairman of the committee of nine engineers, proceeded to carry out his instructions. He went over the roads of the "Q." system, he held meetings and obtained information. He assembled his committee of engineers and made his report. The conclusion was to declare the strike at an end. In all of this no fireman had been consulted—no attention paid to the B. of L. F. officers or men. There had been neither coöperation nor federation—no allusion to the "twin (?) Brotherhoods."

At this juncture Mr. Alexander R. Caverner, Chairman of the committee of nine, bethought himself of the fact that there was such a brotherhood as the B. of L. F. The B. of L. E. had not authorized him to indulge such a thought, but he did remember it and sent the following telegram:

CHICAGO, December 27, 1888.

Sargent and Debs:

Can you select a committee of your Order to act in conjunction with our committee? Meet us at Commercial Hotel morning of December 29.
[Signed.] ALEX. R. CAVNER.

This was the first intimation the B. of L. F. had that the B. of L. E., or the committee of nine, recognized that the B. of L. F. had any interest whatever in the "Q." strike, or in the settlement of the strike. Grand Master Sargent was not in Terre Haute when the message was received, and Grand Secretary and Treasurer Debs, of the B. of L. F., promptly replied as follows:

TERRE HAUTE, IND., December 27.

Grand Master Sargent is expected home from the East this evening, and your message will be referred to him on his arrival. For myself I do not favor the appointment of a committee such as you suggest at this time. The invitation for joint procedure comes too late in the day. I have no doubt our regular committee representing the C., B. & Q., now at Chicago, will be amply able to look after our interests.
E. V. DEBS.

Upon the arrival of Grand Master Sargent the following message was sent to Chairman Caverner, at Chicago:

TERRE HAUTE, IND., Dec. 20, 1888.

A. R. Caverner, Commercial Hotel, Chicago, Ill.:

Referring to your telegram we have to say, that in our opinion, we should have been given

an opportunity of being represented in the tour of inspection of the "Q." system. We are in the habit of acting for ourselves in such matters, and hence we are not disposed at this late hour to join in the "amen" to what has been done. If we were not capable of doing our part from the beginning we are not willing to join issues now. We respectfully decline to appoint any committee for the purpose suggested in your telegram.
[Signed.] F. P. SARGENT, Grand Master.
E. V. DEBS, Grand Sec. & Treas.

The refusal of the B. of L. F. to appoint a committee to act with the Engineers' committee, was adversely criticised, and resulted in sending to Terre Haute a committee of two, Bro. R. H. Lacy, chairman of the C., B. & Q. committee, having charge of strike affairs, and Bro. George Goding. These men visited Terre Haute, and acting under advice, represented to Grand Master Sargent that it was important that a committee should be appointed to represent the Firemen on the committee of Engineers.

Grand Master Sargent thereupon transmitted to Grand Chief Arthur the following message:

TERRE HAUTE, IND., Jan. 2, 1889.

P. M. Arthur, Cleveland, Ohio:

I have been requested by A. R. Caverner, chairman of committee at Chicago, to appoint a committee of firemen to act with them in the matter now before them. Will you inform me if he has the authority to do this, and if you approve of the same as the Executive of the Order? Has this committee full power to act regardless of you? Answer at my expense.

[Signed] F. P. SARGENT, Grand Master.

In response to the foregoing the following reply was received from Grand Chief Arthur:

CLEVELAND, O., Jan. 2, 1889.

Frank P. Sargent:

Would advise you to grant Caverner's request in the interest of peace and harmony. He has not complied with my instructions, but I waive all in favor of having an end put to the strike.

P. M. ARTHUR.

Upon receipt of this message, Grand Master Sargent appointed Bros. S. W. Dixon, of Baraboo, Wis., and L. Moony of St. Joe, Mo., a committee to represent the B. of L. F.'s interests, as set forth in the following communication addressed to Chairman Caverner, of the B. of L. E. committee under date of January 2d:

GRAND LODGE
BROTHERHOOD OF LOCOMOTIVE FIREMEN.
TERRE HAUTE, IND., January 2, 1889.

A. R. Caverner, Esq., and Members of the Committee, Representing the Brotherhood of Locomotive Engineers and the Interests of the C., B. & Q. Engineers engaged in the present strike:

GENTLEMEN AND BROTHERS:—It is not necessary for me to introduce myself to you honorable gentlemen, as I am, no doubt, known to you both officially and socially and I will proceed to place before you certain facts and at the same time explain to you the reason of my forwarding the message to Bro. Caverner, chairman of your committee, signed jointly by Bro. Debs and myself, in reply to a request made by Bro. Caverner for us to appoint a committee representing the Firemen to go with you before the officials of the Burlington system. I desire to trespass upon your valuable time long enough to call your attention to the original compact entered into be-

tween the Engineers and Firemen in the beginning of this eventful strike. It was understood that in all our dealings both as committees and as executive officers among ourselves, or when before the officers of the company, that we should act together. I am not disposed at this time to pass any criticism whatever upon the action of the Brotherhood of Locomotive Engineers or upon any of its executive officers; I simply wish to call your attention to this matter in a fair and unbiased light.

When our Convention convened at Atlanta, the situation of the Brotherhood was not of an encouraging nature; we were encumbered with debt; we knew that we could not as a body, take any action in the matter of the strike, except to provide means for the maintenance of the men engaged therein until such time as the convention of your honorable body had convened and decided upon what they believed to be the best course to pursue. We provided means for the further sustenance of our men and awaited the action of your body. Being honored with an invitation to be present in Richmond as a guest of your Brotherhood, I was able to meet with many of the prominent members, together with the grand officers, and I presented when the opportunity offered, my exact position as an executive official, stating that we as an organization were willing, at all times to do anything that was honorable toward bringing about a satisfactory settlement of the difficulty. I was assured that some action would be taken whereby some means would be devised which would lead to the ending of the strike. I returned home and shortly after the termination of your convention, I received an official communication from G. and Chief Arthur in which he informed me that a committee of nine had been appointed with Bro. Alex. Canner as chairman, to determine when the strike should end on the C. B. & Q.; that Bro. Canner should first go over the system and see what the situation was and address the men at different places along the line in view of a settlement; after which he would convene the committee and they were to decide when the trouble should end and no one but themselves was to know the result until after reporting to the Grand Office. I immediately wrote a letter to Grand Chief Arthur, in which I expressed a feeling of dissatisfaction on account of the Firemen not being requested to appoint members of the organization to represent them; I believe that if there was a representative of the Engineer's organization going over the system that there should also be a representative of the Firemen accompany him. I may have been wrong in my view, still I have seen nothing yet to change my opinion. In reply to my letter to Grand Chief Arthur, he stated that it was not the intention to ignore us in any manner, but as I had expressed the hope that his convention would devise the means of ending the strike, it was deemed wise to take steps and fix a time to end it without giving any aid or comfort to the company. He further stated that the Firemen and their welfare were kept in view and that when the committee made its report that I would be fully informed of the course decided upon, no intimation being made however, that I was at liberty to appoint any Fireman to go in conjunction with the committee of Engineers. While the communication did not just meet my views, I said to my associate, "We will await the report of this committee." A few days after I visited Cleveland and had a conversation with Grand Chief Arthur in which I again broached this matter and was again informed by him that it was no intention on the part of the convention to ignore the Firemen and that our interests were considered equally with theirs. He furthermore informed me regarding the authority delegated to the committee and led me to believe that all you could do was simply to assemble, receive the report of Bro. Canner and then recommend what further action should be taken by the grand officers when we should con-

vene as grand officers and decide the issue. A few days after this I was present in the city of St. Paul and had a pleasant interview with Bro. Hays, who is, I believe, a member of your committee; I expressed to Bro. Hays my opinion and I desire to say, I found him exceedingly courteous, and he coincided with my views, saying it was all due to an oversight and that he would communicate with Grand Chief Arthur on the subject. I stated to Bro. Hays that if Grand Chief Arthur requested of me the appointment of a committee, I would gladly do so; nothing more was heard of the matter. I was receiving communications daily from all sections of the country asking why the Firemen were not represented on this committee; such communications I answered in as honorable a manner as I knew how, placing no censure upon any one and saying nothing that would in any manner, lead intelligent men to think we had any desire to antagonize.

In my absence from the city Bro. Debs received a telegram from Bro. Canner requesting us to appoint a committee. Bro. Debs answered the message, expressing his sentiments, not for the purpose of creating ill-feeling, but simply to place us and our Order before the committee in an honorable light. Upon my return the message was submitted to me, and in view of the fact that throughout this entire strike we have acted jointly, believing that we should have been requested to make appointments on that committee of engineers, and in view of the further fact that at the time of learning officially of the action of the committee, I wrote to Grand Chief Arthur calling his attention to my feelings and afterward in my conversation with Brother Hays, in which I gave him to understand that if Grand Chief Arthur would request of me the appointing of a committee that I would gladly do so; I believed, as did Bro. Debs, that it was entirely wrong to ask us to send a committee to go before the officers of the Company after the committee's work in a large measure had been accomplished. When I say "committee's work" I refer to the Chairman who had been over the system interviewing men and observing the situation while we were not represented nor even requested to be; and for this reason our message was sent. This morning a committee of two of the general committee representing the firemen on the C. B. & R., presented the position you occupy and authority delegated to you by your grand body. After a careful consideration of the matter and a desire to bring about an amicable settlement of the present difficulty, create harmony and good will between all labor organizations, especially our co-workers, the engineers, we have wired the following message to Grand Chief Arthur: "I have been requested by A. R. Canner, Chairman of committee at Chicago, to appoint a committee of firemen to act with others in the matter now before them. Will you inform me if he has the authority to do this and if you approve of the same as the Executive of the Order? Has this committee full power to act regardless of you? Answer at my expense."

Considering the correspondence and conversation we have had on this subject with Grand Chief Arthur, it is no more than right that he should, as an executive of the organization he represents, endorse the appointing of a committee representing the Firemen, to take part in these deliberations. Upon receiving his reply, if he endorses your request, I shall immediately instruct two members of our Order, who are intelligent, capable and somewhat familiar with the situation to report to you at once. I can assure you that whatever you decide upon doing, these representatives will acquiesce in so long as it is to the interests of the organizations involved.

I am sorry that there should be any misunderstanding on account of this matter, but I think time will demonstrate to intelligent thinking minds that the position taken by the Grand Officers of the B. of L. F., has been an honorable one and all we ask is that consideration which all

honest men are entitled to. We may differ in opinion, but that we have a right to do, and when it comes to a matter of such grave importance as the one that now presents itself for our consideration, we should set aside all personal feelings and act to the best interests of those we represent.

I can assure you, gentlemen, that you have the best wishes of the Grand Officers of the Brotherhood of Locomotive Firemen and we only trust that through your deliberations may come such good results as will redound in honor to yourselves as well as to the organization which you represent.

Yours fraternally,
F. P. SARGENT.

It will be observed that the B. of L. F., notwithstanding the fact that it had been ignored in a way to arouse sentiments of honest indignation, yielded to overtures to participate in the deliberations of the Engineers' committee, after conclusions had been arrived at which, whether right or wrong, it was entirely powerless to change. This fact was well understood by Grand Master Sargent, and his compliance with the request to appoint a committee contemplated nothing more than a courteous recognition of conditions the B. of L. F. had been rendered utterly powerless to either shape or control, having for its purpose a desire not to embarrass negotiations, but to exhibit a hopefulness that the final outcome should be as favorable as possible.

In the facts as we have stated them, and upon which, so far, we have commented with such mildness as we could command, it will be seen that in the final settlement of the C., B. & Q. strike no responsibility whatever attaches to the B. of L. F. The B. of L. E., by the action of its convention at Richmond, assumed the entire responsibility, and its committee of nine went forward in the discharge of its duties totally regardless of the B. of L. F., and the fact that after conclusions had been arrived at, after the verdict had been made up, a committee of two was appointed by Grand Master Sargent to represent the interests of the B. of L. F., in no wise changes the situation, for at most, all the committee could do was to signify assent to the action of the Engineer's committee, and to have dissented from its action would have in no regard changed results.

After the Engineers' committee of nine had declared the strike off, as it was empowered to do by the B. of L. E., and from whose decision there was no appeal, it sent a sub-committee over the roads of the "Q." system to give the men instructions, etc., relating to the proper course of procedure, etc. This was a prudent move. The men doubtless needed instruction, but we are informed that this sub-committee of two took advantage of their mission, whether upon their own election or in obedience to instructions we are not prepared to say, to state substantially to the men along the

lines that the B. of L. F. was responsible for the failure of the strike on the C., B. & Q. There is no reason to doubt this statement. The B. of L. F. sent a representative over the system and his report to the Grand Lodge of B. of L. F. gives the information as we have stated.

We confess that we find it difficult to comprehend the animus of such a flagrant outrage. Its mendacity is equalled only by its impudence. It surely ought to have been sufficient for the B. of L. E. to have assumed the entire responsibility of declaring the strike off, of arrogating to itself all authority in the matter, without finally adding injury to insult by so much as an intimation, that the B. of L. F. was in any degree whatever responsible for the collapse of the strike. And it is this final charge, made by the sub-committee of two of the strike committee of nine, that has made it necessary for the *Magazine* to lay before its readers all the facts bearing upon the case.

In this connection it becomes necessary to state that among other things charged in support of the allegations that the B. of L. F. is responsible for the failure of the strike, is a letter written by Grand Master Sargent in reply to a letter received from Bro. J. E. Kline, of Plattsmouth Neb. As special efforts have been made to misrepresent Grand Master Sargent in the matter, we here give the full text of the correspondence:

PLATTSMOUTH, NEB., December 6, 1888.

F. P. Sargent, Esq., Grand Master:

DEAR SIR AND BROTHER:—Yours of recent date to Bro. Zinn, was referred to me and I was requested to ask for information. Since you cannot assure us our support after November, can you give us any encouragement in regard to the committee of nine, with Canner at the head, which was appointed at the late Engineer's convention. We have been notified that they would put on the boycott, which I think is the only means to win this fight. I am very much afraid that this strike is lost, and that we (the men on the Q.) are sacrificed. I have been a Brotherhood fireman about two years and have done everything in my power to promote the Order, and I have always thought that nothing could break our organization, but I am afraid if this strike is lost, that we fall beneath the heels of capital; yet I am satisfied that some move can be made by our Order to crush the C., B. & Q. into submission. Now, in regard to some of the strikers refusing employment on other roads, preferring to lay idle on the forty (\$40.00) dollars paid us for so doing, I think is false, and I am satisfied I can convince your informant; in the first place, well do you know that there are many roads that want men, but refuse to employ C., B. & Q. strikers, until the strike is declared off. Furthermore, we have men working on all the roads in the country that will employ strikers. I am sorry that those men who are being expelled for non-payment, cannot see that it is to their benefit to sacrifice a few dollars per month, while we, who are in the fight, sacrifice on an average of thirty-five (\$35.00) dollars per month. I would to God that those men have their wages cut down one-half in the next twenty-four hours. In conclusion, I ask you your candid opinion in regard to the boycott. Please let me hear from you at once.

Sincerely yours, JNO. E. KLINE,

GRAND LODGE
BROTHERHOOD OF LOCOMOTIVE FIREMEN,
TERRE HAUTE, IND., December 14, 1888.

John E. Kline, Esq.:

DEAR SIR AND BROTHER:—Your favor of December 6th, came to hand during my absence from the city, which accounts for a delayed answer. I cannot give you any information of the action of the committee appointed by the engineers in their convention, other than what I received from Grand Chief Arthur, and one member of the committee. I have heard that it was the intention of the committee to end the strike; but I can say to you honestly and candidly, that so far as a boycott is concerned it is simply nonsense to talk about it. Any sane man who will carefully consider the present situation of the C., B. & Q., and the condition of our organization, would see the folly of contemplating such a step. The day for boycott has long gone by; there was a time when it could have been put into effect, and something accomplished by it, had there been any disposition on the part of a large number of men to maintain it, but any man who was a witness of the situation at Chicago, during the time of the boycott, would see the folly of talking about one in this instance, and I must say to you very firmly and honestly, that the Brotherhood of Locomotive Firemen, as an organization, will have nothing whatever to do with a boycott, no matter what Mr. Cavanaugh's statements may be. I am waiting for the report of this committee which has been appointed by the engineers. When their report comes in, if they have no way of ending the strike, I will find a way of getting the Brotherhood of Locomotive Firemen out of it, and I will go to work and endeavor to find employment for our members who are not able to find it themselves. It is a very good idea to go to work and preach federation, and all these different doctrines, and then when the time comes to act upon them, repudiate them. There is no man who appreciates the manly stand of the C., B. & Q. firemen more than I, and there is no one in a better position to see the condition of the organization than I am. I am speaking for no effect other than to express my honest opinion. The time has come when this strike must end and the men must look for employment, and the quicker this is done the better it will be for all concerned. There are those in our Order who are not earning \$40 per month and whose wages are far below the wages paid on the Western roads. These men have paid their last dollar and they are in want; their families must have clothes, they must have fuel to keep them warm, and I can tell you as a friend and brother that I do not propose to drive such men out of the organization after having done what they could to maintain this strike. As soon as the strike is off we will devote our time and attention to finding employment for such men as desire to make application to the Grand Officers.

Let the consequences be what they will we have decided upon the stand we shall take, and I shall take it as an official of the Order. The engineers in their Convention were informed of my opinion, as was Mr. Cavanaugh, and it seems to me that when their committee was appointed, it would have been nothing more than proper courtesy to have requested one of our members to act with them. This they did not do. They say it was an oversight, but it does not change my opinion as to their duty. I have learned through a member of the committee of what their action will be, and I desire to say to you as a brother with the best feeling towards you and other members of your Lodge and all strikers, that the advice we gave you in our last communication was for your best interests as well as to the interests of every member in the country. The men who preach boycott had better be engaged in bringing about federation of the different organizations, so that they may act in harmony one with another. Better be men and acknowledge the strike lost, look for work and get them-

selves in a position to fight again when we are called upon to do so.

I trust you will receive this communication in the spirit in which it is written, as I desire to be honest with you and to give you what I believe the best advice that I possibly can, and mark my words, the day will come when you will say that I was right. It may be when I am officially dead, but I know what the final result will be. I have the best of feeling for the engineers on the Burlington system; they have done their duty and done it manfully, and had they the support which they ought to have had, the result of the strike would have been very different.

Trusting that the brothers have decided to take the advice of one who is their friend, and if they desire assistance in the way of positions and situations that they will apply for them, and wishing you all success, I remain,

Yours fraternally,

FRANK F. SARGENT, G. M.

The particular charge made was that Grand Master Sargent had advised firemen to take the places of engineers. And upon this gratuitous falsehood every conceivable charge has been rung. It will be observed that there is not so much as an intimation of such a thing, nor can any amount of torture of Grand Master Sargent's language make it convey such an idea.

The subject upon which we have been called to write is by no means a pleasant one, but it is in the line of duty, and on such matters we unhesitatingly accept the task. From first to last the B. of L. F. has maintained a manly, honest attitude. It has done its duty. In a fight, largely to promote the interest of engineers, it has neither flinched nor swerved. It is not in a position to make apologies. It has from the inception of the C., B. & Q. strike maintained its dignity, its self respect and its prestige. Quick to recognize courtesies and confidence, it has the required courage to repel insult and expose mendacity.

THE VICTORY.

The prize is thine, Monopoly,

Your triumph is complete;

You have the nation in your hands,

The people at your feet.

Uplift your cold and bloodless arm

And ply the scorpion lash;

Let every stroke inflict a wound,

And every blow a gash.

Bid Hope and Charity retire,

Let Justice drop the beam;

Proclaim the reign of Selfishness,

Enthroned with power supreme.

Heroic treatment works the cure

When simple agents fail;

Tornadoes hurl the ship to port,

White calms benumb the sail.

They war in vain, tho' victors oft,

Who battle for the wrong;

To thee of old, Eternal Truth,

The victories belong.

O. H. Wilmarth.

Albany Journal:—Farming is one of the best occupations for a young man. Even cabbage culture will enable a struggling youth to get ahead.



ODE TO A TURTLE-DOVE.

O bird that sittest thus alone
In garb subdued, the pensive tone
In rhythmic, sad, recurrent moan,
With list'ning pause
Proclaims that thou hast anguish known,
Yet hide the cause.

Time was I smil'd to hear thee coo,
And thought it but thy way to woo
A recreant lover to renew
His broken vow,—
My heart with thine is tuned too true
To doubt thee now.

Like thee, beside a ruined nest,
Despair my constant, only guest,
Beneath a thousand cares oppressed
I sit and sigh;
And ponder, dully, which is best,
To live or die.

I backward glance, a path of pain,
Defaced with many a sinful stain;
A barren, fruitless, desert plain,
The now and near;
And from the storm-beat future's main
I shrink with fear.

O, mournful bird, had I thy wings
To soar above all ear-bly things,
The snares of pride, the envious things,
"Sin's artful snares,"
And all the troop misfortune brings
Of cruel cares!

Thou mayest hope; some prowler may,
With unintended kindness slay
Thee ere the twilight veils the day
And give thee peace,
Whilst I am sinning e'en to pray
For like release.

—Charles Eugene Banks, in *Arkansaw Traveler*.

COL. INGERSOLL'S BRINGING UP.

Mail and Express.

Col. Robert Ingersoll's father, Dr. John Ingersoll, was a large hearted, generous man, and one of the few ministers of his time who dared to raise his voice in defence of the negro slave. Like many men who possess the magic power to move men's minds, he was restless—ever seeking fresh fields and pastures new, so, with his five young motherless children, of whom Col. Bob was the baby, he lived the precarious life of a zealot, "counting all things but loss and dross if that he might win souls." He never lost sight, however, of the importance of education for his children, and wherever their lot was cast, whether on the top wave or in the depths, this alert-minded young family missed no opportunity of acquiring a keen knowledge of men and things. When Robert was about 16 years old his father settled in Peoria, Ill., and there began controversies on religious subjects between father and son. The old minister was heard to say: "It grieves me to hear my Robbie talk so, but I

declare he is too much for me. I am not able to answer him."

Robert, after dabbling a little in poetry and journalism, studied law, and was admitted to the bar at the age of 19. Strikingly unsuccessful for several years, he to-day proves the truth of the old saw that "bad beginnings make good endings," for his law practice is one of the best in New York and his income from it is very large—so large, in fact, that he has given up lecturing, for which he never had any liking and to which he never would resort except when he unexpectedly found himself in want of a few thousand dollars. Family affection is a predominating characteristic of the Ingersolls, and between Robert and his brother Clark there was the tenderest fraternal love. They never outlived their boyish devotion to each other. The intense love and adoration which Col. Ingersoll lavishes upon his wife and daughters, and which they return in kind, is such as one dreams of; they have literally four souls with but a single thought, four hearts that beat as one.

AND HE STILL HAS HOPE.

The Sublime Faith of a Man Who Has Met
With Everything But Death.

Daylight Land.

"I have been shipwrecked, been baked in a railroad accident and fired out of a foundry window by a boiler explosion. I was shot in the neck at Gettysburg, suffered starvation in Libby Prison, fell overboard from a transport off Charleston and left four of my fingers in the mouth of a shark. I had my right arm broken in two places in a New York riot, and stood on a barrel with a halter round my neck in a Southern town at the outbreak of the great rebellion from sunrise to sunset. I was buried under the ruins of a building in San Francisco during an earthquake, and dug out after fifty hours of imprisonment. I have been shot at three times, twice by lunatics and once by a highwayman. I was buried two days by a gas explosion in a mine, and narrowly escaped lynching last year in Arizona through mistaken identity. And though I am over fifty, and have nearly lost the use of my right leg, have just had, as I understand, all my property, on which there was no insurance, destroyed by fire in a Western town; and the doctor in New York to whom I went last week for an examination assures me that I will soon be bedridden from rheumatism; nevertheless," he added cheerfully, "while I undoubtedly have met with some obstacles in the past, I still refuse to believe that luck is against me."

Philadelphia Call:—A revivalist says that men have no faith. Wonder did he ever see a man bite into a store pie?

A BEAUTIFUL TRIBUTE.

In all the languages there can be nothing more beautiful and pathetic than the following tribute of Col. Robert G. Ingersoll to the memory of an estimable woman, who, in life, was his friend:

MY FRIENDS:—Again we stand in the shadow of the great mystery—a shadow as deep and dark as when the tears of the first mother fell upon the pallid face of her lifeless babe—a mystery that has never yet been solved. We have met in the presence of the sacred dead to speak a word of praise, of hope, of consolation. Another life of love is now a blessed memory—a lingering strain of music. The loving daughter, the pure and consecrated wife, the sincere friend, who, with tender faithfulness, discharged the duties of life, has reached her journey's end. A braver, a more sincere, a more chivalric spirit—clasping the loved and by them clasped—never passed from life to enrich the realm of death. No field of war ever witnessed greater fortitude, more perfect, smiling courage than this poor, weak, and helpless woman displayed upon the bed of pain and death. Her life was gentle and her death sublime. But there is this consolation: She can never suffer more; she can never feel again the chill of death; never part again from those she loves. Her heart can break no more. She has shed her last tear, and upon her stainless brow has been set the wondrous seal of everlasting peace.

When the Angel of Death—the masked and voiceless—enters the door of home there come with her all the daughters of Compassion, and of these Love and Hope remain forever. You are about to take the dear dust home—to the home of her girlhood and to the place that was once my home. You will lay her with neighbors that I have loved that are now at rest. You will lay her where my father sleeps.

All I can say is:

"Lay her in the earth,
And from her fair and unpolluted flesh
Let violets spring."

I never knew, I never met, a braver spirit than the one that once inhabited this silent form of dreamless clay.

THE ORIGIN OF THE BELL CORD.

Buffalo Courier.

The general abandoning (?) of the bell cord system of signalling on trains recalls the amusing way in which that system had its origin. It was on the Erie about 1840. The road was then in operation between Piermont and Turner's. One passenger train, which was also a freight, ran each way on the road. The conductor was "Poppy" Ayres. There were no ticket offices or agents in those days, and the conductor had to collect fares on the cars. There was a great controversy between the conductor and engineer as to which was the actual head train management. "Poppy" Ayres had an engineer who was particularly obstinate in his belief that in the engineer was vested the superior rank. In collecting fares "Poppy" frequently had difficulty in getting his money from obstreperous passengers, and as he could not throw such passengers off with the train going at full speed, and as he had no way of letting the engineer know that he wanted the train stopped, a great many fares were lost by passengers reaching their destination before they could

be induced to pay up. One day Ayres had had a particularly annoying run in that respect, and after reaching Turner's he resolved to provide some means of communication between himself and the engineer, so that he could control the management of the train between stations. After much thought he hit upon a plan. He sent to New York for a hundred yards of bell cord. To one end of this he fastened a stick of wood, which he hung in the engineer's cab, or what passed for a cab in those days. Then he ran the rope back over the cars to the end of the train, and let it hang down so he could catch hold of it on the rear platform. He told the engineer that when he pulled the stick of wood the train must be stopped, no matter where it might be. But this innovation in railroading struck the engineer as one that would lower his rank and remove from him the dignity of being master of the train. So on the first trip with the conductor's signal he removed the stick of wood, and "Poppy" Ayres was as bad off as ever. But the conductor was determined to settle the question then and there, and when the train reached its destination he replaced the stick of wood, and told the engineer that if it was removed again or was not noticed when agitated, either the engineer must lick the conductor or the conductor would lick the engineer. The engineer removed the stick at once, and "Poppy" Ayres hit him a blow that knocked him off the engine. The conductor jumped after him, and followed up his blow with a trouncing that made the engineer cry "enough." That settled the introduction of the train signal to American railroading, and also the question as to who was master of the train. "Poppy" Ayres replaced the stick, and it was not again disturbed, but its signalling was answered faithfully and promptly by the engineer. The idea was soon improved upon, and the stick of wood gave way to the bell, and every railroad then in existence or that ever came into existence afterward adopted this system. "Poppy" Ayres died four years ago at Oswego, aged 80 years. He was retired from the service of the road on a pension in 1868.

BENJAMIN FRANKLIN'S BEQUESTS.

In 1890 will end the term of 100 years during which the cities of Boston and Philadelphia have each enjoyed the revenue from the bequest of \$5,000 made by Benjamin Franklin. The money was to be loaned to young married artificers, and the trust has been executed, although the lapse of the century requires a new disposition of the funds. It is significant that while in Boston the \$5,000 have grown to nearly \$328,000, in Philadelphia the \$5,000 have become only \$70,000, and that in both cases the amount is less than Franklin estimated it would be.

DUALITY.

You say that your nature is double, that life
Seems more and more intricate—complex and
dual,
Because in your bosom there rages the strife
Twixt an angel of God and a beast that is cruel.
An angel who tells you your spirit has wings
And a beast who would hold you to temporal
things.
You say you have striven in sorrow and pain
To slay this fierce foe to your soul's fair en-
deavor.
You say if the angel possessed the domain
Your life would mount upward and onward
forever.
But you fear that the beast in his powerful
strength,
May overcome even the angel at length.
I listen with interest to all you have told—
And now let me give you my views of your
trouble,
You are to be envied, not pitied; I hold
That every strong nature is always made
doubtful.
The beast has his purpose—he need not be slain,
But should serve the good angel in harness and
chain.

The body that never knows carnal desires—
The heart that to passion is always a stranger
Is merely a furnace of unlighted fires—
It sends forth no warmth and it threatens no
danger.
But who wants to shiver in cold safety there?
Touch flame to the fuel then watch it with care.
Those wild, fierce emotions which trouble your
soul
Are sparks from the great source of Passion
and Power,
Throne Reason above them, and give it control—
And turn into blessings this dangerous power.
By lightnings unguided, destruction is hurried,
But chained and directed, they gladden the
world.

—Ella Wheeler Wilcox.

SPOTTING CONDUCTORS.

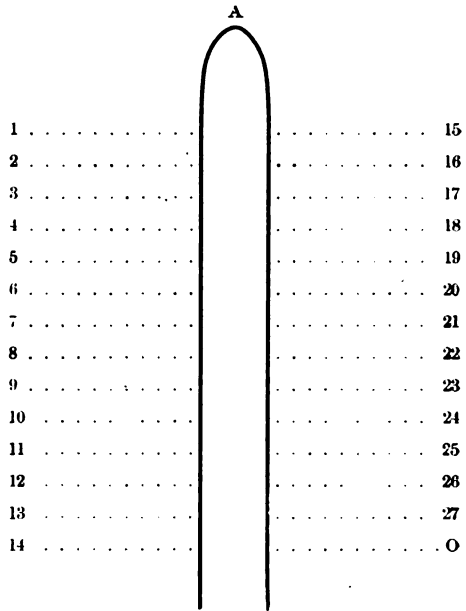
Indianapolis News.

The railroad "spotter" is a subject on which many newspaper articles have been printed, and he has been given nearly super-natural powers, as well as the most wonder-ful mechanical skill. His manner of work-ing has been "explained" many times, the most intricate machines have been placed in his hands, he has carried mirrors, reflectors and glasses of various kinds. The com-monest explanation of his manner of detect-ing or "spotting" conductors is that he car-ries a small hand glass or a mirror arranged in a tiny frame similar to that of a botani-cal microscope, and sitting with his back to the conductor, watches the reflection in the tiny glass of every movement the ticket puncher makes. This is a mistake. The work of "checking up" a car is so simple that there is not a ten year-old school boy in the city but can do it. While Pinkerton is credited with doing a great deal of work in this line his men in reality do but very little. It is principally done by operatives from Thiel's Agency at St. Louis. Thiel makes a specialty of railroad work, and has in his employ about 1,800 men, with branch

offices in Denver, San Francisco, Washing-ton, D. C., and New York. Whenever a conductor is brought into court in nine cases out of ten, the detective making the charge against him will be found to be "a Thiel crook," "crook" being the professional name of the spotter.

To "cover a car" is a very simple job, though it requires a little mental dexterity, and in order to "cover a train" a spotter must be put into each car, the statement recently published that one spotter can check up an entire train being as erroneous as many others that read well but are sadly lacking in truth.

Suppose now a spotter is ordered to check up a certain conductor between Indianapo-lis and Columbus. He boards the train at this point and generally selects the ladies' coach. He has with him a small book of blanks similar to the accompanying dia-gram:



This is supposed to represent the inside of the car, and the spotter at once numbers each seat, generally seating himself in the last right hand seat, marked O in the dia-gram. Thus he is able to see everything in the car. When the train starts there are in this coach, say, nine persons, situated as fol-lows: In seat No. 1, a lady; in seat No. 4, two gentlemen; in seat No. 18, a gentleman; in seat No. 22, two ladies; in seat No. 6, a lady and gentleman. The conductor, in col-lecting fare, always enters at the front end of the car, marked in the diagram A. The lady in No. 1 hands him a ticket. The spot-

ter does not know her destination, but he notes that she gave a ticket. One of the gentlemen in seat 4 pays a cash fare in silver money, the other has a mileage book. The conductor speaks pleasantly to the man in seat No. 18 and goes on. He is an official of the road; the spotter does not know it. The man in seat No. 11 hands out a ticket and some currency. He has a ticket for a part of his journey, but pays the difference in paper money. The conductor gives no duplex to him. The two ladies in seat 22 talk for some minutes to the conductor and finally give him two tickets. One ticket he punches, the other he divides in two, returning one-half of it to one of the ladies. The lady and gentleman in seat No. 6 hand out two long tickets, which are punched and handed back by the conductor. The "spotter" hands his ticket or cash, as it may be, and the principal part of the work is done. Of course, at way stations, passengers get on, and the same kind of record is kept of them. The lady in No. 1 gets off at Greenfield. One of the gentleman who paid coin, left the train at Irvington. The man in No. 11 got off at Cambridge City. The ladies in No. 22 and the lady and gentleman in No. 6 were on the train when the spotter left it, say at Richmond. Perhaps between this city and Richmond fifty persons have entered and left the car, but a record of the nine will give an idea of the record against the fifty. The spotter leaves the car at Richmond. He sends in his report, filled out as follows:

December 5, 1883. Train No. 76. Conductor John Jones. Left Union Station, Indianapolis, Ind., 4:30 P. M. Arrived at Richmond 7:15 P. M. There were nine passengers in coach No. 85, as follows: [Then comes the diagram blank, filled out with the location of the passengers, as previously described.]

Lady in No. 1 left car at Greenfield. One man in No. 4 paid in coin and left the train at Knightstown. The other man had mileage book, and left the train at the same point. Man in No. 18 paid no fare, nor showed any credentials of any kind; was still on the train at Richmond. Man in seat 11 has ticket and currency; conductor gave no duplex; passenger left train at Cumberland. Two ladies in seat 22, tickets one-round trip; conductor did not punch single ticket; both ladies left train at Cambridge City. Lady and gentleman in seat 6; long tickets; both tickets punched and returned.

A. A. A. Car badly ventilated.

X. X. X. Car very dirty.

— — — Car too cold.

— — — Conductor uncivil.

J. Conductor familiar with lady passengers.

B. B. Disturbance in car.

O. No water.

Total number of passengers in car when left at Richmond, 20.

Used ticket No. 83,567 from Indianapolis to Richmond. [If cash is paid the duplex receipt is pinned on.] PETER SLICK, Special Agent.

If the spotter feels that he is not suspected he will go on to Columbus, but if he does not, another spotter will take the car to Columbus, and do the same recording. The spotter sends his report to the manager

of the branch office to which he is attached, and the manager sends it written out in full to the Division Superintendent. If the conductor's report is not in accordance with that of the spotter, the ticket puncher is called on the "carpet" for an explanation, if the difference is slight. But if bad reports come in often against the conductor he is suddenly "let out," and never knows why.

"But are you not liable to make a mistake?" asked a *News* reporter of one of these special agents. "Suppose that a man has a family ticket, good for so many trips? He does not wish to go on that train but sends his family, he follows them on the next. He hands his book to the conductor before the train starts, stubs for the family are torn out, you see the conductor pass that family and your report shows that he dead-headed them; would that not be working an injury to the conductor?" "In the first place the conductor has no right to do that way; but if he does his report in the ticket receiver's office shows the total passengers carried between certain points, and he has either tickets, cash or passes for every one. Therefore I am blamed, not the conductor."

All reports to the contrary, spotters are used on many roads yet, though the conductor has not the chance for a "take off" that he had years ago, when he would toss up all the money received on a trip, and hand over to the company the money that hung to the bell-cord, keeping the balance himself. The system of gate keepers in vogue at large stations like Indianapolis is also a good check, but gate-keeper are not located at points. "Spotters" are used on sleeping cars more than in any department of the railroad service, but their work is similar in many respects to the description in this article.

THE FEARLESS ENGINEER.

He rides in the eye of danger,
Yet no danger does he fear,
To terror he's a stranger,
He's the hardy engineer.
The thunder growls in the hollows,
The lightning leaps in his path,
Yet his duty he bravely follows,
He fears not the tempest's wrath.

The darkness descends like blindness,
To blot out the steel-shod track,
Yet his grand face glows with kindness,
And no courage does he lack.
The rain comes down like a river,
But he cleaves the storm-swept shroud
Of night—while the mountains shiver—
As an eagle cleaves the cloud.

He thinks of the fair face waiting
For him at the end of the line,
And the thought his heart is elating,
With a rapture almost divine.
And although the storm is shaking
The heart of the town with fear,
His spirit thinks not of quaking,
He's the fearless engineer.

—New York Ledger.

A GEM.

The author of the following is a well-known young man of this city. His initials are—Walt Mason. The mortal man who reads by the glimmering light in the gloaming these lines and has not his soul lifted upon the wings of hope into the ethereal beyond, deserves the censure of all right minded people as being devoid of soul. Walt Mason is a true poet. The gem has no title—it is all title:

There are rainy days and gloomy, when the clouds obscure the sky,
When the wind goes walling westward with a sobbing, plaintive sigh;
When the dismal mists are rising like a dark sepulchral veil,
When the brook is moaning mournful, and the skies pretend a gale,

But
Still

There is also glad some weather, when the sun is shining bright,
When the brook goes flowing onward in its sparkling silver sheen,
And the birds are singing carols in the swaying branches green.

There are mournful, murky midnights, when the wind seems like a breath,
Cold and chilly, mist and ghostly, from the bloodless lips of Death;
When each shadow seems a phantom, and each sound upon the air,
Like the hollow, horrid groaning of a spirit in despair,

And
Yet

There's glory in the dawning, when the shades have passed away,
When the couriers of the darkness flee before the sword of day;
When the grim and grizzly spectres haunt our waking eyes no more,
When the walling winds are resting and the weary night is o'er.]]

There's a black and silent ocean rolling 'neath a starless sky,
Where in ceaseless, sad procession, phantom boats are gliding by,
Where the silence is eternal, and the darkness deep and dead,
Where the boats are guided onward by the spirits of the dead,

But

Still

There's a heaven over the waters, far across the ocean's breast,
Where the darkness never settles and the oarsman is at rest;
And it's ever thus with mortals—when the hour the darkest seems,
Then the dawn is surely coming, with its golden, glowing gleams

WHAT DOES A CAR WHEEL COST?

A letter from Eaton, Pa., to the *Philadelphia Press* has the following which gives some figures that are interesting, says the *Railway Age*, ignoring the political connection in which they are employed:

At several democratic rallies in this county the speakers have reiterated a statement which has appeared in many democratic papers, that a "car wheel weighing 500 lbs. sells for \$12. The entire labor cost is 85 cents. What becomes of other parts of the money?" This assertion is always introduced in a way to insinuate that the company pockets enormous profits. Edward Warne, of this city, anxious to ascertain the

true facts, wrote to the Taylor Iron Works at High Bridge, N. J., with the request that it should answer his queries. A reply came to-day and it shows how gross are the misrepresentations on this subject. The letter is explicit and lengthy. It discusses the proposition to reduce the duty on charcoal pig iron \$20 a ton, as the Mills bill proposes, and points out the unreasonableness of expecting that the price would be cheaper because American pig iron of the same kind is exported to some extent to England. Chilled car wheels are made from this kind of pig iron, and a 500 pound wheel sells at \$8, not \$12.

Now as to the labor item. The company states that the average cost of charcoal pig iron used in casting car wheels is \$26.50 a ton, from which four wheels can be cast. Old car wheels to the extent of 25 per cent. can be used, which proportion at \$19 a ton, the present price, would bring the cost of the metal, unmelted—three-quarters charcoal pig iron, one-quarter old car wheels—to \$24.62½ per ton. The item of labor in this amount is 90 per cent. of the whole. The labor, therefore, on the metal for wheel, unmelted, would be one-quarter of 90 per cent. of this cost of \$24.62½, or \$6.16, and this the wheel manufacturer pays out before the material comes to his mills. Then the items are as follows for one wheel: Cost for melting, core drying, etc., 20 cents; sand, moulds and cores, flour and facing, 15 cents; foundry labor of moulding and casting, 85 cents; outside work, unloading pig iron, coal, etc., 10 cents; repairs, wear and tear, taxes, insurance, motive power and delivery charges consume 40 cents more, and the cost is \$7.86, leaving the company just 14 cents profit on each wheel.

The company adds that "the fact is that all labor required in making car wheels from the raw material or minerals used fully equals 75 per cent. of the cost. The moulders who make wheels earn \$3.50 a day, as against \$1.25 paid in England. Should all the raw materials up to the finished wheel be reduced to the English standard, the wheel could probably be made at a reasonable profit to the manufacturer."

SEVERE ON A POOR MAN.

New York Sun.

Woman (to tramp)—Are you a man of family?

Tramp—Yes, I've got a wife and seven children, but I left them. It's hard enough for me to make my own livin', let alone such a family at that.

Woman—Well, I can't give you nothin' to eat nor drink, nor old clothes nor shoes, nor nothin'; s' be off with you.

Tramp (sadly turning to go)—You're pretty hard on a man, madam, who has a wife and seven children.

THE DOOR OF THE HEART.

Tyle the door carefully, Brothers of skill,
 Vigilant workers in valley and hill!
 Cowans and eavesdroppers ever alert,
 Tyle the door carefully, door of the heart.
 Carefully, carefully, tyle the door carefully,
Tyle the Door carefully, door of the heart.

Guard it from envyings, let them not in;
 Malice and whispermings, creatures of sin;
 Bid all unrighteousness sternly depart,
 Brothers in holiness, tiling the heart.
 Holily, holily, tyle the door holily,
Tyle the Door holily, door of the heart.

But should the Angels of Mercy draw nigh,
 Messengers sent from the Master on high—
 Should they come knocking with mystical art,
 Joyfully open the door of the heart!
 Joyfully, joyfully, ope the door joyfully,
Ope the Door joyfully, door of the heart.

And they not present, those angels to-night,
 Laden with riches and sparkling with light?
 Oh, to enjoy all the bliss they impart,
 Let us, in gratitude, open the heart!
 Gratefully, thankfully, ope the door thankfully
Ope the Door thankfully, door of the heart.

—Rob Morris.

THE SPECTRAL DOG.

Strange Story Told by an Old Railroad Fireman.

New York Tribune.

The *Tribune* reporter was sitting on one of the seats on the Battery promenade recently when a well dressed woman passed leading by a strap a snow-white Spitz dog. A man dressed in the rough garb of a laborer sat on the seat next to the reporter, smoking a short stemmed cob pipe.

"Talking about strange things," said the laborer, nudging the news gather, "I never see a white dog but what I call up a strange experience I had while firing on the Pennsylvania railroad ten years ago. I was in the cab with Tommy Burns, one of the best engineers in the company's service, and our run was between Jersey City and Philadelphia. We left Jersey City at 9 o'clock one Saturday evening, pulling a long train of passenger coaches and three Pullmans. The cars were all full and we had the right of way, making no stops except at Market street, Newark, and Trenton. We rolled along all right over the Hackensack meadows and after we left Newark we struck a sixty miles an hour pace, and watched the telegraph poles flash by till they looked like the teeth of a fine tooth comb.

"We struck the plain at Princeton Junction when Burns, who was looking out of the cab window, says to me:

"Look-a-here, Jack! There is a white dog runnin' alongside what's been followin' us for five minutes and blamed if he ain't keepin' up to the injine. Look at him."

"I was shoveling coal in the furnace at the time and the heat was blistering my eye balls in their sockets. It took me some time after gazing out of the window before I could make out the dog. Finally I saw

him skimming along like a swallow. Now in the glare from the window he could be plainly seen, then he would get out in the line of the darkness and we would lose sight of him. But he would be sure to show up again in a few minutes. Ditches, cuts and sharp bends, it was all the same, that white dog stuck beside the cab as steady as its shadow. Burns and I couldn't make it out. First we thought our eyesight was deceiving us, for the awful heat from the furnace, the sharp wind or something else, or all these things put together, is terribly trying on one's eyes who has to use them in an engine cab. The sight gets blurred and cloudy, and sometimes you see double, and sometimes you don't see half. Well, Burns and I thought at first we were fooled by our eyes and there couldn't be any dog. But mile after mile that white dog was alongside.

"Jack," says Burns all at once, 'this is more'n I kin stand. If our eyes an't mused up there's something wrong somewhere. I am goin' to stop her.'

"Sure enough he stopped and we both got off the cab. The conductor came running up and wanted to know what in the blue blazes was the matter. We told him about the white dog running alongside the engine, and we looked about to show him the blamed animal. But to our surprise there was no dog to be seen, and hunt high and low we could not find him. The conductor laughed at us, and Burns and I got aboard again thinking that after all our eyes might have fooled us. Burns pulled back the throttle and we started on slowly. There was a curved cut just ahead of us. Fifty yards from it, before the wheels had fairly begun to revolve good, the headlight flashing on the track before us showed us a rock that must have weighed two tons on our track. We stopped the engine with the cow-catcher not twelve inches from the stone, which, loosened by rains, had rolled down from the bank. Had we not stopped on account of that white dog we would have struck it on full headway, and you can see what that would have meant. I got shaky soon after that and resigned, and the very mention of a white dog, much less the sight of one, brings that strange ride back to me.

AN ECONOMICAL WEAPON.

New York Sun.

If your neighbors' cat arouses you at midnight, throw your wife's silver-backed hand-glass or your patent leather shoes at the animal, but do not be so foolish as to throw coal at this season of the year.

AND IT'S JUST AS WELL, GENERALLY.

Harper's Bazar.

The great trouble with those who go to the bad is that they do not think to provide themselves with a return ticket.



This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

FEBRUARY, 1889.



OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., February 1, 1889. }

Assessment Notice for February.

ASSESSMENT NO. 1, \$2.00.

To Receivers of Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified of the death and disability of the following members who were entitled to all the benefits of the Order, viz.:

CLAIM No. 1. John Frame, of Minneapolis Lodge, No. 270, died of Inflammation of the Lungs, June 4th, 1888.

CLAIM No. 2. J. J. Keith, of Bayou City Lodge, No. 146, was killed by Railroad Accident, August 4th, 1888.

CLAIM No. 3. Frank C. Weyl, of Pride of the West Lodge, No. 6, suffered the Amputation of a Leg, August 15th, 1888.

CLAIM No. 4. J. A. Barkley, of John Hickey Lodge, No. 266, died of Consumption, September 5th, 1888.

CLAIM No. 5. E. M. Risk, of Jackson Lodge, No. 274, died of Typhoid Fever, September 8th, 1888.

CLAIM No. 6. Wm. Brandon, of Rose City Lodge, No. 45, died of Malarial Fever, September 10th, 1888.

CLAIM No. 7. H. M. Tomlinson, of Taylor Lodge, No. 175, was killed by Railroad Accident, September 14th, 1888.

CLAIM No. 8. John T. Foley, of Villa Park Lodge, No. 303, was declared totally disabled with injury to his Hand, October 1st, 1888.

CLAIM No. 9. John Getkin, of Mountain Grove Lodge, 324, was declared totally disabled with injury to his Hand, October 1st, 1888.

CLAIM No. 10. C. H. Grimes, of Empire Lodge, No. 212, was declared totally disabled with Loss of Eyesight, October 1st, 1888.

CLAIM No. 11. E. H. Noble, of Cloud City Lodge, No. 196, was declared totally disabled with injury to Leg, October 1st, 1888.

CLAIM No. 12. Simon Evans, of Triumphant Lodge, No. 47, was declared totally disabled with injury to Hand, October 1st, 1888.

CLAIM No. 13. John P. May, of Orphan's Hope Lodge, No. 319, died of Typhoid Fever, October 3d, 1888.

CLAIM No. 14. A. S. Craik, of Prairie Lodge, No. 170, was killed by Railroad Accident, October 11th, 1888.

CLAIM No. 15. Wm. Field, of Silver Mountain Lodge, No. 327, suffered the Loss of both Arms, October 24th, 1888.

CLAIM No. 16. John McManus, of West End Lodge, No. 18, died of Heart Disease, October 25th, 1888.

CLAIM No. 17. J. G. Elkins, of Hinton Lodge, No. 236, was killed by Railroad Accident, October 27th, 1888.

CLAIM No. 18. James Hogan, of Deer Park Lodge No. 1, died of Consumption, November 2d, 1888.

CLAIM No. 19. Edward Watts, of Border Lodge, No. 32, died of Inflammation of Bowels, November 3d, 1888.

CLAIM No. 20. Thos. McShane, of Northern Light Lodge, No. 127, died of Consumption, November 3d, 1888.

CLAIM No. 21. Thos. McDermott, of Hercules Lodge, No. 63, was declared Totally Disabled with Consumption, November 5th, 1888.

CLAIM No. 22. J. D. Bradshaw, of Royal Gorge Lodge, No. 19, was killed by Railroad Accident, November 8th, 1888.

CLAIM No. 23. C. R. Whelan, of S. S. Merrill Lodge, No. 188, died of Pneumonia, November 20th, 1888.

CLAIM No. 24. E. J. Wiggins, of Harrisburgh Lodge, No. 174, died of Heart Disease, November, 23d, 1888.

CLAIM No. 25. John Horn, of Eureka Lodge, No. 14, was declared Totally Disabled with Chronic Dysentery, November 24th, 1888.

NOTE.—Claims 8, 9, 10, 11 and 12 were ordered allowed by the First Biennial Convention on filing of the proper papers.

An Assessment of Two Dollars (\$2.00) has been levied for the payment of the above claims and the Receiver is required to forward said amount for each member, whose name appears on the rolls February 1st, 1889, as provided in Section 52 of the Constitution, said remittance to reach the Grand Lodge not later than February 20th, 1889. Any Lodge failing to make returns as above provided will stand suspended from all the benefits of the Order, as per Section 54 of the Constitution.

Yours, fraternally,
EUGENE V. DEBS, G. S. & T.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., January 1, 1888.

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS: The following is a statement of the Beneficiary Fund, for the month ending December 31, 1888:

RECEIPTS.

Lodge Nos.	Back Asses'm'ts.	Asses'm't No. 27.	TOTAL.	Lodge Nos.	Back Asses'm'ts.	Asses'm't No. 27.	TOTAL.
1		\$182 00	\$182 00	73		\$76 00	\$76 00
2	\$7 00		7 00	74	\$1 00	2 00	3 00
3	12 00	318 00	330 00	75	3 00	149 00	152 00
4	1 00	78 00	79 00	76	18 00	110 00	128 00
5	15 00	166 00	181 00	77	9 00	214 00	223 00
6	1 00	110 00	111 00	78	7 00	58 00	65 00
7		70 00	70 00	79	5 00	97 00	102 00
8	49 00	51 00	100 00	80	32 00	237 00	269 00
9	2 00	74 00	76 00	81	2 00	166 00	168 00
10	4 00	49 00	53 00	82	16 00	176 00	192 00
11	3 00	177 00	180 00	83		9 00	9 00
12	213 00	399 00	612 00	84	8 00	183 00	191 00
13	3 00	9 00	12 00	85	6 00	103 00	109 00
14	36 00	225 00	261 00	86	2 00	94 00	96 00
15		34 00	34 00	87			
16	13 00	219 00	232 00	88	9 00	82 00	91 00
17	1 00	46 00	47 00	89			
18	4 00	67 00	71 00	90	2 00	71 00	73 00
19				91	10 00	28 00	38 00
20	1 00	30 00	31 00	92	4 00	31 00	35 00
21	11 00	103 00	114 00	93	2 00	124 00	126 00
22	6 00	21 00	27 00	94		42 00	42 00
23	45 00	74 00	119 00	95		230 00	230 00
24		69 00	69 00	96	3 00	61 00	64 00
25	10 00	116 00	126 00	97	7 00	114 00	121 00
26	2 00	126 00	128 00	98	2 00	29 00	31 00
27	1 00	113 00	114 00	99	10 00	12 00	132 00
28	7 00	106 00	113 00	100	2 00	66 00	68 00
29	9 00	24 00	33 00	101	30 00	218 00	248 00
30	12 00	35 00	47 00	102	14 00	30 00	44 00
31	3 00	73 00	76 00	103	17 00	118 00	205 00
32		48 00	48 00	104			
33	4 00	46 00	50 00	105	4 00	248 00	252 00
34	34 00	31 00	65 00	106	50 00	50 00	100 00
35	1 00	61 00	62 00	107	2 00	69 00	71 00
36	56 00	91 00	147 00	108	42 00	42 00	84 00
37	4 00	54 00	58 00	109	16 00	169 00	185 00
38		59 00	59 00	110	2 00	42 00	44 00
39	2 00	54 00	56 00	111	4 00	94 00	98 00
40	12 00	48 00	60 00	112	2 00	60 00	62 00
41	15 00	53 00	68 00	113	8 00	52 00	60 00
42	14 00	84 00	98 00	114	4 00	30 00	34 00
43	83 00		83 00	115	2 00	44 00	46 00
44	45 00	60 00	105 00	116	2 00	118 00	120 00
45	70 00	104 00	174 00	117	2 00	90 00	92 00
46	30 00	75 00	105 00	118	2 00	50 00	52 00
47	34 00	117 00	151 00	119	9 00	43 00	52 00
48	5 00	117 00	122 00	120		63 00	63 00
49		76 00	76 00	121	12 00	133 00	145 00
50				122	2 00	94 00	96 00
51		123 00	123 00	123	4 00	130 00	134 00
52		55 00	55 00	124	1 00	70 00	71 00
53	1 00	62 00	63 00	125	4 00	74 00	78 00
54	3 00	176 00	179 00	126	31 00	23 00	54 00
55	4 00	49 00	53 00	127	50 00	82 00	132 00
56	2 00	13 00	15 00	128		41 00	41 00
57	13 00	280 00	293 00	129	68 00	108 00	176 00
58	50 00	24 00	74 00	130	16 00	77 00	93 00
59	13 00	98 00	111 00	131	32 00	76 00	108 00
60	8 00	81 00	89 00	132	13 00	28 00	41 00
61	62 00	184 00	250 00	133	9 00	69 00	78 00
62		108 00	108 00	134		64 00	64 00
63	1 00	58 00	59 00	135	4 00	40 00	44 00
64	4 00	53 00	57 00	136		42 00	42 00
65				137		5 00	5 00
66	8 00	94 00	102 00	138	1 00	59 00	60 00
67	15 00	215 00	230 00	139			
68	8 00	84 00	92 00	140	8 00	90 00	98 00
69	4 00	102 00	106 00	141	12 00	114 00	126 00
70	2 00	63 00	65 00	142	6 00	168 00	174 00
71	3 00	111 00	114 00	143	8 00	58 00	66 00
72	28 00	179 00	207 00	144	36 00	15 00	51 00

Beneficiary Statement—Continued.

Lodge Nos.	Back Asses'm'ts.	Asses'm't No. 27.	TOTAL.	Lodge Nos.	Back Asses'm'ts.	Asses'm't No. 27.	TOTAL.
145	\$4 00	\$50 00	\$54 00	225	\$16 00	\$10 00	\$26 00
146	12 00	32 00	44 00	226		58 00	58 00
147	8 00	81 00	89 00	227		42 00	42 00
148	29 00	30 00	59 00	228			
149	15 00	359 00	374 00	229	5 00	32 00	37 00
150	14 00	70 00	84 00	230		108 00	108 00
151	4 00	92 00	96 00	231	8 00	65 00	73 00
152	6 00	86 00	92 00	232	21 00	36 00	57 00
153	5 00	41 00	46 00	233		42 00	42 00
154		13 00	13 00	234			
155				235		68 00	68 00
156	11 00	31 00	42 00	236		16 00	16 00
157	12 00		12 00	237	2 00	100 00	102 00
158	10 00	125 00	135 00	238	9 00	4 00	46 00
159	9 00	20 00	29 00	239	4 00	61 00	65 00
160	15 00	1 00	16 00	240	5 00	154 00	159 00
161	12 00	72 00	84 00	241		30 00	30 00
162	2 00	182 00	184 00	242	5 00	134 00	139 00
163	6 00	16 00	22 00	243		11 00	12 00
164		131 00	131 00	244	3 00	70 00	73 00
165		94 00	94 00	245	2 00	80 00	82 00
166	8 00	79 00	87 00	246			
167	5 00	75 00	80 00	247	3 00	50 00	53 00
168	7 00	138 00	145 00	248		70 00	70 00
169		258 00	258 00	249			
170	2 00	78 00	80 00	250	3 00	190 00	193 00
171		44 00	44 00	251		98 00	98 00
172	4 00	60 00	64 00	252		150 00	150 00
173	2 00	37 00	39 00	253	5 00	7 00	12 00
174	1 00	2 00	3 00	254	6 00	9 00	15 00
175				255	19 00	162 00	181 00
176		15 00	15 00	256		16 00	16 00
177	1 00	28 00	29 00	257	1 00	70 00	71 00
178	5 00	100 00	105 00	258		45 00	45 00
179	13 00	124 00	137 00	259	7 00	49 00	56 00
180	4 00	81 00	85 00	260	1 00	14 00	15 00
181		22 00	22 00	261	3 00	50 00	53 00
182		30 00	30 00	262	3 00	57 00	60 00
183	2 00	62 00	64 00	263	8 00	50 00	58 00
184	4 00	24 00	28 00	264	4 00	43 00	47 00
185	1 00	38 00	39 00	265	4 00	55 00	59 00
186	28 00	82 00	110 00	266	28 00	55 00	83 00
187		35 00	35 00	267	12 00	31 00	43 00
188	12 00	197 00	209 00	268			
189	1 00	70 00	71 00	269	43 00	39 00	82 00
190	4 00	16 00	20 00	270	3 00	188 00	191 00
191	4 00	41 00	45 00	271	4 00	56 00	60 00
192	17 00	31 00	48 00	272	1 00	55 00	56 00
193	1 00	34 00	35 00	273		74 00	74 00
194	8 00	65 00	73 00	274	6 00	23 00	29 00
195	3 00	47 00	50 00	275	2 00	26 00	28 00
196		52 00	52 00	276		32 00	32 00
197				277		18 00	18 00
198		54 00	54 00	278			
199	23 00	43 00	66 00	279			
200	6 00		6 00	280		48 00	48 00
201	5 00	34 00	39 00	281		24 00	24 00
202	11 00	76 00	87 00	282	2 00	37 00	39 00
203	10 00	60 00	70 00	283		43 00	43 00
204		7 00	7 00	284		155 00	155 00
205	5 00	82 00	87 00	285	8 00	2 00	90 00
206				286	5 00	126 00	131 00
207	5 00	101 00	106 00	287	6 00	76 00	82 00
208	4 00	130 00	134 00	288		16 00	16 00
209		52 00	52 00	289			
210		53 00	53 00	290	2 00	19 00	21 00
211		94 00	94 00	291	8 00	50 00	58 00
212		89 00	89 00	292			
213	1 00	26 00	27 00	293	2 00	16 00	18 00
214	1 00	53 00	54 00	294	5 00	44 00	49 00
215		106 00	106 00	295	12 00	30 00	42 00
216				296	3 00	83 00	86 00
217	1 00	48 00	49 00	297	2 00	42 00	44 00
218		85 00	85 00	298			
219	4 00	70 00	74 00	299	2 00	76 00	78 00
220		70 00	70 00	300	6 00	52 00	58 00
221	4 00	98 00	102 00	301	1 00	42 00	43 00
222				302		38 00	38 00
223				303	8 00	36 00	44 00
224	7 00	64 00	71 00	304	5 00	42 00	47 00

Beneficiary Statement—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 27.	TOTAL.	Lodge Nos.	Back Assessm'ts.	Assessm't No. 27.	TOTAL.
305		\$18 00	\$18 00	349	\$1 00	\$60 00	\$61 00
306		116 00	116 00	350	5 00	53 00	58 00
307	\$1 00	27 00	28 00	351		24 00	24 00
308				352		68 00	68 00
309	2 00	58 00	60 00	353		40 00	40 00
310		46 00	46 00	354		47 00	47 00
311	2 00	58 00	60 00	355	6 00	29 00	35 00
312		74 00	74 00	356			
313	4 00	56 00	60 00	357	46 00	73 00	119 00
314				358	22 00	19 00	41 00
315	5 00	88 00	93 00	359	1 00	38 00	39 00
316	4 00	56 00	60 00	360	7 00	71 00	78 00
317	8 00	79 00	87 00	361	13 00	66 00	79 00
318	21 00	23 00	44 00	362		26 00	26 00
319	24 00		24 00	363	7 00	97 00	104 00
320	49 00	57 00	106 00	364	21 00		21 00
321		36 00	36 00	365	2 00	47 00	49 00
322	8 00	61 00	69 00	366	3 00	11 00	14 00
323	32 00	23 00	55 00	367			
324		10 00	10 00	368	1 00	28 00	29 00
325		12 00	12 00	369	1 00	46 00	47 00
326	8 00	48 00	56 00	370		10 00	20 00
327	7 00	47 00	54 00	371	30 00	26 00	56 00
328	6 00	143 00	149 00	372	3 00	81 00	84 00
329		32 00	32 00	373		20 00	20 00
330	2 00	26 00	28 00	374		33 00	33 00
331	1 00	44 00	45 00	375			
332	9 00		9 00	376	1 00	27 00	28 00
333	4 00	148 00	152 00	377	27 00	29 00	56 00
334				378			
335	5 00	50 00	55 00	379	6 00	34 00	40 00
336		9 00	9 00	380			
337	6 00	70 00	76 00	381		38 00	38 00
338		87 00	87 00	382	2 00	42 00	44 00
339		62 00	62 00	383	2 00	39 00	41 00
340	5 00	32 00	37 00	384		31 00	31 00
341		44 00	44 00	385		23 00	23 00
342	18 00	36 00	54 00	386			
343				387		14 00	14 00
344				388	2 00	51 00	53 00
345	16 00	13 00	29 00	389		55 00	55 00
346		20 00	20 00	390			
347		22 00	22 00	391			
348	18 00	16 00	34 00	392			

Balance on hand December 1 \$22,008 00

Received during month 28,305 00

Total \$50,313 00

By claims 293, 294, 295, 296, 297, 298, 299, 300,
301, 302, 303, 304, 305, 306, 307, 308, 309, 310,
311 and 312 \$30,000 00

Balance on hand January 1 \$20,313 00

Respectfully submitted,
EUGENE V. DEBS, G. S. and T.

Grand Lodge.

F. P. SARGENT Grand Master
Terre Haute, Indiana.J. J. HANNAHAN Vice Grand Master
Box 655, Englewood, Ill.E. V. DEBS Grand Secretary and Treasurer
Terre Haute, Indiana.E. V. DEBS Editor and Manager of Magazine
Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

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2131 South Eleventh St., St. Joseph, Mo.C. C. SUTHERLAND Secretary
Goodland, Kansas.

C. A. WILSON 147 Pacific Ave., Jersey City, N. J.

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SIDNEY VAUGHN 5 Draper St., Toronto, Ontario

C. J. SINGLETON L. Box 835, Mattoon, Ill.

Subordinate Lodges.

1. DEER PARK; Port Jervis, N. Y.

Meets in Union Hall at 2 P. M., every Sunday.
James Fordyce, Box 385 Master
William Uhlman, 18 Crawford St., Secretary
William Uhlman, 18 Crawford St., Collector
Charles E. Barkman, Box 26 Receiver
W. H. Decker Magazine Agent

2. HAND IN HAND; Providence, R. I.

Meets in Engineers' Hall, 2d Monday of each
month, at 8:30 P. M.
C. Anthony Taft, 38 W Exchange St Master
Joseph W. Healy, 68 Lippitt St. Secretary
Willis A. Aldrich, 271 Smith St. Collector
J. W. Williams, 314 N Main St Receiver
Magazine Agent

3. ADOPTED DAUGHTER; Jersey City, N. J.

Meets in Germania Hall, 140 Newark ave., 2d and
4th Sundays at 2 P. M.
C. W. Martin, 467 Grove St Master
D. W. J. Mahoney, 243 Second St. Secretary
J. B. Sweet, 125 Academy St Collector
C. E. Benter, 1020 Herkimer St., Brook-
lyn, New York Receiver
J. H. Voorhis, 243 2d St. Magazine Agent

4. GREAT EASTERN Portland, Maine.

Meets in B. of L. E. Hall, 1st and 3d Sundays.
F. O. Mitchell, 12 Mountfort St. Master
C. D. Getchell, 9 Brattle St. Secretary
A. E. Dennison, 23 Merrill St. Collector
F. A. Huff, 47 Hanover St. Receiver
F. Howard Pember, 89 Lincoln
St. Magazine Agent

5. CHARITY; St. Thomas, Ontario.

Meets in Engineer's Hall every Tuesday at 7:30
P. M.
L. D. Norton, Box 1273 Master
Wm. Deyell, Box 1273 Secretary
Robert Tremain, Box 1273 Collector
Frank Turill, Box 1273 Receiver
Joseph R. Odell, Box 1273 Magazine Agent

6. PRIDE OF THE WEST; DeSoto, Mo.

Meets in K. P. Hall, 2d and Boyd Sts., every Mon-
day at 2 P. M.
J. Christofel, L. Box 106 Master
Alexander Williams, L. Box 212 Secretary
Michael Rabbitt, Box 18 Collector
F. W. Gratiot, Box 238 Receiver
Alex. Williams, L. Box 212 Magazine Agent

7. POTOMAC; Washington, D. C.

Meets 2d and 4th Sundays in Monumental Building, Pennsylvania avenue, northwest, between 1st and 2d Streets.

A. J. Williams, 327 C St., S. W. Master
H. A. Wilvert, 17 Virginia Ave., S. W. Secretary
Wm. C. Jasper, 509 S Capitol St. Collector
Jas. E. Johnson, 627 Virginia ave., S. W. Receiver
John F. Robey, 442 2d St., S. W. Magazine Agent

8. RED RIVER; Denison City, Texas.

Meets in I. O. O. F. Hall, Main St., 1st and 3d Saturdays at 7 P. M., and 2d and 4th at 2 P. M.

W. R. Lanam, 227 Munson St. Master
R. E. Sherrill, 717 Nelson St. Secretary
T. W. Weaver, 700 W Munson St. Collector
J. J. Crofton, 308 Houston Ave. Receiver
Jerry Scott, 800 Shepherd St. Magazine Agent

9. FRANKLIN; Columbus, Ohio.

Meets at 64½ N High St., first Monday and third Tuesday evenings.

F. W. Arnold, Box 58 Master
C. C. Coit, 896 Pennsylvania Ave. Secretary
T. T. Beynon, 97 St. Clair St. Collector
F. J. Kistler, 212, 214 South High St. Receiver
Leonard Lawrence, 860 Arsenal Ave. Magazine Agent

10. FOREST CITY; Cleveland, Ohio.

Meets at 182 Ontario St., 1st and 3d Sundays at 1:30 P. M.

Jas. F. Tousley, 24 Alford St., S. S. Master
A. G. Laubscher, Seward St., West Cleveland Secretary
T. P. Curtis, 141 Emmett St., S. S. Collector
John Crouse, 81 Penn St. Receiver
A. G. Laubscher, Seward St., West Cleveland Magazine Agent

11. EXCELSIOR; Phillipsburg, N. J.

Meets in Grimer's Hall, 2d and 4th Sundays.

Frank N. Caffey Master
C. A. Stevenson, Box, 106 Secretary
Elvin Teel Collector
J. W. Sinclair, L Box 96 Receiver
E. F. Stevenson Magazine Agent

12. BUFFALO; Buffalo, N. Y.

Meets at 198 Seneca St., every Tuesday at 8 P. M.

J. J. Knauff, 238 Fifth St. Master
Wm. J. Bruman, 395 Swan St. Secretary
W. J. Minor, 507 Eagle St. Collector
P. J. McNamara, 178 Miami St. Receiver
Jno. S. Bauld, 237 Elk St. Magazine Agent

13. WASHINGTON; Jersey City, N. J.

Meets cor. Maple St. and Pacific Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M.

G. E. Hull, cor. Holliday & Lafayette Sts. Master
Henry Kline, 141 Maple St. Secretary
Arthur M. Bogart, 115 Pacific Ave. Collector
Peter C. Quick, Somerville, N. J. Receiver
E. Rhodes, 151 Whiton St. Magazine Agent

14. EUREKA; Indianapolis, Ind.

Meets at 34 W Washington St., fourth floor, every Tuesday at 8 P. M.

Geo. P. Kern, 77 E Morris St. Master
Wm. F. Smith, 680 E Washington St. Secretary
E. J. Kline, 635 North West St. Collector
W. J. Hugo, 172 Blake St. Receiver
H. Zink, Vandalia Yard Office Magazine Agent

15. ST. LAWRENCE; Montreal, Canada.

Meets in St. Charles Club Room, Point St. Charles, every alternate Sunday.

James Murphy, 65 Mullen St. Master
James Ashcroft, 9 Edinburg St., Point St. Charles, Montreal Secretary
Samuel Edwards, 212½ Bourgeois St., Point St. Charles, Montreal Collector
H. J. Clarke, 154 Charron St., Point St. Charles, Montreal Receiver
Richard Burke, 60 Mullins St. Magazine Agent

16. VIGO; Terre Haute, Ind.

Meets 2d and 4th Mondays, at 7:30 P. M.

E. V. Debe Master
J. F. O'Reilly, 624 N 5th St. Secretary
Henry Baidersdorf, 203 N 12th St. Collector
C. A. Bennett, 1004 N 9th St. Receiver
Ralph Sherburne, 602 N 8th St. Magazine Agent

17. PINE RIDGE; Chadron, Neb.

Meets in Masonic Hall, 1st and 3d Sundays.

J. H. Royce, L Box 307 Master
L. V. Bowman Secretary
E. M. Wiles, L Box 321 Collector
Rufus E. Chandler, L Box 315 Receiver
D. H. Coyle Magazine Agent

18. WEST END; Slater, Mo.

Meets in I. O. O. F. Hall, 1st and 3d Sunday nights.

Charles McMillan Master
J. J. Day Secretary
Albert Disney, Box 19 Collector
George W. Michel, Box 145 Receiver
F. S. Adams Magazine Agent

19. TRUCKEE; Wadsworth, Nevada.

Meets every Friday at 7 P. M.

J. S. Ralitt, Box 8 Master
W. E. Cobb, Box 437 Secretary
F. W. Youngmans, Box 8 Collector
Edgar Shepley, Box 8 Receiver
Charles Short, Box 8 Magazine Agent

20. STUART; Stuart, Iowa.

Meets in Engineer's Hall every Monday at 7:15 P. M.

Ed. Cahow Master
George C. Wells, Box 117 Secretary
George Morse Collector
A. H. Copeland Receiver
E. L. Fick Magazine Agent

21. INDUSTRIAL; St. Louis, Mo.

Meets at 902 South 4th St., 2d and 4th Tuesdays at 8 P. M.

Ell Gichas, 944 Chouteau Ave. Master
D. C. McClintock, 2120 Randolph St. Secretary
William Merkle, 810 Chambers St. Collector
William C. Linck, 1423 Dodier St. Receiver
Wm. C. Linck, 1420 Sullivan Ave. Magazine Agent

22. CENTRAL; Urbana, Ill.

Meets in I. O. O. Hall, 2d and 4th Sundays.

Daniel O'Connor Master
F. A. Bonner Secretary
Alexander McLennan Collector
Daniel O'Connor Receiver
George Brash Magazine Agent

23. PHENIX; Brookfield, Mo.

Meets 2d and 4th Tuesdays, in Odd Fellow's Hall, Louis LeChair Master

John S. Ott, Box 381 Secretary
H. A. Dick, Box 284 Collector
John S. Ott, Box 381 Receiver
A. P. Josselyn Magazine Agent

24. GREAT WESTERN; Parsons, Kansas.

Meets in I. O. O. Hall, on Johnson Ave., every Wednesday at 2:30 P. M.

J. E. Powell, L Box 144 Master
F. E. Green, Box 413 Secretary
Charles W. Maher, Box 514 Collector
J. E. Powell, L Box 144 Receiver
Wm. J. Mathis, Box 568 Magazine Agent

25. CONNECTING LINK; Boone, Iowa.

Meets 1st and 3d Sundays at 2 P. M.

Arnold Starke, Box 349 Master
Ed. C. Brownson, Box 34 Secretary
James F. Bills Collector
Simon Rogers Receiver
William J. Webster Magazine Agent

26. ALPHA; Baraboo, Wis.

Meets in B. of L. E. Hall, 2d and 4th Mondays
 William H. Pobjoy Master
 Thomas Williams Secretary
 William H. Pobjoy Collector
 Frank R. Melcher Receiver
 E. M. Terry Magazine Agent

27. HAWKEYE; Cedar Rapids, Iowa.

Meets in Room 13, O'Hara's Block, 2d Sunday at
 2:30 P. M., and 4th Mondays at 7:30 P. M.
 Fred. McArdle, 353 G Ave., West Master
 J. E. Collins, 165 A Ave Secretary
 J. L. Jennings, 328 G Ave., West Collector
 Fred. McArdle, 353 G Ave., West Receiver
 J. H. McKenzie, 172 B Ave. Magazine Agent

28. ELKHORN; North Platte, Neb.

Meets every Wednesday at 7:30 P. M.
 Thomas Burney, L Box 285 Master
 Reed M. Hindman, L Box 322 Secretary
 John T. Stuart, L Box 367 Collector
 Frank D. Winn, L Box 232 Receiver
 Reed M. Hindman, L Box 322 Magazine Agent

29. CERRO GORDO; Mason City, Iowa.

Meets 1st and 3d Tuesday evening of each month,
 corner Second and Main Sts.
 Charles S. Holman Master
 J. H. Fulton, Box 706 Secretary
 Max Newbowers Collector
 J. H. Fulton, Box 706 Receiver
 S. A. Trine Magazine Agent

30. CEDAR VALLEY; Waterloo, Iowa.

Meets in Black Hawk Hall, Lafayette St. and E
 Waterloo, 1st and 3d Sundays at 2 P. M.
 E. T. Gregory, 514 Saxon St Master
 R. A. Corson, Box 1154 Secretary
 H. P. Esty Collector
 R. A. Corson, Box 1154 Receiver
 F. Fern, care J. C. R. R. Shops Magazine Agent

31. R. R. CENTRE; Atchison, Kansas.

Meets corner 3d and Commercial Sts., 1st and 3d
 Sundays, at 2 P. M.
 H. L. Clark, cor. Roberts and Commer-
 cial Sts. Master
 S. S. Hamrick, 1303 Main St Secretary
 Chas. Bennington, 14th and Santa Fe St. Collector
 John O'Connor, 1303 Main St Receiver
 Frank Short Magazine Agent

32. BORDER; Ellis, Kansas.

Meets in I. O. O. F. Hall, Tuesday evenings at
 7:30.
 George F. McClure, Box 205 Master
 Gustave Ebeling Secretary
 A. M. Petrie, Box 103 Collector
 A. Waters, Box 105 Receiver
 Harry Stigall Magazine Agent

33. SUCCESS; Trenton, Mo.

Meets in Engineer's Hall, over Union Bank, 1st
 and 3d Mondays at 2 P. M., and 2d and 4th
 Mondays, at 7 P. M.
 Thomas E. Torpey Master
 Thomas Griffin, Box 145 Secretary
 William Eckerman Collector
 Frank M. Park Receiver
 C. H. Torpey Magazine Agent

34. CLINTON; Clinton, Iowa.

Meets in Engineer's Hall, 4th St., 1st and 3d Sun-
 days at 2:30 P. M.
 Frank A. Kinch, 522 7th Ave Master
 M. Wheeler, 575 Comanche Ave Secretary
 Frank A. Kinch, 522 7th Ave Collector
 Thomas E. Bulen, 619 6th Ave Receiver
 Joseph F. Butler, 1705 S 5th St Magazine Agent

35. AMBOY; Amboy, Ill.

James Lavell Master
 Thomas Monahan, Box 458 Secretary
 James Bersley Collector
 Thomas Monahan, Box 458 Receiver
 James P. Duggan Magazine Agent

36. TIPPECANOE; Lafayette, Ind.

Meets in Red Men's Hall, at 2 P. M., Sundays.
 Charles Ernst, 164 Salem St., over U. S.
 Express Co Master
 Albert H. Kelley 88 Green St Secretary
 Louis Raub, 126 N 8th St Collector
 W. R. Johnson, 110 S 4th St Receiver
 M. S. Hewes, 82 Smith St Magazine Agent

37. NEW HOPE; Centralia, Ill.

Meets every Thursday at 8 P. M.
 H. G. Cornick, Box 151 Master
 W. D. Holton, Box 244 Secretary
 W. D. Holton, Box 244 Collector
 C. W. Styles Receiver
 T. J. Prickett Magazine Agent

38. AVON; Stratford, Ontario.

Meets 1st and 3d Sundays at 2 P. M.
 James Harvey, Box 318 Master
 J. T. Burke, Box 318 Secretary
 William O'Brien, Box 318 Collector
 George Nursey, Box 318 Receiver
 S. J. Spencer, Box 318 Magazine Agent

39. TWIN CITY; Rock Island, Ill.

Meets in Engineer's Hall, 2d and 4th Sundays
 at 2 P. M.
 George H. Hinkley Master
 Daniel H. Moroney, 8th Ave. & 27th St. Secretary
 John C. Kane, cor. 4th Ave. and 25th St. Collector
 George H. Hinkley Receiver
 James Griffin, cor. 9th Ave. and 27th
 St Magazine Agent

40. BLOOMING; Bloomington, Ill.

Meets at 910 W Chestnut street, Tuesdays at 7:30
 P. M.
 Joseph Turpin, 707 W Locust St Master
 P. L. Cutler, 707 W Locust St Secretary
 P. L. Cutler, 707 W Locust St Collector
 Ed. J. Spreen, 608 N Mason St Receiver
 Thomas Powderly, 1208 Western Ave. Magazine Agent

41. ONWARD; Dickinson, Dakota.

Meets in Odd Fellow's Hall, every Thursday at
 7:30 P. M.
 W. F. Cunningham, L Box 215 Master
 O. A. Dosskey, Box 17 Secretary
 O. A. Dosskey, Box 17 Collector
 Joseph Crosthwaite, L Box 158 Receiver
 W. R. Williams Magazine Agent

42. ELMO; Madison, Wis.

Meets in Good Templar's Hall, 2d and 4th Sun-
 days.
 Alfred H. Tyler, 312 Lake St Master
 John Cushman, cor. Clymer & Broom St. Secretary
 John Harrington, 520 W Main St Collector
 Byron B. Wilber, 720 W Dayton St Receiver
 Alfred Tyler, 312 Lake St Magazine Agent

43. ST. JOSEPH; St. Joseph, Mo.

Meets in I. O. O. F. Hall, 10 Pacific St., 1st and 3d
 Thursdays.
 F. O. Porter, N. E. Cor. 13th and Penn St. Master
 James Hyndman, 2216 S Sixth St Secretary
 James Hyndman, 2216 S Sixth St Collector
 W. E. Sullivan, 2908 S Sixth St Receiver
 W. E. Sullivan, 2908 S Sixth St Magazine Agent

44. F. W. ARNOLD; East St. Louis, Ill.

Meets in Jackiesch Hall, corner Missouri and Main Sts., alternate Tuesdays at 7:30 P. M.
 T. J. Hayes, Box 375 Master
 C. E. Long, Box 354 Secretary
 Philip Cramer, Box 68 Collector
 J. U. Roy Receiver
 C. E. Long, Box 354 Magazine Agent

45. ROSE CITY; Little Rock, Ark.

Meets in Quapaw Hall every Monday night.
 P. H. Williams, 1114 Water St. Master
 Ed. Chamberlain, Box 174, Argenta, Ark. Secretary
 William Smith, 206 Cross St. Collector
 George Emery, 802 North St. Receiver
 Ed. Chamberlain, Box 174, Argenta, Ark. Magazine Agent

46. CAPITAL; Springfield, Ill.

Meets in Engineers' Hall, 217 South 5th St., 1st and 3d Sundays, at 2 P. M.
 A. Cunningham, 1125 N Fifth St. Master
 E. W. Rowland, 421 S 9th St. Secretary
 E. W. Rowland, 421 S 9th St. Collector
 James Allen, S 11th St. Receiver
 E. W. Anderson, 1007 Cook St. Magazine Agent

47. TRIUMPHANT; Chicago, Ill.

Meets in Prosperity Hall, N. E. corner State and 18th Sts., 1st Monday evening and 3d Sunday afternoons.
 W. E. Burns, 122 Newberry St. Master
 William Keeler, 3830 LaSalle St. Secretary
 William Keeler, 3830 LaSalle St. Collector
 C. W. Watson, 183 E 22d St., Flat 12 Receiver
 Thos. O'Connor, 1240 Indiana Ave. Magazine Agent

48. W. F. HYNES; Peoria, Ill.

Meets in G. A. R. Hall 1st Saturday at 7:30 P. M., and 3d Sunday at 2 P. M.
 George C. Watt, 617 1st St. Master
 J. V. Johnson, 412 Spencer St. Secretary
 W. A. McMillan, 206 State St. Collector
 George C. Watt, 617 1st St. Receiver
 John Watt, 617 First St. Magazine Agent

49. J. M. RAYMOND; Decatur, Ill.

Meets in Engineers' Hall, E Eldorado St., 2d and 4th Sundays at 3 P. M.
 Charles Hockery, 1113 N Calhoun St. Master
 George Horner, 1021 Cerro Gordo St. Secretary
 William Murphy, 921 E Eldorado St. Collector
 A. H. Sutton, 975 N Water St. Receiver
 Wm. Langelt, 903 N Morgan St. Magazine Agent

50. GARDEN CITY; Chicago, Ill.

Meets 1st and 3d Saturdays at 7:30 P. M.
 John J. Coffey, Kendrick's School, 143d and Tracy Ave., Town of Lake Master
 John O. Grady, 5057 State St. Secretary
 C. D. Dickerman, 5142 Dearborn St. Collector
 John J. Delaney, 4839 Halstead St. Receiver
 Charles Clancy, 5129 School St., Town of Lake Magazine Agent

51. FRISCO; North Springfield, Mo.

Meets in Masonic Hall, 2d and 4th Saturdays of each month at 7:30 P. M.
 John S. Carson, Box 437 Master
 Michael Gaffney, Box 277 Secretary
 George Husler Collector
 John S. Carson, Box 437 Receiver
 L. S. Wolfe, Box 448 Magazine Agent

52. GOOD WILL; Logansport, Ind.

Meets corner 4th and Market Sts., every Sunday at 2 P. M.
 Charles Truman, 1318 Spear St. Master
 W. A. McDonald, 1216 Smead St. Secretary
 John T. Maloy, 715 W Ottawa St. Collector
 M. W. Jamison, Market and 4th Sts. Receiver
 J. A. Holland, corner George and 15th Sts. Magazine Agent

53. EMPORIA; Emporia, Kansas.

Meets in A. O. U. W. Hall, cor. 5th and Commercial Sts., 1st and 3d Sundays at 2:30 P. M.
 John C. Humpson, 118 Congress St. Master
 Louis D. Brigham, 108 Rural St. Secretary
 John McGaha, Moline, Kan. Collector
 John Turnpaugh, 2 Pine St. Receiver
 Edward Fithen, Strong City Magazine Agent

54. ANCHOR; Moberly, Mo.

Meets in Supplies Bros.' Hall, Tuesdays at 7 P. M.
 James A. Robertson Box 34 Master
 J. T. Grimes, L Box 113 Secretary
 M. Sullivan, Box, 1551 Collector
 Luther B. Chamblin, Box 284 Receiver
 M. Sullivan, Box 1551 Magazine Agent

55. BLUFF CITY; Memphis, Tenn.

Meets at No. 16 Johnson Ave., 2d and 4th Thursday evenings.
 Jacob Fuches, L. & N. Shops Master
 Jacob Wagner, L. & N. Shops Secretary
 Jacob Wagner, L. & N. Shops Collector
 Laurence Fox Receiver
 J. E. McFadden, 196 Johnson Ave. Magazine Agent

56. BANNER; Stanberry, Mo.

Meets every Saturday night at 7:30 P. M.
 Joseph J. Limith Master
 Charles H. Runyan Secretary
 Charles H. Runyan Collector
 T. A. Newcomb Receiver
 Joseph J. Smith Magazine Agent

57. BOSTON; Boston, Mass.

Meets in Odin Hall, 47 Hanover St., 1st and 3d Sundays of each month.
 F. F. Derby, Fitchburg R. R. Engine House Charlestown, Mass. Master
 T. H. Haines, Ocean View St., Winthrop, Mass. Secretary
 A. W. Spurr, 66 Hammond St. Collector
 T. H. Haines, Ocean View St., Winthrop, Mass. Receiver
 H. E. Stevens, 5 Davis St. Magazine Agent

58. SACRAMENTO; Rocklin, Cal.

Meets in Masonic Hall, every Monday at 1:30 P. M.
 C. C. Brown Master
 C. E. Warrington Secretary
 George B. Clark Collector
 M. H. Tuttle Receiver
 Frank J. Peacock Magazine Agent

59. ROYAL GORGE; South Pueblo, Colo.

Meets every Monday evening at 7:30.
 R. S. McAlpin, 27 Block V Master
 John Gallagher, 27 Block 8 Secretary
 C. S. Walter, 300 Mechanic St., Pueblo Collector
 M. C. Donnelly, 316 E 2d St., Pueblo Receiver
 John T. Dejersey, Pueblo Magazine Agent

60. UNITED; Philadelphia, Pa.

Meets in Dover Hall, Marshall St., above Susquehanna Ave., alternate Sundays.
 James Wertz, 2013 N 3d St. Master
 B. F. Pettit, 2055 N 9th St. Secretary
 J. R. Race, 521 Diamond St. Collector
 B. F. Pettit, 2055 N 9th St. Receiver
 Chas. H. Reifner, 529 Butler St., Franklinville, Pa. Magazine Agent

61. MINNEHAHA; St. Paul, Minn.

Meets in Druld's Hall, corner Jackson and 7th St., 2d and 4th Sundays.
 James W. Piper, corner Jackson St., and Como Ave. Master
 P. McLaughlin, 78 Sycamore St. Secretary
 H. E. Kemp, 238 Granite St. Collector
 Theo. T. Hart, 709 Fuscorara St. Receiver
 J. F. Mullany, Cor. Como Ave. and Jackson St. Magazine Agent

62. VANBERGEN; Carbondale, Pa.

Meets in Odd Fellows' Hall, cor. 7th and Church
Sts., 2d and 4th Sundays at 2 P. M.,
John P. McCawley, Box 608 Master
U. S. Van Dermark, Box 41 Secretary
W. H. Brokenshire Collector
A. M. Banks, Box 479 Receiver
D. N. Swan Magazine Agent

63. HERCULES; Danville, Ill.

Meets in K. of H. Hall, West Main St., 1st and
3d Sundays.
John Myers, 808 N Jackson St. Master
Bernard Manion Secretary
John Wakely, Box 772 Collector
H. J. Bohn, 501 E Main St. Receiver
T. A. Hudson Magazine Agent

64. SIOUX; Sioux City, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at 2:30
P. M.
D. L. Davenport, 1521 E 6th St Master
James Griffin, 419 Clark St Secretary
Sidney Weir, 506 Iowa St Collector
D. L. Davenport, 1521 E 6th St Receiver
Warren Bennett Magazine Agent

65. FORT RIDGELY; Waseca, Minn.

Meets in Engineers' Hall, 1st and 3d Sundays.
James B. Newcomer Master
G. Bennett Secretary
J. A. Robinson Collector
W. D. Grimes, Box 488 Receiver
George Woskie Magazine Agent

66. CHALLENGE; Belleville, Ontario.

Meets in B. of L. F. Hall, 2d and 4th Sundays at
2:30 P. M.
Robert Milne, Belleville Station Master
F. C. Link, Belleville Station Secretary
W. J. Logue, Box 9, Belleville Station Collector
Timothy Daly, Jr., Belleville Station Receiver
R. Snell, Belleville Station Magazine Agent

67. DOMINION; Toronto, Canada.

Meets in I. O. O. F. Hall, 2d and 4th Sundays, at
2:30 P. M.
W. Brent, 85 Spadina Ave. Master
Sidney Vaughan, 5 Draper St Secretary
James Pratt, 172 Huron St Collector
Sidney Vaughan, 5 Draper St Receiver
Robert Reid, 31 Leonard Ave. Magazine Agent

68. EAU CLAIRE; Altoona, Wis.

Meets 2d and 4th Sundays at 2 P. M.
Joseph Thomas Master
Timothy Anglin, Box 12 Secretary
Patrick E. Keating, Box 62 Collector
E. W. Brogan Receiver
Charles Dinneen Magazine Agent

69. ISLAND CITY; Brockville, Ontario.

Meets in the Merrill Block, every Thursday at
7:30 P. M.
Thomas Shields, Box 558 Master
A. W. Dales, Box 206 Secretary
J. G. Goodison, Box 206 Collector
I. J. Beeher, Box 558 Receiver
Francis Flanigan Magazine Agent

70. LONE STAR; Longview, Texas.

Meets in I. O. O. F. Hall, every Tuesday at 2
P. M.
I. H. Stout, Box 411 Master
Lorenzo D. Oden, Box 411 Secretary
Albert N. Oden, Box 411 Collector
Lorenzo D. Oden, Box 411 Receiver
C. W. Slayter, Box, 421 Magazine Agent

71. SUSQUEHANNA; Oneonta, N. Y.

Meets in B. of L. E. Hall, 2d and 4th Sundays at
3 P. M.
Willard Robinson, 6 Mickley Ave. Master
W. W. Rowe Secretary
R. W. Mills Collector
Irvin Baker Receiver
J. E. Owens, Box 588 Magazine Agent

72. WELCOME; Camden, N. J.

Meets at N. E. corner 3d and Federal Sts. 1st and
3d Sundays of each month.
John Colton, 568 Benson St. Master
James L. Gibbs, Collinswood, N. J. Secretary
Garret M. Weston, 565 Bridge St. Collector
James L. Gibbs, Collinswood, N. J. Receiver
G. W. Austermuhi, 437 Mickle St. Magazine Agent

73. BAY STATE; Worcester, Mass.

Meets at 302 Main St., 2d and 4th Sundays.
E. Brewer, 27 Houghton St. Master
Charles A. Smith, 124 Central St. Secretary
J. J. Cunningham, 29 Prescott St. Collector
Charles A. Smith, 124 Central St. Receiver
W. N. Holland, 87 Prospect St. Magazine Agent

74. KANSAS CITY; Kansas City, Mo.

Meets in Forrester's Hall alternate Mondays.
D. McDonnell, 2114 Bellevue Ave. Master
J. M. Tierney, Box 73, Station "A" Secretary
R. Haslett, 2117 Madison Ave. Collector
W. B. Roberts, 1722 Holly St. Receiver
G. B. Campbell, Argentine, Ark. Magazine Agent

75. ENTERPRISE; Philadelphia, Pa.

Meets in Erickson's Hall, 347 Lancaster Ave.,
2d and 4th Sunday afternoons
Charles H. Hawman, 620 N 38th St., West
Philadelphia Master
C. W. Reeves, 620 N 38th St., West Phila-
delphia Secretary
John Finley, 3004 Fairmount Ave Collector
C. W. Reeves, 620 N 38th St., West Phila-
delphia Receiver
Jno. Finley, 3004 Fairmount Ave, Magazine Agent

76. NEW ERA; Breckenridge, Minn.

Meets in Masonic Hall, 2d and 4th Sundays at 2
P. M.
George W. Sebastian Master
W. C. Hall Secretary
Harry Pearce Collector
W. W. Hurd Receiver
Frederick Whitbred, Box 84 Magazine Agent

77. ROCKY MOUNTAIN; Denver, Colo.

Meets in Neef's Hall, 15th St., every Thursday at
7:30 P. M.
Charles D. Lane, 2646 Lawrence St Master
W. F. Brundage, 1216 Larimer St Secretary
D. L. Marrs, 445 Beecher Ave., N side Collector
W. F. Brundage, 1216 Larimer St Receiver
H. M. Johns, 940 11th St Magazine Agent

78. GOLDEN EAGLE; Sedalia, Mo.

Meets in Hart's Hall, E 13th St., every Thursday
at 7 P. M.
John Laybourne, 318 Engineer St. Master
H. D. Boult, 1223 E 6th St Secretary
Edward J. Moore, 109 E Boonville St. Collector
Henry Meyer, 318 Engineer St. Receiver
G. H. Lyons, 318 Engineer St. Magazine Agent

79. J. M. DODGE; Roodhouse, Ill.

Meets in Engineer's Hall, 1st and 3d Mondays
and 2d and 4th Sundays.
John Underwood Master
Charles E. Stone Secretary
Charles E. Stone Collector
Walker Watson Receiver
J. A. Wells Magazine Agent

80. SELF HELP; Aurora, Ill.

Meets over 26 and 28 Broadway, every 2d Sunday
George Goding, 428 Benton St. Master
William Walsh, 314 Main St. Secretary
Frank Richardson, 469 S Broadway Collector
Frank G. Boomer, 95 LaSalle St. Receiver
Chas. Kelly, 393 Fox St Magazine Agent

81. PINE CITY; Brainerd, Minn.

Meets in I. O. O. F. Hall, 6th St., South, 2d and
4th Sundays 2 P. M.
Emery Scott Master
George Watts, Box 1881 Secretary
W. J. Bain, Box 1763 Collector
Rowland Arundel, Box 560 Receiver
S. W. Green Magazine Agent

82. NORTHWESTERN; Minneapolis, Minn.

Meets 1st Saturday evening and 3d Sunday afternoon of each month.

Ernest B. Mayo, 424 1st Ave. South . . . Master
W. E. Richmond, 820 N Girard Ave. . . Secretary
Robert J. Watson, 716 4th Ave. North . . Collector
W. E. Richmond, 820 N Girard Ave. . . Receiver
Ernest B. Mayo, 424 1st Ave. S. . . Magazine Agent

83. TRINITY; Fort Worth, Texas.

Meets in B. of L. F. Hall every Wednesday, at 8 P. M.

I. M. Dean, Box 406 . . . Master
George H. Tucker, Box 406 . . . Secretary
I. M. Dean, Box 406 . . . Collector
J. M. Russ, Box 406 . . . Receiver
J. S. Whitley, Box 406 . . . Magazine Agent

84. CALHOUN; Battle Creek, Mich.

Meets in Whitecomb's Block, N Jefferson St., 2d and 4th Sundays at 2:30 P. M., and 1st Monday at 7:30 P. M.

E. C. Wilder, 50 South Ave. . . Master
James Burgess, 78 Bennett St. . . Secretary
Frederick Voss, 103 Green St. . . Collector
E. C. Wilder, 50 South Ave. . . Receiver
R. E. James, 269 Marshall St. . . Magazine Agent

85. FARGO; Fargo, Dakota.

Meets 2d and 4th Sundays in I. O. O. F. Hall, corner Robert St. and 2d Ave.

W. W. Sturman, Box 825 . . . Master
Eugene McAuliffe, Box 668 . . . Secretary
Wash. Terrett . . . Collector
R. Rogveveen, 324 13th St. North . . Receiver
Thomas A. Kelly, Jamestown . . Magazine Agent

86. BLACK HILLS; Laramie City, Wyoming.

Meets in K. of L. Hall, Friday evening at 7:30.

George W. DeForest, Box 455 . . . Master
James C. Love, Box 517 . . . Secretary
George W. DeForest, Box 455 . . . Collector
William Roth, Box 346 . . . Receiver
George M. Harris . . . Magazine Agent

87. SUMMIT; Rawlins, Wyoming.

Meets in I. O. O. F. Hall, 1st and 3d Wednesdays, at 7:30 P. M.

Thomas F. Crooke, Box 87 . . . Master
Ed. Smyth . . . Secretary
Charles Sullivan . . . Collector
Frank J. Keefe, Box 152 . . . Receiver
Myles Scallan . . . Magazine Agent

88. MORNING STAR; Evanston, Wyoming.

Meets in I. O. O. Hall, Thursdays at 7:30 P. M.

J. C. Bowman . . . Master
Kenneth G. McLean, Box 150 . . . Secretary
William L. Gray . . . Collector
J. C. Bowman . . . Receiver
Samuel Carpenter . . . Magazine Agent

89. CHEHAW; Montgomery, Ala.

Meets every Sunday in K. of P. Hall, over National Bank, Commerce St.

E. L. Cranford, Box 524 . . . Master
Ed. Austin, 115 Dexter Ave. . . Secretary
A. F. Grubbs, Box 524 . . . Collector
George I. Fuller, 26 N Perry St. . . Receiver
E. L. Cranford, 408 Clay St. . . Magazine Agent

90. SAN DIEGO; San Bernardino, Cal.

Meets in Odd Fellows' Hall, 1st and 3d Monday evenings.

George A. March, Box 645 . . . Master
F. H. Bennett . . . Secretary
Harvey Smith, Box 645 . . . Collector
J. W. Hilliard, Box 645 . . . Receiver
J. E. Culey, Box 645 . . . Magazine Agent

91. GOLDEN GATE; San Francisco, Cal.

Meets corner Valencia and 16th Sts., 1st Sunday at 1 P. M., and 3d Tuesday at 7 P. M.

Wm. Lockwood, 24 Mission Ave. . . Master
Fred. W. McCune, 1119 Shotwell St. . . Secretary
W. J. Allen, 24 Julian Ave., near 15th . . Collector
James Doyle, 537, 18th St. . . Receiver
Fred. McCune, 1119 Shotwell St. . . Magazine Agent

92. FRONTIER CITY; Oswego, N. Y.

Meets 2d and 4th Sundays in N. Y., O. & W. Ry. Depot.

Charles Spath, 39 W Talman St. . . Master
Myron H. Counsell, 16 E 5th St. . . Secretary
M. H. Murphy, E Mercer St. . . Collector
S. C. Forsyth, 166 W Utica St. . . Receiver
S. C. Forsyth, 166 W Utica St. . . Magazine Agent

93. GATE CITY; Keokuk, Iowa.

Meets in Horn's Hall, corner 8th and Main St., 2d and 4th Sundays at 2 P. M.

John Cronin, corner B and Bluff St. . . Master
A. J. Ebersoll, 1213 Bank St. . . Secretary
E. J. Kelley, 519 Ridge St. . . Collector
John H. Carter, 507 Main St. . . Receiver
Henry Montgomery, Centerville, Magazine Agent

94. CACTUS; Tucson, Arizona.

Meets in B. of L. F. Hall, corner Tool Ave. and Pennington St., every Tuesday at 7:30 P. M.

W. E. Butler, Box 218 . . . Master
Jacob Hettrick . . . Secretary
F. M. Blaney . . . Collector
N. H. Cramer . . . Receiver
W. D. Anderson, Box 218 . . . Magazine Agent

95. CHICAGO; Chicago, Ill.

Meets at 237 Milwaukee Ave., 2d Tuesday at 8 P. M., and last Sunday of each month, at 9:30 A. M.

D. M. Leavitt, 36 Temple St. . . Master
Vernon L. Culver, 174 N Halstead St. . . Secretary
J. F. Cantlon, 142 Front St. . . Collector
E. W. Wallbaum, 224 Larrabee St. . . Receiver
Wm. R. Stuart, 174 N Halstead St. . . Magazine Agent

96. ALEXIA; Wellsville, Ohio.

Meets 1st and 3d Sundays in B. of L. E. Hall, Main St.

G. Leibtag . . . Master
Frank Ray, Box 695 . . . Secretary
William M. King . . . Collector
Joseph Qu . . . Receiver
John Leibtag, Box 366 . . . Magazine Agent

97. ORANGE GROVE; Los Angeles, Cal.

Meets at 512 San Fernando St., every Tuesday evening at 7:30.

George C. Morton, Box 72 . . . Master
J. D. DeFrees, Box 72 . . . Secretary
William T. Curl, Box 72 . . . Collector
Ed. Whitney, 46 Ann St. . . Receiver
A. V. Blackburn, 35 Railroad St. . . Magazine Agent

98. PERSEVERANCE; Terrace, Utah.

Meets in Engineers' Hall every Tuesday.

F. C. Stokes . . . Master
E. G. White . . . Secretary
J. H. Neven . . . Collector
R. W. Shields . . . Receiver
E. G. White . . . Magazine Agent

99. ROCHESTER; Rochester, N. Y.

Meets at No. 33 Market St., every Friday evening.

E. E. Pruyn, 41 1st Ave. . . Master
W. P. Couch, 90 Broadway . . . Secretary
George Kingsley, 22 Upton Park . . . Collector
Mathias S. Dubelbeiss, 94 Bay St. . . Receiver
Wm. H. Rice, 9 Howard St. . . Magazine Agent

100. ADAIR; Bowling Green, Ky.

Meets in Wright's Hall, corner Main and Adams Sts., every Monday at 2 P. M.

William Coleman . . . Master
Woods L. Miller, Box 446 . . . Secretary
Woods L. Miller, Box 446 . . . Collector
Wesley Alsop . . . Receiver
Richard A. Potter . . . Magazine Agent

101. ADVANCE; Creston, Iowa.

Meets in Firemen's Hall, 222 Pine St., every Monday at 7:30 P. M.

J. W. Crouch, Box 288 . . . Master
Albert Finley . . . Secretary
J. W. Crouch, Box 288 . . . Collector
J. F. Bryan, L Box 319 . . . Receiver
H. H. Carter . . . Magazine Agent

102. CONFIDENCE; East Des Moines, Iowa.

Meets in I. O. O. F. Hall, S. E. corner Sycamore and 6th Sts., alternate Sundays at 2 P. M.
 F. S. Payne, 1221 Court Ave. Master
 C. M. Krull, 717 Lyon St. Secretary
 John Lovelless, 1203 Fillmore St. Collector
 J. W. Combs, 1321 Buchanan St. Receiver
 C. M. VanHorn, 225 E 6th St., Des Moines Magazine Agent

103. FALLS CITY; Louisville, Ky.

Meets in Colgan's Hall, corner 10th and Walnut Sts., every Thursday at 2 P. M.
 William C. Abbey, 1017 Story Ave. Master
 James J. Lawson, 1108 12th St. Secretary
 John B. Reynolds, 1017 13th St. Collector
 James J. Lawson, 1108 12th St. Receiver
 John H. Patrick, 930 10th St. Magazine Agent

104. "OLD KENTUCKY;" Ludlow, Ky.

Meets in I. O. O. F. Hall, 1st and 3d Thursdays at 7:30 P. M.
 Frank Robinson Master
 M. J. Connelly Secretary
 Charles Heimberger Collector
 Frank Robinson Receiver
 Charles Heimberger Magazine Agent

105. PROGRESS; Galenburg, Ill.

Meets in B. of L. E. Hall, 1st and 2d Thursdays and 3d and 4th Fridays at 7:30 P. M.
 William Heath, 351 E Main St. Master
 J. L. Nelson, 327 N Seminary St. Secretary
 J. L. Nelson, 327 N Seminary St. Collector
 M. J. Buckley, 122 W Knox St. Receiver
 C. G. Nelson, 522 Seminary St. Magazine Agent

106. KEY CITY; Dubuque, Iowa.

Meets over Master Mechanic's office, 2d and 4th Sundays at 2 P. M.
 Joseph Chaloupka, 1470 Cedar St. Master
 D. W. Malon, 438 High St. Secretary
 Joseph Chaloupka, 1470 Cedar St. Collector
 Laverett Douglass, 179 High St. Receiver
 Edward Foster 438 High St. Magazine Agent

107. ECLIPSE; Gallon, Ohio.

Meets in Zimmermans Hall every Thursday evening.
 August Gerhart, Box 196 Master
 Ed. W. Armor, Box 701 Secretary
 Ed. W. Armor, Box 701 Collector
 J. A. Farnsworth, Box 283 Receiver
 George Canaan, Box 398 Magazine Agent

108. PIONEER; Chama, New Mexico.

Meets in D. & R. G. Passenger Depot, every Wednesday at 7:30 P. M.
 J. C. McCabe, Box 8 Master
 Edward Bradley Secretary
 Charles Schonefield, Box 16 Collector
 Herman Berndt, Durango, Colo. Receiver
 John A. Simon Magazine Agent

109. PEACE; St. Louis, Mo.

Meets in Summit Hall, corner Ewing Ave. and Market St., 2d and 4th Fridays of each month at 7:30 P. M.
 W. M. White, 944 Chouteau Ave. Master
 J. L. Pate, 2919 Caroline St. Secretary
 Charles Durnell, 1303 S Compton Ave. Collector
 J. L. Pate, 2919 Caroline St. Receiver
 J. L. Pate, 2919 Caroline St. Magazine Agent

110. OLD GUARD; Bucyrus, Ohio.

Meets in Engineers' Hall, cor. Sandusky & Mansfield St., every 2d and 4th Sundays at 2 P. M.
 J. R. Gordon, L Box 235 Master
 C. P. Collins, Corning, O. Secretary
 William Fitzmaurice Collector
 W. C. Bruce Receiver
 C. P. Collins, Corning, O. Magazine Agent

111. BEACON; Mattoon, Ill.

Meets in K. of L. Hall, Sunday at 2:30 P. M.
 C. J. Singleton, L Box 835 Master
 F. E. Barrett, Box 427 Secretary
 F. W. Neidheiser Collector
 C. J. Singleton, L Box 835 Receiver
 George S. Norris Magazine Agent

112. EVENING STAR; Mt. Vernon, Ill.

Meets in Heiserman's Hall, 1st and 3d Tuesdays at 7:30 P. M.
 S. R. Wild Master
 John C. Branham Secretary
 John C. Branham Collector
 E. F. Lynch Receiver
 G. T. Colvin Magazine Agent

113. CLARK-KIMBALL; Pocatello, Idaho.

Meets in Masonic Hall every Monday at 7:30 P. M.
 W. J. Ingling Master
 Ed. Anderson Secretary
 John H. Shannon Collector
 Frank Walton, Allerdice, Mont. Receiver
 John Futz Magazine Agent

114. MAGIC CITY; Cheyenne, Wyoming.

Meets in Engineers' Hall, Idleman's Block, every Wednesday at 8 P. M.
 John H. Bingham, Box 250 Master
 Thomas O. Jones, Box 250 Secretary
 James A. Maxwell, 213 10th St. Collector
 Ernest Heenan, 1010 Central Ave. Receiver
 James Keelan Magazine Agent

115. GULF CITY; Galveston, Texas.

Meets 1st and 3d Wednesdays in the Temple of Honor.
 H. L. Briggs, Cor. 8th and Market Sts. Master
 Charles E. Harritt, W Ave. L, bet. 35th and 36th Sts. Secretary
 G. E. Labbit, 76 W Ave. and L Sts. Collector
 H. L. Briggs, Cor. 8th and Market Sts. Receiver
 Wm. Powell, N E Cor. 39th St. and Broadway Magazine Agent

116. ST. CLAIR; Fort Gratiot, Mich.

Meets in Engineers' Hall, 1st and 3d Sundays at 1:30 P. M.
 William Dingwall, 2004 Stone St., Port Huron, Mich. Master
 R. S. Gee, 1604 Poplar St., Port Huron Secretary
 R. S. Gee, 1604 Poplar St., Port Huron Collector
 E. G. Hubbard, Box 127 Receiver
 J. J. Jackson, 2202 Stone St. Magazine Agent

117. BEAVER; London, Ontario.

Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.
 Edwin S. Chapman, 151 Clarence St. Master
 George Black, 460 Simcoe St. Secretary
 S. T. Fletcher, 221 Maitland St. Collector
 John Dickson Receiver
 Robert Lister, 411 Hill St. Magazine Agent

118. STAR OF THE EAST; Richmond, Quebec.

Meets in Pearson's Hall every Wednesday at 7:30 P. M., and 1st and 3d Sundays at 2 P. M.
 R. A. Leonard Master
 G. A. Pearson, Richmond Station Secretary
 G. A. Pearson, Richmond Station Collector
 John Kelly, Richmond Station Receiver
 Fred Driver Magazine Agent

119. COLONIAL; River du Loup, Quebec.

Meets Wednesday and Thursday nights, alternately, in English School Room.
 W. H. Rougeau, River du Loup Station Master
 Louis D. Poulin, I. C. Ry. Station Secretary
 Louis D. Poulin, I. C. Ry. Station Collector
 Joseph Scott, I. C. Ry. Station Receiver
 John Gallan Magazine Agent

120. FORTUNE; Syracuse, N. Y.

Meets in C. M. B. A. Hall, Cor. Fayette and Salina Sts., 1st and 3d Sundays at 3 P. M. and 2d and 4th Tuesdays at 7 P. M.
 E. F. McNulty, 26 W Fayette St. Master
 Simon Mangano, 196 Shonnard St. Secretary
 L. G. Rousoun, 161 1/2 Richmond St. Collector
 F. H. Livingston, 59 Jackson St. Receiver
 W. A. Jacobson, 224 Gifford St. Magazine Agent

121. FELLOWSHIP; Corning, N. Y.

Meets in Odd Fellows' Hall, 1st and 3d Sundays of each month at 3 P. M.
 James F. Roody Master
 T. E. Hamner Secretary
 Isaiah B. Wolcott, 2 Maggee St Collector
 E. E. Everts, 159 E Erie Ave Receiver
 E. E. Beales Magazine Agent

122. FEDERATION; Beardstown, Ill.

Meets over Eberwein's grocery store, Main St., every Tuesday evening at 7:30.
 Jerry W. Flickwir Mast
 E. J. Summers, Box 694 Secretary
 John E. Hurley, Box 692 Collector
 Albert Sanks, Box 208 Receiver
 E. H. Greenmeyer, Box 133 Magazine Agent

123. OVERLAND; Omaha, Neb.

Meets in K. of P. Hall, Cor. 14th and Douglass Sts., every Wednesday at 8 P. M.
 William Dolan, 421 N 13th St Master
 E. S. Emmons, 1820 Mason St Secretary
 William Anderson, 1214 Cass St Collector
 Albert Cole, 1619 Jackson St Receiver
 E. S. Emmons, 1820 Mason St Magazine Agent

124. PILOT; Perry, Iowa.

Meets in Odd Fellows' Hall, 2d and 4th Sundays at 9:30 P. M.
 H. A. Draper Master
 Wm. L. Johnston, Box 554 Secretary
 H. C. DeGroat Collector
 B. W. Zillely Receiver
 E. G. Benson Magazine Agent

125. GUIDE; Marshalltown, Iowa.

Meets in B. of L. F. Hall, S Center St., 2d and 4th Sundays,
 W. M. Gallup, 512 S 3d St Master
 J. P. Boyce, 311 W Nevada St Secretary
 J. S. Smedes, 307 S Center St Collector
 J. M. Larimer, 307 S 3d Ave Receiver
 J. O. Rose, 410 W Church St Magazine Agent

126. COMET; Austin, Minn.

Meets in Hays' Hall, 1st and 3d Mondays and 2d and 4th Sundays.
 J. A. Harriman Master
 A. B. Lawrence, Box 473 Secretary
 J. E. Gilbert Collector
 August Olson Receiver
 C. J. Erickson Magazine Agent

127. NORTHERN LIGHT; Winnipeg, Manitoba.

Meets in Assinaboine Hall, 133 Ross St., 1st Tuesday and 3d Sunday.
 John Wellington, 14 Patrick St Master
 W. H. Woods, 14 Patrick St Secretary
 Thomas Reese, 226 McWilliams St Collector
 J. G. Jonah, 226 McWilliams St Receiver
 George M. Vansickle, 31 Isabel St. Magazine Agent

128. LANDMARK; Glendive, Montana.

Meets in Coleman's Hall, every Tuesday at 7 P. M.
 Daniel Sinclair, Forsythe, Montana Master
 James McKenzie, Box 55 Secretary
 Martin E. Colbert, Box 55 Collector
 James McKenzie, Box 55 Receiver
 J. C. Sorenson Magazine Agent

129. MINERAL KING; Escanaba, Mich.

Meets in B. of L. E. Hall 2d and 4th Sundays at 1 P. M.
 Richard Letcher, Box 123 Master
 James S. Hill, L Box 116 Secretary
 George H. Valentine, Box 541 Collector
 J. S. Rogers, Box 622 Receiver
 William Finnegan Magazine Agent

130. GUIDING STAR; Milwaukee, Wis.

Meets in Engineers' Hall, 2d and 4th Sundays at 2 P. M.
 Thomas Dwyer, 335 Jackson St Master
 Bernard J. Fahl, cor. 34th and Wells St. Secretary
 Frank E. Search, 436 Barclay St Collector
 Con. S. McAuliffe, 501 Washington St Receiver
 James D. Dwyer, 98 6th St. Magazine Agent

131. GOLDEN RULE; Stevens Point, Wis.

Meets in Redfield's Hall, 1st and 3d Fridays at 7:30 P. M., and 2d and 3th Sundays at 2:30 P. M.
 Arthur T. Willett Master
 George L. Gearhart Secretary
 A. R. Johnson, Box 8 Collector
 R. J. Luxan, Box 396 Receiver
 R. J. Luxan, Box 396 Magazine Agent

132. MARVIN HUGHITT; Eagle Grove, Iowa.

Meets in Opera House, 1st and 3d Sundays and last Wednesday at 2 P. M.
 Fisher Wressell, Box 13 Master
 W. R. Hammond, Box 408 Secretary
 James H. Long, Box 6 Collector
 John H. Howell Receiver
 Lewis V. Roberts Magazine Agent

133. SPRAGUE; Sprague, Washington, Ty.

Meets in Postoffice Hall, 2d and 4th Sundays at 7 P. M.
 J. D. Irby, Box 10 Master
 H. A. Moore, Box 10 Secretary
 A. E. Bowman, Box 10 Collector
 Arthur Herider Receiver
 Ed. H. Higgins, Box 10 Magazine Agent

134. EASTMAN; Farnham, Quebec.

Meets 1st and 3d Sundays and 2d and 4th Mondays.
 E. W. Gibson Master
 H. E. Cowan Secretary
 J. H. Cunningham Collector
 E. W. Gibson Receiver
 Louis Lepine Magazine Agent

135. NEW YEAR; El Paso, Texas.

Meets in Firemen's Hall, 1st and 3d Tuesdays at 7 P. M.
 Colln McArthur Master
 F. L. Fitch Secretary
 William T. Fields Collector
 Colln McArthur Receiver
 W. P. Sirsion Magazine Agent

136. J. SCOTT; Lindsay, Ontario.

Meets in S. O. E. Hall, alternate Saturdays at 7:30 P. M.
 Laughlin McIntosh, Box 454 Master
 Robert N. Johnston, Box 454 Secretary
 Joseph Keleher, Box 454 Collector
 J. Jefferies, Box 454 Receiver
 J. Jefferies, Box 454 Magazine Agent

137. PROTECTION; Eldon, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at 2:30 P. M.
 C. W. Friend Master
 J. T. Hull, Box 196 Secretary
 George W. Trott, Box 185 Collector
 A. Shunterman Receiver
 Geo. W. Wright Magazine Agent

138. UNION; Freeport, Ill.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at 1 P. M.
 James A. Flack, 45 Clay St Master
 Samuel Shaunnnessy, 16 Crocker St. Secretary
 Samuel Shaunnnessy, 16 Crocker St. Collector
 Georg Showalter Receiver
 George Showalter Magazine Agent

139. MT. WHITNEY; Tulare, Cal.

Meets in Schultz's Hall, 1st and 3d Sundays and 2d and 4th Fridays at 2 P. M.
 Clark Hewitt, Box 233 Master
 George Landes, Box 31 Secretary
 G. G. Hutchings Collector
 John J. Norton Receiver
 Frank Zuber Magazine Agent

140. MOUNT OURAY; Salida, Colo.

Meets in Fraternity Hall every Monday at 7:30 P. M.
 G. W. Miller Master
 C. C. Warman, Box V Secretary
 J. W. Hardy, L Box 599 Collector
 Henry Wise, L Box 599 Receiver
 N. A. Worden Magazine Agent

141. A. G. PORTER; Fort Wayne, Ind.

Meets in Grand Army Hall every Wednesday at 7:30 P. M.

A. J. Kohler, 461 Calhoun St. Master
Patrick C. Lupton, 33 E Williams St. Secretary
J. H. Westerman, 20 Buchanan St. Collector
W. R. Fredericks, 415 S Lafayette St. Receiver
T. E. Short, 29 Boone St. Magazine Agent

142. C. R. WHIPPLE; Toledo, Ohio.

Meets in Johnson's Hall, 1st and 3d Sundays at 1:30 P. M., and 2d and 4th Thursdays at 7 P. M.
Henry Harms, 446 Forte St., E Toledo Master
Benjamin I Ross, Penn. Engine House, E Toledo Secretary

George Bittman, 713 S Erie St. Collector
Fred. E. Bittman, 713 S Erie St. Receiver
B. I. Ross, Penn. Eng. House Magazine Agent

143. E. C. FELLOWS; West Oakland, Cal:

Meets in Odd Fellows' Hall, Cor. 11th and Franklin Sts., Oakland, Cal. 2d and 4th Wednesdays.
T. J. Roberts, 752 Willow St. Master
R. H. Potts, 1792 7th St. Secretary
Ed. Johnson, 1714 8th St. Collector
T. J. Roberts, 752 Willow St. Receiver
C. Sellander, 963 4th Ave., East Oakland, Cal. Magazine Agent

144. SUGAR LOAF; Campbellton, New Brunswick.

Meets in Patterson's Hall, I. C. R. Depot, 2d Sundays at 9 A. M., and 4th Sunday afternoons.
William A. Thompson Master
William Hamilton Secretary
James Thompson Collector
John Deveraux Receiver
William Smallwood Magazine Agent

145. DAYV CROCKET; San Antonio, Texas.

Meets in Jonas' Hall, 901 Austin St. every Tuesday at 8 P. M.
J. H. Humphrey 1115 Ave. E. Master
Edward Beere, cor. Cherry and Burleson Sts. Secretary
O. H. Cole, 1112 Ave. D. Collector
Frank L. Taylor, cor. Mesquit and Burleson Sts. Receiver
J. D. Kennedy, 815 Ave. D. Magazine Agent

146. BAYOU CITY; Houston, Texas.

Meets 1st and 3d Mondays at 7 P. M., and 4th Mondays at 2 P. M.
John F. Broughton, S. P. Shops Master
J. P. Monaghan, N. W. cor. Vine and Shea Sts Secretary
H. A. Spear, S. P. Shops Collector
Frederick Keeler, S. P. Shops Receiver
D. M. Moody, 109 Elysian St. Magazine Agent

147. MIDLAND; Temple, Texas.

Meets every Monday at 8 P. M.
Thomas H. Boyd, Box 105 Master
T. J. Robbins, Box 105 Secretary
James Conney, Box 105 Collector
Howard Covington Receiver
W. R. Brown, Clebourne, Tex. Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.

Meets in K. of P. Hall, every Friday at 1:30 P. M.
W. Z. Thompson, Box 416 Master
S. F. James, Box 416 Secretary
J. R. Paskell, Box 416 Collector
Ed. Kendrick, Box 416 Receiver
J. W. Deaciel, Box 416 Magazine Agent

149. JUST IN TIME; New York, N. Y.

Meets at 110 East 125th St., 2d and 4th Saturdays at 8 P. M.
James F. Hough, 1424 Ave. A. Master
P. A. Donahue, 311 W 55th St. Secretary
Robert T. Roscoe, 1958 3d Ave. Collector
P. A. Donahue, 311 W 55th St. Receiver
Charles Johnson, 313 E 120th St. Magazine Agent

150. S. M. STEVENS; Marquette, Mich.

Meets in Mack's Hall, cor. Washington and 3d Sts., 2d and 4th Sundays at 2 P. M.
Arthur C. Bishop, 146 Main St. Master
Frederick E. Brown Secretary
John Munroe Collector
Joseph H. Bice, 148 Champion St. Receiver
Charles E. Zyrd, Marquette, L. S., Mich. Magazine Agent

151. MAPLE LEAF; Hamilton, Ontario.

Meets 1st and 3d Sundays at 2:30 P. M.
Alexander McGilvery, N. & N. W. Shops Master
J. E. Painter, 135 John St. N. Secretary
William F. Baines, 118 Queen St., N. Collector
Robert Martin, 15 Mayhill St. Receiver
John McCall, 17 Crooks St. Magazine Agent

152. NORTH POLE; West Bay City, Mich.

Meets in Odd Fellows' Hall, 1st and 3d Sundays.
Patrick J. Roach, Box 845 Master
Frank E. Ayers, Box 104 Secretary
Frank Potter, Box 762 Collector
John Hatchard, Box 377 Receiver
Frank E. Ayers, Box 104 Magazine Agent

153. H. C. LORD; Fort Scott, Kansas.

Meets in I. O. O. F. Hall 1st and 3d Sundays at 2 P. M.
H. L. Wright, 114 W Broadway Master
Alexander Barr, 120 Wilson St. Secretary
Alexander Barr, 120 Wilson St. Collector
J. T. Helman, 114 W Broadway Receiver
J. M. Parmley, 618 Wall St. Magazine Agent

154. McKEEN; Ottawa, Kansas.

Meets in K. of P. Hall, on 2d and 4th Sundays 2 P. M.
William L. Miller, 713 N Main St. Master
E. Eshnauer, 629 N Poplar St. Secretary
George H. Shwalter, N Main St. Collector
M. A. Lea, 903 N Hickory St. Receiver
Ed. Welch, S Maple St. Magazine Agent

155. J. F. BINGHAM; New York, N. Y.

Meets in Schrader's Hall, 147 W 32d St., 1st Saturday at 8 P. M., and 3d Sunday at 10 A. M.
Ed. S. Wetherbee, 417 W 48th St. Master
William J. Campbell, 2602 8th Ave. Secretary
William J. Campbell, 2602 8th Ave. Collector
S. Balnes, 824 Quiney St., Brooklyn Receiver
William P. Green, Dutchkill P. O., Long Island City, N. Y. Magazine Agent

156. NECHES; Palestine, Texas.

Meets in Engineers' Hall every Saturday night.
L. T. Branham, Box 256 Master
O. A. Stetzel, Box 256 Secretary
T. C. Imrie, Box 256 Collector
R. F. Wright, Box 256 Receiver
J. C. Potter Box 256 Magazine Agent

157. ECHO; Peru, Ind.

Meets in Echo Hall 1st and 3d Sundays at 2 P. M., and 2d and 4th Tuesdays at 7 P. M.
B. E. Flaherty Master
H. P. Matthews, I. Box 201 Secretary
H. P. Matthews, I. Box 201 Collector
B. E. Flaherty Receiver
G. H. Smith Magazine Agent

158. STANDARD; Detroit, Mich.

Meets at No. 47 Monroe Ave., up stairs, 2d and 4th Sundays at 1:30 P. M.
Timothy Teahen, 447 Clinton St. Master
W. A. Emiston, D. G. H. & M. Shops Secretary
Ed. Heldenrich, 124 Hastings St. Collector
Ed. Heldenrich, 124 Hastings St. Receiver
Peter Sewell, 199 Orleans St. Magazine Agent

159. W. H. THOMAS; Nashville, Tenn.

Meets in Simmons' Hall, cor. Summer and Union Sts., every Monday at 9 A. M.
Ed. G. Junk, cor. Chestnut and Market Sts., South Nashville Master
D. J. Singleton, 471 Humphrey St. Secretary
J. H. Ballentine, N. C. & St. L. Round House Collector
J. L. Enoch, 17 N 2d St E Nashville Receiver
W. D. Bledsoe, 11 Joseph Ave. Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.

Meets in A. O. U. W. Hall, 3d and Main Sts., 2d and 4th Sundays at 2 P. M.
 Frank W. Hunter, 1044 Main St. Master
 Ed. A. McGriff, 17 Chandler Ave. Secretary
 Edgar G. Hitch, 331 Canal St. Collector
 John K. Taylor, 100 Lincoln Ave. Receiver
 John Z. Fairchild, 518 Upper 11th St.,
 Magazine Agent

161. HERALD; Burlington, Iowa.

Meets in Knights of Pythias Hall every other Sunday at 2 P. M.
 J. F. Richards Master
 S. A. Eads, 312 Valley St. Secretary
 S. J. Eccles, 1303 Madison St. Collector
 S. W. Bowser, 1303 Madison St. Receiver
 W. A. Flannery, 1212 N 8th St. Magazine Agent

162. PROSPECT; Elkhart, Ind.

Meets in B. of L. F. Hall, 505 Main St., every Tuesday night 7:30, and 1st Sunday at 2 P. M.
 D. F. Wagner, 208 4th St. Master
 W. W. Howard, 1200 S Main St. Secretary
 D. F. Wagner, 208 4th St. Collector
 William J. Hunt, 104 Prairie St. Receiver
 Charles White, 1008 S Main St. Magazine Agent

163. ETNA; Plue Bluff, Ark.

Meets in Masonic Hall, every Friday at 7 P. M.
 Charles McWilson, Box 56 Master
 D. B. Rathfon, Box 56 Secretary
 H. Peelle, Box 56 Collector
 D. B. Rathfon, Box 56 Receiver
 J. Flaherty Magazine Agent

164. EEL RIVER; Butler, Ind.

Meets Tuesday evenings in I. O. O. F. Hall, on Broadway.
 R. H. Mosshammer, 19 20th St., Detroit, Mich. Master
 C. E. Blair Secretary
 R. H. Mosshammer, 19 20th St., Detroit, Mich. Collector
 John J. Derck, Box 202 Receiver
 Ed. Eldridge Magazine Agent

165. ROBERT ANDREWS; Andrews, Ind.

Meets in Firemen's Hall every Monday at 7 P. M.
 J. E. Brombaugh Master
 James Van Ripper Secretary
 George B. Richardson Collector
 Albert I. Routh Receiver
 J. N. Wright Magazine Agent

166. WM. HUGO; Huntington, Ind.

Meets in Engineer's Hall, 1st and 3d Wednesdays and 2d and 4th Tuesday at 7 P. M.
 Jacob A. Hoover Master
 James W. VanEman, Box 483 Secretary
 John S. Dolan, Box 915 Collector
 C. E. Wallace, L Box 933 Receiver
 A. W. Beaver, Box 529 Magazine Agent

167. MOUNT HOOD; The Dalles, Oregon.

Meets in K. of P. Hall, 1st and 3d Wednesdays at 2 P. M., and 2d and 4th at 7 P. M.
 John Anderson Master
 N. B. Whyers Secretary
 H. P. Smith, L Box 347 Collector
 James W. Ashton Receiver
 H. P. Smith, L Box 347 Magazine Agent

168. GUARD RAIL; North La Crosse, Wis.

Meets in B. of L. F. Hall, 129 Rose St., 1st and 3d Sundays at 2 P. M., and 2d and 4th Mondays at 7:30 P. M.
 J. Moriarity, Portage, Wis. Master
 Frank Krouse, Box 214, Portage, Wis. Secretary
 George Brewer, 403 cor. Aaron and Gould St., LaCrosse, Wis. Collector
 Frank Krause, Box 214, Portage, Wis. Receiver
 Frank Krause, Box 214, Portage, Wis. Magazine Agent

169. H. G. BROOKS; Hornellsville, N. Y.

Meets in Washington Hall, Broad St., every Monday at 7:30 P. M.
 W. E. Smith, 22 Taylor St. Master
 C. F. Stone, 6 South Division St. Secretary
 H. H. Sweet, 26 Erie Ave. Collector
 A. H. Spencer, 18 Elm St. Receiver
 C. S. Graham, 37 S Division St. Magazine Agent

170. PRAIRIE; Huron, Dakota.

Meets in Odd Fellows' Hall on 2d and 4th Sundays at 3 P. M.
 George E. White, 357 E 3d St. Master
 Frank Booth, Room 1, Houghton blk. Secretary
 John J. Conley, Box 889 Collector
 John Mills, 651 Beach St. Receiver
 William A. Brown Magazine Agent

171. SUNBEAM; Truro, Nova Scotia.

Meets in Caledonia Hall 2d Saturdays and 4th Thursdays.
 F. W. White, Box 606 Master
 D. W. Duncan, Box 167 Secretary
 Frederick Geddes, Box 167 Collector
 T. W. Hennessy, Box 167 Receiver
 R. A. Sutherland, Box 173 Magazine Agent

172. F. G. LAWRENCE; Ottawa, Ontario.

Meets alternate Sundays in Manchester Hall, cor. Sparks and Wellington Sts.
 Horatio Hymers, Rochester, Ont. Master
 J. G. Armstrong, Richmond Lodge Secretary
 F. W. Morrison, C. P. R. R. Shops Collector
 Hugh Handyside, Hintonbury, via Ottawa, Ont. Receiver
 Mills Foster, 544 Wellington St. Magazine Agent

173. PACIFIC; Winslow, Arizona.

Meets in B. of L. F. Hall, every Sunday at 7:30 P. M.
 Simeon Frost Master
 Isaac C. Heustis Secretary
 John C. Bull, Williams, Ariz. Collector
 C. F. Evans, Albuquerque, New Mex. Receiver
 Elmer E. Ward, Albuquerque, New Mex. Magazine Agent

174. HARRISBURG; Harrisburg, Pa.

Meets cor. 3d and Cumberland Sts., over Merchant's Bank, 2d and 4th Sundays at 1 P. M.
 H. S. Gingrich, 1413 Wallace St. Master
 H. O. Motter, 1720½ N Third St. Secretary
 H. J. Roberts, 503 Riley St. Collector
 William Blessing, 422 Riley St. Receiver
 H. S. Gingrich, 1413 Wallace St. Magazine Agent

175. TAYLOR; Newark, Ohio.

Meets in O. R. C. Hall at 12½ N 2d St., every Wednesday at 7 P. M.
 A. A. Hickerson, 283 E. Main St. Master
 James Kelsey, 348 E. Main St. Secretary
 John Callahan, 118 Valandingham St. Collector
 L. C. Hoque, B. & O. Shops Receiver
 C. D. Tomlinson Magazine Agent

176. MAIN LINE; Clinton, Ill.

Meets in Warner's Hall, 1st and 3d Wednesday evenings.
 A. G. Turley, Box 61 Master
 W. F. Gorman, Box 235 Secretary
 W. F. Gorman, Box 235 Collector
 H. F. Porter, Box 41 Receiver
 C. H. Porter, Box 41 Magazine Agent

177. SUNSET; Marshall, Texas.

Meets in Firemen's Hall, every Thursday at 7:30 P. M.
 T. P. Davis Master
 H. M. Worthington Secretary
 William Kane Collector
 T. P. Davis Receiver
 H. M. Worthington Magazine Agent

178. SALT LAKE; Salt Lake City, Utah.

Meets in Emporium Hall Tuesdays, at 8 P. M.
 Leonard W. Kessler, 223 N 3d St. W. Master
 E. W. Foote, 406 W 3d South St. Secretary
 Richard Mace, D. & R. G. Shops Collector
 W. C. Wightman, 50 N 3d St., W. Receiver
 J. F. Keim, D. & R. G. Round House,
 Magazine Agent

179. BEE-HIVE; Lincoln, Neb.

Meets in K. of P. Hall, 2d and 4th Sundays.
 J. W. Barber, 325 N 15th St. Master
 J. K. Robinson, 718 H St. Secretary
 George Hinkle, Box 430 Collector
 J. W. Barber, 825 N 15th St. Receiver
 E. L. Fuller, Box 632 Magazine Agent

180. THREE STATES; Cairo, Ill.

Meets cor. 12th St. and Washington Ave., 2d and 4th Sundays.
 M. J. Kiley, 714 Cedar St. Master
 Robert Stevenson, 438 8th St. Secretary
 David Meehan, I. C. R. R. Shops Collector
 M. J. Kiley, 714 Cedar St. Receiver
 Robert Stevenson, 438 8th St. Magazine Agent

181. WELLINGTON; Palmerston, Ontario.

Meets in Odd Fellows' Hall, 1st and 3d Sundays at 2 P. M.
 Wilson Munro Master
 James Combs Secretary
 Alexander Dunbar Collector
 James Nicholson Receiver
 Alexander Dunbar Magazine Agent

182. GOOD INTENT; Erie, Pa.

Meets in Firemen's Hall, Zuck's Block, 1st and 3d Tuesdays.
 H. E. Hilliker, Miles' Grove Master
 A. H. Gifford, 1815 Myrtle St. Secretary
 A. H. Gifford, 1815 Myrtle St. Collector
 William Fitzmorris, 63 W 13th St. Receiver
 Charles Fitzmorris, 63 W 13th St. Magazine Agent

183. LAKE SHORE; Collinwood, Ohio.

Meets in Engineers' Hall alternate Thursdays at 7 P. M., and alternate Tuesdays at 1:30 P. M.
 J. M. Gaines, Box 152 Master
 V. R. Rosekrans, Box 108 Secretary
 W. T. Wade, 49 Maplewood Ave. Collector
 H. I. Miller, 919 Fulton St. Receiver
 James H. Mason, 75 Artesian Ave, Magazine Agent

184. LIMA; Lima, Ohio.

Meets every Sunday at 1:30 P. M., in Irish Block.
 E. L. Melhorn Master
 M. R. Lacy Secretary
 Joseph Bowsher, 496 S Tanner St. Collector
 John E. Myers, 630 S Main St. Receiver
 S. H. Hartsing, 601 N Union St. Magazine Agent

185. FIDELITY; Delphos, Ohio.

Meets in Beyer's Hall every Sunday at 2 P. M.
 W. S. Miller, Box 311 Master
 Arthur T. Hogarth, Box 153 Secretary
 J. B. Grove, Box 143 Collector
 F. A. Drolett, Box 153 Receiver
 J. B. Grove, Box 143 Magazine Agent

186. CHAMBERLIN; Chicago, Ill.

Meets in Walther's Hall, 334 State St., 1st and 3d Sundays of each month.
 J. E. Callaghan, 2538 Butterfield St. Master
 Jas. Manning, S. W. cor. School St. and Dunkin Park, Town of Lake Secretary
 Geo. M. Blackburn, S. W. cor. School St. and Dunkin Park, Town of Lake Collector
 Frank Lamb, 4085 Butterfield St. Receiver
 F. J. Northrup, 1522 Wabash Ave.,
 Magazine Agent

187. LITTLE GIANT; Charleston, Ill.

Meets in Firemen's Hall, 1st and 3d Sundays at 2:30 P. M.
 Harry Douglass, Box 142 Master
 Charles V. Wilson Secretary
 Frederick L. Patton Collector
 John F. McDougle Receiver
 Morgan Callahan Magazine Agent

188. S. S. MERRILL; Chicago, Ill.

Meets cor. Western Ave. and Indiana St., 1st and 3d Sundays at 2 P. M.
 James Taylor, 10 1/2 Artesian Ave. Master
 Wm. O. Cleveland, 100 Washtenaw Ave., Secretary
 Chas. Benjamin, 49 Maplewood Ave. Collector
 George Ford, 919 a Fulton St. Receiver
 Jas. H. Mason, 75 Artesian ave Magazine Agent

189. BALDWIN; Ft. Howard, Wis.

Meets in Narris' Block, Green Bay, Wis., 2d and 4th Sundays.
 H. L. Nichols Master
 D. E. Hogan, Box 87 Secretary
 Jay Parkinson, Box 373, Green Bay, Wis., Collector
 Martin Sheehy Receiver
 George Shequin Magazine Agent

190. FERGUSON; Mitchell, Dakota.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M.
 Emmet Wentworth, Box 102, Sanborn, Ia., Master
 Albert D. Perry Secretary
 William Phillips, Box 731 Collector
 Oscar W. Merwin, Sanborn, Iowa Receiver
 Edward Smith, Sanborn, Iowa Magazine Agent

191. CUSTER; Livingston, Montana.

Meets in Thompson's Hall every Wednesday at 7:30 P. M.
 T. H. Wade Master
 George N. Martin, L Box 16 Secretary
 C. E. Huffman Collector
 Hannibal Mayhew, Box 102, Billings Receiver
 J. Martin, L Box 16 Magazine Agent

192. MT. TACOMA; Tacoma, Washington Ter.

Meets 2d and 4th Sundays of each month.
 Sam. R. Thomas Master
 John Cartwright, Box 222 Secretary
 Frank S. Stephens, 1201 A Ave. Collector
 Phillip Green, 1526 R. R. St. Receiver
 William F. Lawton, 1702 Jeffer-
 son St. Magazine Agent

193. J. B. MAYNARD; East Portland, Oregon.

Meets in Hill's Hall, 2d and 4th Sundays.
 J. R. Clark Master
 H. W. Hall, Box 287 Secretary
 D. J. Byrne, Box 287 Collector
 H. W. Hall, Box 287 Receiver
 J. F. McQuaid, McMinnville, Ore.,
 Magazine Agent

194. BONANZA; Missoula, Montana.

Meets in I. O. O. F. Hall every Monday night.
 E. L. Hollister, Box 124 Master
 Charles S. Crauston, Box 107 Secretary
 W. F. Coppenhaver, 153 Rose Ave Collector
 Charles S. Crauston, Box 107 Receiver
 Samuel Gardner Magazine Agent

195. RE-ECHO; Montpelier, Idaho.

Meets in Montpelier Hall, Fridays at 7:30 P. M.
 Michael Malone Master
 George H. Maitland Secretary
 Peter Layng Collector
 James Duffy Receiver
 Martin King, Glenns Ferry Magazine Agent

196. CLOUD CITY; Leadville, Colo.

Meets in G. A. R. Hall 2d and 4th Fridays at 8 P. M.
 H. A. Huddleston, Box 330 Master
 J. C. Hale, Box 330 Secretary
 Daniel Givens Collector
 Jacob Switzer, Box 330 Receiver
 Harry C. Newell, 214 E 10th St. Magazine Agent

197. RIVERSIDE; Savanna, Ill.

Meets 1st and 3d Sunday of each month.
 Clarence Latham, Box 446 Master
 Ira M. Hurless, Box 79 Secretary
 Ira M. Hurless, Box 79 Collector
 William K. Lord, Box 147 Receiver
 F. L. Collier, Sabula, Iowa Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.

Meets 1st and 3d Sundays.
 V. C. Fitzsimmons, 35 Newton St. Master
 H. P. Bayley, 152 Whittlesey Ave. Secretary
 James Burriss, 44 State St. Collector
 W. Y. Dennis, 37 W. Seminary St. Receiver
 H. G. Ferris, 37 Newton St. Magazine Agent

199. MAHONING; Youngstown, Ohio.

Meets every other Sunday evening in Union Veteran Hall, Federal St.
 D. Heinselman Master
 W. B. Wiseman, Oak St. Secretary
 W. B. Wiseman, Oak St. Collector
 H. W. Clark, McGuffey St. Receiver
 Wm. Jas. Reese, 7 First St. Magazine Agent

200. GREAT SOUTHERN; Meridian, Miss.

Meets in B. of L. E. Hall every Monday evening at 7:30.
 David McBeck, N. O. & N. E. Shops Master
 L. E. Evans, N. O. & N. E. Shops Secretary
 James M. Adams, 3319 -- 5th St. Collector
 John P. Young, N. O. & N. E. Shops Receiver
 Charles R. Lewis, 650 Rampart St., New Orleans, La. Magazine Agent

201. FRIENDLY HAND; Jackson, Tenn.

Meets every in K. of P. Hall Saturday at 7 P. M.,
 J. D. Bledsoe Master
 James Gaffney Secretary
 Robert McKinley Collector
 J. L. Jones Receiver
 J. L. Jones Magazine Agent

202. SCIOTO; Chillicothe, Ohio.

Meets in Clough's Hall, 1st Sunday at 2:30 P. M.,
 and 3d Monday at 7 P. M.
 Schon B. Cook, 334 E 2d St. Master
 Lewis Gettle, Jr., 86 N Sugar St. Secretary
 Albert Maunsell, 304 2d St. Collector
 Frank Willis, 345 E 5th St. Receiver
 C. W. Sanders, Box 1231 Magazine Agent

203. GARFIELD; Garrett, Ind.

Meets every Friday at 7:30 P. M.
 M. W. Smith, Box 169 Master
 J. W. Stoner Secretary
 I. M. Whiteman Collector
 Valentine Moughlor, Box 27 Receiver
 Henry Wohlford Magazine Agent

204. COTTON BELT; Jonesboro, Ark.

Meets in Stacy Hall, every Wednesday at 7:30 P. M.
 Geo. B. Youch, L. D. R. Master
 L. D. Roberts, L. Box 165 Secretary
 William E. Dixon Collector
 L. D. Roberts, L. Box 165 Receiver
 J. H. Lambert, Box 100 Magazine Agent

205. FLOWER OF THE WEST; Topeka, Kansas.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.
 E. H. Powell, 400 Chandler St. Master
 George Wood, 114 Adams St. Secretary
 John K. Mullin, 121 Adams St. Collector
 W. H. Jones, 135 Adams St. Receiver
 Jno. Symington, 207 Hancock St., Magazine Agent

206. FORT PICKERING; Memphis, Tenn.

Meets in Miller's Hall, Cor. 5th and Jackson Sts.,
 1st, 2d and 4th Saturday nights of each month
 William J. Jobe, K. C. M. & B. R. R. Master
 Daniel S. Ramsey, 324 Union St. Secretary
 Martin Glancy, 150 Tennessee St. Collector
 Daniel S. Ramsey, 138 Union St. Receiver
 John D. Franklin, 150 Tennessee St., Magazine Agent

207. LOYAL; Meadville, Pa.

Meets in Arcanum Hall, 1st and 3d Thursdays
 and 2nd and 4th Wednesdays.
 C. W. Brown, 99 Poplar St. Master
 E. H. Nichols, 1025 Water St. Secretary
 Thomas Newberry, 35 E Center St. Collector
 Thomas S. Taylor, 707 Stewart St. Receiver
 H. J. Prenatt, 783 Garden St. Magazine Agent

208. KEYSTONE; Susquehanna, Pa.

Meets in C. M. B. A. Hall alternate Tuesday and
 Saturday evenings.
 John Hill Master
 J. J. Lannan, Box 131 Secretary
 J. J. Buckley Collector
 W. P. Emery, Box 577 Receiver
 C. A. Allen Magazine Agent

209. SARATOGA; Whitehall, N. Y.

Meets in Engineers' Hall, Breet's Building,
 alternate Sundays
 W. J. Herbage, Box 188 Master
 John McCarthy Secretary
 Henry W. Collins, Box 274 Collector
 W. R. Combs Receiver
 V. H. Smalley Magazine Agent

210. 18-K; Schenectady, N. Y.

Meets in McCamus Hall every other Thursday.
 Charles W. Vedder, Box 487 Master
 John W. Vrooman, Box 497 Secretary
 John W. Vrooman, Box 497 Collector
 J. E. Van Vranken, Box 497 Receiver
 John W. Vrooman, Box 497 Magazine Agent

211. ONOKO; South Easton, Pa.

Meets in Bragg's Hall, 1st and 3d Sundays at 7
 P. M.
 Charles Long, 716 Main St. Master
 C. L. McKee, 200 8 5th St., Easton Secretary
 James R. Morris, 711 Wilkesbarre St. Collector
 A. J. Mickle, 725 Berwick St. Receiver
 E. A. Seek, 823 Berwick St. Magazine Agent

212. EMPIRE; Watertown, N. Y.

Meets in Good Templars' Hall, 2d and 4th Sun-
 days.
 T. H. Lynch, 101 Factory St. Master
 H. A. French, 42 Coffee St. Secretary
 H. A. French, 42 Coffee St. Collector
 George B. Walker, 19 Orchard St. Receiver
 Clarence Dixon, 25 Meadow St. Magazine Agent

213. WEST SHORE; Frankfort, N. Y.

Meets in Joslin Block, alternate Sundays
 D. P. Gillen, 80 Lode St., Syracuse Master
 Ed. Davis, 3 Henderson St., Syracuse Secretary
 D. P. Gillen, 80 Lode St., Syracuse Collector
 Boeman Flansburg, Coeyman's Junc-
 tion Receiver
 D. P. Gillen, Canajoharie Magazine Agent

214. ORIOLE; Baltimore, Md.

Meets in Lehman's Hall, 861 Garden St., 2d and
 4th Sundays.
 Albert F. Gibbons, 415 5th St. Master
 J. W. Akehurst, 442 Federal St. Secretary
 F. B. Hall, 308 E. Lanvale St. Collector
 John N. Jones, 1100 Barclay St. Receiver
 F. Gibbons, 1336 Wirt St. Magazine Agent

215. EAST ALBANY; East Albany, N. Y.

Meets in Vaughn's Hall, 2d and 4th Sundays at
 12:30 P. M.
 W. R. Tabor, 222 4th St. Master
 J. W. Reed, 92 2d St. Secretary
 C. P. Lowell, 355 Broadway Collector
 F. P. Brookshy, 80 Washington St., Green-
 bush Receiver
 W. A. Buckbee, 65 Third St. Magazine Agent

216. W. A. FOSTER; Fitchburg, Mass.

Meets in Grand Army Hall, 2d and 4th Sundays
 of each month at 11:30 A. M.
 George W. Alden, 30 Crescent St. Master
 Thomas Lamber, 31 Nashua St. Secretary
 W. H. Cone Collector
 George W. Alden, 30 Crescent St. Receiver
 Elmer E. Huff, Box 81, Williams-
 town Magazine Agent

217. HEADLIGHT; Brazil, Ind.

Meets in K. P. Hall, 2d and 4th Sunday after-
 noons.
 Elmer P. Collins Master
 Frank Fox Secretary
 Merrian Catlin Collector
 W. S. Cook Receiver
 William H. Johnson Magazine Agent

218. PIKES PEAK; Colorado City, Colo.

Meets every Sunday at 12:30 P. M.
 Richard Griffiths Master
 E. R. Hall Secretary
 Amos Allen Collector
 Clayton Colvin, Box 60 Receiver
 William Walker Magazine Agent

219. SMOKEY CITY; Allegheny, Pa.

Meets in Engineers' Hall, cor. Bidwell and Pennsylvania Aves. every Monday at 2:30 P. M.
 D. W. Triem, 171 Sheffield St. Master
 W. A. Walker, Jr., 315 Allegheny Ave. Secretary
 Samuel Overlander, 258 Allegheny Ave. Collector
 H. B. Shaffer, 237 Franklin St. Receiver
 John T. Sweeney, 227 Washington Ave. Magazine Agent

220. PROVIDENT; Sunbury, Pa.

Meets in Masonic Hall, 3d St. 1st and 3d Sundays.
 Joseph S. Bowen, Box 212 Master
 J. E. Bowen, Box 212 Secretary
 H. W. Shoffstall, Box 212 Collector
 C. C. Bowen, Box 212 Receiver
 Charles F. Kline, Box 212 Magazine Agent

221. HURON; Point Edward, Ontario.

Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
 T. Elliott Master
 Ed. Everett, Box A Secretary
 J. McMillan Collector
 William K. Forbes Receiver
 D. Morrison Magazine Agent

222. WEBSTER; Fort Dodge, Iowa.

Meets in G. A. R. Hall, Child's Block. 1st and 3d Sundays at 2 P. M.
 Charles E. Taff Master
 O. G. Anderson, Box 49 Secretary
 Charles E. Taff Collector
 O. G. Anderson, Box 49 Receiver
 Joseph Kelly Magazine Agent

223. ASHLAND; Lexington, Ky.

Meets in I. O. O. F. Hall 1st and 3d Thursdays.
 Thomas J. Kane, 299 E Main St. Master
 Frank Brandt, 227 E Main St. Secretary
 S. W. Malick, 199 E Main St. Collector
 Frank Brandt, 227 E Main St. Receiver
 S. W. Malick, 199 E Main St. Magazine Agent

224. T. C. BOORN; St. Cloud, Minn.

Meets in Odd Fellow's Hall 2d and 4th Sundays at 3 P. M.
 Abe Vogel, L Box 944 Master
 J. A. Dickinson, L Box 1128 Secretary
 John Mournan Collector
 Abe Vogel, L Box 944 Receiver
 Marcellus Hill, Box 527 Magazine Agent

225. SUPERIOR; Fort William West, Ontario.

Meets in Smith's Hall every Monday night.
 Harry Poole Master
 Burton Wheatley Secretary
 Isaac Maxwell Collector
 William Blannerhassett Receiver
 Burton Wheatley Magazine Agent

226. MAGNOLIA; Corsicana, Texas.

Meets 2d and 4th Wednesdays. 2d at 1 P. M. and 4th at 7 P. M.
 J. H. Dunkin, 1,017 E Sixth Ave. Master
 W. M. Nicol, L Box 230 Secretary
 J. Barry Collector
 W. M. Nicol, L Box 230 Receiver
 W. L. Blaunt, 116 W 4th Ave. Magazine Agent

227. MAGNET; Binghamton, N. Y.

Meets in Stevens' Hall, North Chenango St. 1st Wednesday and 4th Saturday at 7:30 P. M.
 William A. Wrigley, 21 Doubleday St. Master
 T. W. Campion, 42 Robinson St. Secretary
 William A. Wrigley, 23 Doubleday St. Collector
 Theodore Haskins, 30 Virgil St. Receiver
 G. B. Warner, 80 Lewis St. Magazine Agent

228. ACME; Scranton, Pa.

Meets in G. A. R. Hall, No. 332 Lackawana Ave., 1st and 3d Sundays at 2 P. M.
 Albert J. Thomas, 317 S Hyde Park Ave., Hyde Park Master
 J. G. Burnett, 405 N Main St., West Scranton Secretary
 C. S. Depew, 1014 Price St., Hyde Park Collector
 Ed. Beldin, 1239 Academy St., Hyde Park Receiver
 Wm. Frothingham, 342 Franklin Ave. Magazine Agent

229. RICKARD; Utica, N. Y.

Meets in Post Bacon Hall 2d and 4th Sundays at 2 P. M.
 William A. Keene, 145 Blecker St. Master
 J. G. Agans, Box 383 Canastota, N. Y. Secretary
 John A. Weigand, 32 Hubble St. Collector
 Alonzo E. Pease, 42 Mohawk St. Receiver
 J. G. Agans, Box 383, Canastota, N. Y. Magazine Agent

230. ALBANY CITY; Albany, N. Y.

Meets at 206 Washington Ave., 1st, 3d and 5th Mondays each month, at 7:30 P. M.
 William H. Bagley, 687 Clinton Ave. Master
 Courtland Maher, 85 West St. Secretary
 E. F. Markhart, 30 Lexington, Ave. Collector
 George M. Jeffers, 36 Ontario St. Receiver
 L. C. Montague, 15 Hunter Ave. Magazine Agent

231. DELAWARE; Wilmington, Delaware.

Meets corner 3d and King Sts. 1st and 3d Sundays at 2:30 P. M.
 F. D. Mount, 117 King St. Master
 G. H. Larimore, 405 Lombard St. Secretary
 L. L. Sargent, 618 W 4th St. Collector
 E. M. Sargent, 618 W 4th St. Receiver
 Jacob Z. Orr, 306 E 2d St. Magazine Agent

232. LUCKY THOUGHT; Middletown, N. Y.

Meets in K. of H. Hall 2d and 4th Sundays of each month, at 1 P. M.
 D. H. Smith, Box 1431 Master
 Tim Farrell, 19 West St. Secretary
 H. B. Weedon, 281 North St. Collector
 Sherman Gildersleve, Box 1431 Receiver
 James T. Hare Magazine Agent

233. GLAD TIDINGS; Moncton, New Brunswick.

Meets in Victoria Hall 1st Saturday evening and 3d Sunday afternoon.
 George W. Speer Master
 Thomas McL. Rippey, Box 83 Secretary
 William H. Gay Collector
 Alfred Wood Receiver
 John Stewart, Jr. Magazine Agent

234. NORTH BAY; North Bay, Ontario.

Meets in B. of L. F. Hall. every Tuesday
 John Mitchell Master
 Adam Beattie Secretary
 James Devine Collector
 John Clemenson Receiver
 Adolphus Christink Magazine Agent

235. THREE BROTHERS; Pittsburg, Pa.

Meets at cor. 26th St. and Penn Ave., every Sunday, at 2 P. M.
 James Griffith, Burnett P. O Master
 Isaac Miller, 2512 Penn Ave. Secretary
 William J. Adams, Jones Ave., above 28th St. Collector
 Henry B. Duff, 68 26th St. Receiver
 Henry B. Duff, 68 26th St. Magazine Agent

236. HINTON; Hinton, West Virginia.

Meets every Saturday at 7:30 P. M.
 Charles E. Tyler Master
 Thomas E. Cobbs Secretary
 Thomas E. Cobbs Collector
 William H. Hardy Receiver
 Julius Grether, Box 118 Magazine Agent

237. CENTRAL PARK : Central Park, Ill.

Meets in Tilton Hall 1st and 3d Sundays.
 Benjamin Dean, Box 101 Master
 M. J. O. L. Kennedy, 549 W Ohio St.,
 Chicago Secretary
 Herbert L. Brink Collector
 Thaddens Chew Receiver
 Horace Brink Magazine Agent

238. PLAIN CITY : Paducah, Ky.

Meets every Wednesday at 7:30 P. M.
 Ambrose E. Mercer, 1412 Broadway,
 Louisville Master
 Jas A. Weeks, 1612 12th St., Louisville Secretary
 Ambrose E. Mercer, 1412 Broadway,
 Louisville Collector
 Henry Kortz, 317 5th St. Receiver
 T. H. Long, 4th St., bet. Madison
 and Monroe Magazine Agent

239. BUCKEYE : Delaware, Ohio.

Meets in Reed & Powell's Hall 2d and 4th Sun-
 days at 1 P. M.
 Benjamin Dettleback, 381 E Central Ave Master
 E. E. Maloney, 219 E Central Ave Secretary
 John Hirsch, 216 E Central Ave Collector
 F. S. Volk, 16 Hammond St. Receiver
 James J. Quinlan, Box 405 Magazine Agent

240. GILBERT : Jackson, Mich.

Meets every Monday at 7:30 P. M.
 Frank H. Lederer, 211 Elm Ave., N Master
 William Barrett, 822 E Main St. Secretary
 M. A. Henry, 3 7 Quarry St. Collector
 D. Green, 211 Orange St. Receiver
 Edward J. Coy, 523 E Main St. Magazine Agent

241. MOUNTAIN CITY : Hazleton, Pa.

Meets in Liberty Hotel, Laurel Stt. 2d and 4th
 Sundays of each month, at 1: 0 P. M.
 John Gleam, Box 300 Master
 George W. Dipple Secretary
 John McCall, Box 300 Collector
 Andrew Krapf, Box 300 Receiver
 P. C. Hagerty Magazine Agent

242. LIBERTY : Elmira, N. Y.

Meets in G. A. R. Hall, 1st and 3d Sundays at 2
 P. M.
 W. J. Drake, 351 Center St. Master
 Harry Millins, 851 Magee St. Secretary
 J. B. Carpenter, 711 E Oak St. Collector
 Judson Hungerford, 1315 Lake St. Receiver
 Daniel Keefe, 360 W 5th St. Magazine Agent

243. J. H. SELBY : Texarkana, Texas.

Meets 1st and 3d Friday evenings over National
 Bank, State line.
 E. H. Christman, L Box 124, Texarkana,
 Ark Master
 Louis Smith, Texarkana, Ark Secretary
 W. S. Allison, Texarkana, Ark Collector
 E. H. Christman, L Box 124, Texarkana,
 Ark Receiver
 W. F. Rowe, Box 210, Texar-
 kana, Ark Magazine Agent

244. T. P. O'Rourke : Chicago, Ill.

Meets at cor. 14th and Jefferson Sts. 1st Thursday
 at 8 P. M., and 3d Sunday 2:30 P. M.,
 E. Atkins, 180 Maxwell St. Master
 Charles Naylor, 5520 Wentworth Ave Secretary
 E. Atkins, 80 Maxwell St. Collector
 Louis Zunkle, 100 Johnson St. Receiver
 Elmer E. Crawford, 5360 School
 St. Magazine Agent

245. GEORGIA : Savannah, Ga.

Meets every Thursday at 7:30 P. M., and 3d Sun-
 day at 2:30 P. M.
 George L. Kempf, Sims and Guerdard Sts. Master
 Adam Hutton, 371 Bull St. Secretary
 F. L. Kempf, Sims and Guerdard Sts. Collector
 Fleming Goolsby, 212 1/2 Harris St. Receiver
 J. J. Gordon, 101 1/2 Montgomery St. Magazine Agent

246. MACON : Macon, Ga.

Meets in M. & W depot every Sunday.
 J. M. Poole Master
 A. J. Vinning, 15 2d St. Secretary
 E. T. Adams, 718 Pine St. Collector
 J. G. Skinner, 816 Arch St. Receiver
 E. B. Shell, 1315 4th St. Magazine Agent

247. KENNESAW : Atlanta, Ga.

Meets in K. of P. Hall, every Sunday at 2 P. M.
 J. M. Baird, 194 Powers St. Master
 F. C. Adamson, 178 Luckie St. Secretary
 C. L. Bixby, care Atlanta Cotton Mill Collector
 Chas. W. Fisher, 106 E Simpson St. Receiver
 Ed. L. Milan, care W. & A. R. R. Magazine Agent

248. WESTERN RESERVE : Ashtabula, Ohio.

Meets in G. A. Hall, 1st and 3d Sundays at 1:50
 P. M.
 William Rose Master
 J. S. Brown, Box 704 Secretary
 Charles D. Weisell, Box 530 Collector
 A. T. Hill, Box 355 Receiver
 Frank Bolmer, Harbor Magazine Agent

249. CALUMET : South Chicago, Ill.

Meets in Engineers' Hall, South Chicago 2d Sun-
 day at 2:30 P. M., and 4th Sunday at 7:30 P. M.
 William Muldoon Master
 Alexander Melville Secretary
 Ernest Ingram Collector
 O. J. Austin, Judd, Cook County, Ill. Receiver
 Hugo Logan Magazine Agent

250. GOLDEN LINK : Wilkesbarre, Pa.

Meets in Senior Mechanic's Hall, 1st and 3d Sun-
 days of every month.
 E. A. Reiley, Ashley, Pa. Master
 R. H. Digory, Box 130, Kingston, Pa. Secretary
 G. P. Hanks, 5 Railroad St., S Wilkes-
 barre Collector
 Charles VanWhy, Ashley Pa. Receiver
 Elmer E. Butz, Ashley, Pa. Magazine Agent

251. LEHIGH : Mauch Chunk, Pa.

Meet in Stahl's Hall, 1st and 3d Sundays.
 H. B. Fulton, East Mauch Church Master
 John McAlister, Box 275 Secretary
 Lafayette Wildonmer, Box 275 Collector
 Charles Roberts, Box 275 Receiver
 Wm. H. Spencer Magazine Agent

252. COLUMBIA : Columbia, Pa.

Meets in Fendrich's Hall, 2d and 4th Sundays at
 1 P. M.
 William Cabaugh Master
 Lafayette Friday Secretary
 Joseph Dennison Collector
 Martin M. Hinkle Receiver
 H. A. Bennett, Box 531 Magazine Agent

253. TRENTON : Trenton, N. J.

Meets in Bayard Post, No. 8, G. A. R. Room, 24 E
 State St., 1st and 3d Sundays of each month.
 William C. Massey, 157 Passaic St. Master
 Robert Stackhouse, 697 Broad St. Secretary
 Thomas A. Deceptor, 47 Hart Ave. Collector
 Frank P. Parsons, 175 Brunswick Ave. Receiver
 Wm. C. Massey, 157 Passaic St. Magazine Agent

254. CLIMAX : Missouri Valley, Iowa.

Meets in Masonic Hall, 2d and 4th Sundays at 7:30
 P. M.
 W. T. Mahoney Master
 John T. Heatwell Secretary
 H. F. Reineohl, Box 524 Collector
 P. J. Farrell Receiver
 H. F. Reineohl, Box 524 Magazine Agent

255. NEIGHBOR : McCook, Neb.

Meets in Masonic Hall, 1st and 3d Wednesdays
 and 2d and 4th Saturdays.
 I. W. Jackson Master
 J. V. Dailey, Box 218 Secretary
 John Perry, Box 119 Collector
 G. A. Tolander, L Box 521 Receiver
 Frank McAdams, Box 216 Magazine Agent

256. HIGH LINE : Como, Colo.

Meets in McFarlin Hall, every Thursday at 7:30
 P. M.
 George W. McAleer, Box 47 Master
 M. D. Finn Secretary
 William Dunning Collector
 Alford L. Blanchard Receiver
 G. A. Milroy Magazine Agent

257. KIT CARSON; Raton, New Mexico.

Meets in Engineers' Hall, on 1st St., every Sunday at 2 P. M.
 John W. Cullen Master
 Alfred R. Cullen Secretary
 Charles Miller, Box 56 Collector
 James McPherson, Box 173 Receiver
 Charles Miller, Box 56 Magazine Agent

258. BENO; Nickerson, Kansas.

Meets in Odd Fellows' Hall every Thursday evening at 7:30.
 Frederick Shirk, Box 102 Master
 C. W. Arnold, L. Box 29 Secretary
 William F. Smith Collector
 A. S. Ritenour Receiver
 Oliver Newland Magazine Agent

259. D. J. CHASE; Ashland, Wis.

Meets in Good Templars' Hall, cor. 2d and 4th Ave. W., 1st and 3d Sundays at 2 P. M.
 William Buckley, 409 Prentice Ave. Master
 N. J. Poulson, 321 8th Ave. W. Secretary
 Ferd Godfrey, Box 929 Collector
 William Buckley, 409 Prentice Ave. Receiver
 J. M. Rummel, 622 4th Ave. W. Magazine Agent

260. CALIFORNIA; Sacramento, Cal.

Meets in Red Men's Hall, Masonic Building, 6th and K Sts., 2d and 4th Tuesdays.
 E. Kunz, Box 107 Master
 G. E. Hanford, 1703 O St. Secretary
 Dan McIntyre, Box 107 Collector
 G. E. Hanford, 1730 O St. Receiver
 G. E. Hanford, 1730 O St. Magazine Agent

261. MAGDALENA; San Marcial, New Mexico.

Meets in Masonic Hall, 1st Sunday and 3d Tuesday.
 L. V. McLaughlin Master
 John J. McInnis Secretary
 W. G. Matthews, Box 52 Collector
 Frank Ewing Receiver
 Charles Martin Magazine Agent

262. QUEEN CITY; West Toronto Junct., Ont.

Meets in Carlton Hall 1st and 3d Thursdays at 8 P. M., and 2d and 4th Thursdays at 3 P. M.
 John Donaldson Master
 James Lewis Secretary
 William Hyndman, Box 61 Collector
 John Price Receiver
 T. R. Bain Magazine Agent

263. ALAMO; Taylor, Texas.

Meets in Alamo Hall every Thursday, 1st and 3d at 8 P. M., 2d and 4th at 3 P. M.
 John C. Askew Box 10 Master
 S. M. Bridgewater, L. Box 10 Secretary
 Samuel D. Moore Collector
 W. S. Carter Receiver
 T. R. Bain Magazine Agent

264. J. K. GILBREATH; Butte City, Montana.

Meets in Cobban Hall, South Butte, Mont., every Thursday at 8 P. M.
 C. H. DeCamp, Box 190 South Butte Master
 George Cross, South Butte Secretary
 George Boomer, South Butte Collector
 J. S. Sweeney, South Butte Receiver
 Mac. Haskins, South Butte Magazine Agent

265. GRAND RIVER; Grand Rapids, Mich.

Meets in I. O. O. F. Hall, 1st and 3d Sunday at 2:30 P. M.
 E. E. Decker, 447 S. Division St. Master
 G. P. Downey, 13 Wenham Ave. Secretary
 H. E. Brown, 427 Cass St. Collector
 C. W. Bentley, 11 Earl St. Receiver
 E. E. Decker, 447 S. Division St. Magazine Agent

266. JOHN HICKEY; South Kaukauna, Wis.

Meets 1st and 3d Tuesday evenings.
 Matthew Nilan, L. Box 31 Master
 William H. Buntin Secretary
 Martin O'Donnell Collector
 Wilbur A. Francis, L. Box 31 Receiver
 R. B. Nichols, Box 120 Magazine Agent

267. ENDEAVOR; Algiers, La.

Meets in Castle Hall every Thursday at 7:30 P. M.
 M. H. Brown, 78 Webster Ave. Master
 E. A. Calhoun, 128 Market St. Secretary
 A. H. Flynn, 93½ Alix St. Collector
 W. T. Douner, 115 Pacific Ave. Receiver
 A. H. Flynn, 93½ Alix St. Magazine Agent

268. CHICKAMAUGA; Chattanooga, Tenn.

Meets every Friday at 2 P. M.
 D. V. Cahill, 301, cor. McCreary and Hines St., Nashville, Tenn. Master
 D. V. Cahill, 301, cor. McCreary and Hines St., Nashville, Tenn. Secretary
 James Harrington, 310 Long St. Collector
 Timothy O'Leary, 1805 Patterson St., Nashville, Tenn. Receiver
 Magazine Agent

269. O. K.; Cincinnati, Ohio.

Meets in Eagle Hall, S. W. cor. 8th St., and Central Ave., 1st and 3d Sundays.
 J. S. Shehan, 1110 W. 6th St. Master
 W. C. Conn, Hawthorne Ave., Price's Hill Secretary
 E. Hathorn, Loveland Collector
 George W. Snyder, 1006 W. 8th St. Receiver
 Ed. Cullen, 27 Budd St. Magazine Agent

270. MINNEAPOLIS; Minneapolis, Minn.

Meets in A. O. U. W. Hall, 2006 Cedar Ave. South, 1st Sunday of each month at 2 P. M., and 3d Saturday at 7:30 P. M.
 Oliver Johnson, 821 11th Ave. S. Master
 C. D. Fultz, 2808 17th Ave. S. Secretary
 D. D. Campbell, 1415 25th St., S. Minn. Collector
 George Cavanaugh, 2309 25th St., S. Receiver
 Wm. Henderson, 2424 26th Ave. S., Magazine Agent

271. BYRAM; Port Morris, N. J.

Meets at Wm. Weiler's residence, 2d and 4th Sundays at 2 P. M.
 R. A. Trezise Master
 William Weiler Secretary
 J. F. Schappell Collector
 William Weiler Receiver
 M. T. Dickerman, Box 31 Magazine Agent

272. WILSON; Junction, N. J.

Meets in Wells' Hall, 1st and 3d Sundays.
 John S. Eveland Master
 John E. Dineen Secretary
 James P. Butler Collector
 John B. Everett Receiver
 John S. Eveland Magazine Agent

273. DENVER; Denver, Colo.

Meets every Monday night in P. O. S. of A. Hall, cor. 15th and Holladay Sts.
 C. H. Curtis, 458 Clark St. Master
 Edgar F. Ballow, 1272 S. 9th St. Secretary
 C. S. Hull, 1018 S. 9th St. Collector
 Samuel Fowler, Lindell Hotel Receiver
 Geo. Cordingley, 1120 S. 10th St. Magazine Agent

274. JACKSON; Clifton Forge, Va.

Meets in Odd Fellows' Hall, 2d and 4th Saturdays at 7:30 P. M.
 R. R. Johnson Master
 J. H. Housman Secretary
 R. B. Donovan Collector
 J. H. White, 811 Stewart St., Staunton Receiver
 R. R. Johnson Magazine Agent

275. LEE; Richmond, Va.

Meets in Thorn's Hall, cor. 17th and Main Sts., 1st and 3d Sundays at 1:30 P. M.
 William J. Bourke, C. & O. Round House, Master
 W. A. Demaine, C. & O. Round House, Secretary
 W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va. Collector
 William J. Burke, C. & O. Round House, Receiver
 W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va. Magazine Agent

276. REGINA; Vancouver, B. C.

Meets 1st Sunday and 3d Monday of each month.
 D. A. Morton Master
 Angus Morton Secretary
 Angus Morton Collector
 Frederick Clutterbuck Receiver
 Harry Andrews Magazine Agent

277. ALABAMA; Mobile, Ala.

Meets in B. of L. E. Hall, every Sunday at 1 P. M.
 O. E. Adams, L. & N. Shops Master
 T. W. Kerns, L. & N. Shops Secretary
 T. W. Kerns, L. & N. Shops Collector
 C. W. Bernard, L. & N. Shops Receiver
 R. E. Williams, L. & N. Shops Magazine Agent

278. ANDERSON; Vicksburg, Miss.

Meets 1st and 3d Tuesdays at 2 P. M., and 2d and 4th Fridays at 7 P. M.
 H. V. Nevill, 1107 S Washington St. Master
 W. E. Stiner, 1107 S Washington St. Secretary
 D. P. Weaver, 1107 S Washington St. Collector
 C. H. Prince, 1107 S Washington St. Receiver
 E. R. Wright, 1107 S Washington St. Magazine Agent

279. METEOR; McComb City, Miss.

Meets in Odd Fellows' Hall, every other Sunday at 3 P. M.
 Samuel B. Devine Master
 Eddie C. Fordish Secretary
 Thomas A. Long Collector
 Isaac H. Martin Receiver
 George McIntyre Magazine Agent

280. OZARK; Thayer, Mo.

Meets alternate Sundays in Boyd's Hall.
 Charles McCarthy Master
 Chas. D. Crane Secretary
 James Kinney Collector
 Curtis D. Rice Receiver
 Henry L. Stearns, 4 Wooster St. Magazine Agent

281. TUNNEL HILL; New Albany, Ind.

Meets in Hedden's Hall, 1st and 3d Sundays at 2 P. M.
 Walter Ashcroft, Box 75 Master
 Benjamin Goedecker, Box 75 Secretary
 John Kean, Box 75 Collector
 W. H. Stephens, Jr., Box 75 Receiver
 John S. Kean, Box 75 Magazine Agent

282. BURNSIDE; Mt. Carmel, Ill.

Meets in Lotta Hall, on 1st and 3d Sundays at 2:30 P. M.
 J. T. Worsham Master
 Calvin Minniear Secretary
 William Murphy Collector
 Calvin Minniear Receiver
 J. T. Worsham Magazine Agent

283. LACKAWANNA; Great Bend, Pa.

Meets in Red Men's Hall, 2d Sunday at 9:30 A. M., and 4th Sunday 3 P. M.
 F. J. May, Box 139, Halstead, Pa. Master
 E. Edenger, Box 67 Secretary
 W. B. Trowbridge, Halstead, Pa. Collector
 H. P. Trowbridge, Halstead, Pa. Receiver
 S. H. Wells, Halstead, Pa. Magazine Agent

284. ELM CITY; New Haven, Conn.

Meets in Elk's Hall, 852 Chapel St., 1st Saturday and 3d Sunday afternoon.
 Edward A. Ferrell, 159 Rosette St. Master
 Eugene S. Alling, 123 Cedar St. Secretary
 Gilbert O. Hall, 108 Meadow St. Collector
 William A. Pyle, 46 Arthur St. Receiver
 Charles A. Baldwin, 243 Greenwich Ave. Magazine Agent

285. CHARTER OAK; Hartford, Conn.

Meets in Bliss Hall, cor. Pratt and Main Sts., 1st and 4th Sundays.
 Henry L. Stearns, 4 Wooster St. Master
 Emery E. Bill, 27 Vine St. Secretary
 A. M. Porter, East Hartford Collector
 Henry L. Stearns, 4 Wooster St. Receiver
 Henry L. Stearns, 4 Wooster st. Magazine Agent

286. SAGINAW VALLEY; East Saginaw, Mich.

Meets in B. of L. E. Hall, 2d and 4th Sundays at 2 P. M.
 John C. Kull, Meyers' Hotel, cor. Wash- Master
 ington and Astor Sts.
 Adolphus Fixel 1214 Miller St. Secretary
 Robert Steiner, 224 N 4th St. Collector
 Wesley Beck, 124 Sears St. Receiver
 Will F. Carll, 609 north Washing- Magazine Agent
 ton ave.

287. ALTOONA; Altoona, Pa.

Meets in Ott's Hall, 12th St., every Sunday at 2 P. M.
 F. A. Davis, 1903 Union Ave. Master
 W. E. Burkett, 2008 10th Ave. Secretary
 E. K. Gerhard, 1903 Union Ave. Collector
 F. A. Davis, 1903 Union Ave. Receiver
 O. S. Dixon, 510 7th Ave. Magazine Agent

288. EMMET; Estherville, Iowa.

Meets in Masonic Hall, 1st Sunday and 3d Monday at 7:30 P. M.
 George Godden, Box 76 Master
 P. J. Sullivan, Box 48 Secretary
 A. L. Houltshouser, Box 5 Collector
 R. S. Robinson, Box 102 Receiver
 Frank Little, Box 62 Magazine Agent

289. GRAND ISLAND; Grand Island, Neb.

Meets in Odd Fellows' Hall, cor. 3d and Pine Sts., 2d and 4th Sundays at 2:30 P. M.
 John W. Allwine Master
 George Morgan, Box 575 Secretary
 William H. Anvan Collector
 William Edwards Receiver
 William Edwards Magazine Agent

290. MARION; Hannibal, Mo.

Meets in Emmet Hall, 2d and 4th Sundays at 7 P. M.
 William Edson Miles, 1'01 Church St. Master
 John Kenna, 140 Market St. Secretary
 J. T. Hart, 412 Washington St. Collector
 William J. Kelly, 135 Riverside St. Receiver
 L. R. Bickel, 120 3d St., S Magazine Agent

291. ATLANTIC; Brooklyn, N. Y.

Meets in Pythian Hall, 2d Saturday evening and 4th Sunday morning.
 Thomas H. Smith, 707 Madison St. Master
 William J. Riley, 46 Williams Ave. Secretary
 Thomas J. Ricker, 40 Williams Ave, Collector
 26th ward.
 Thomas H. Smith, 709 Madison St. Receiver
 Ed. Locke, Sackman St. near Liberty Ave. Magazine Agent

292. POCAHONTAS; Holden, Mo.

Meets in Odd Fellows' Hall, 2d and 4th Saturdays.
 J. A. Bray Master
 George P. Reed Secretary
 W. A. Bedell Collector
 W. M. Bedell Receiver
 G. R. Johnson Magazine Agent

293. LAFAYETTE; Philadelphia, Pa.

Meets in Hall, cor. Frankfort Road and Sargent St., 2d and 4th Sundays of each month at 2:30 P. M.
 J. J. Leahy, 2627 Fremont St. Master
 Secretary
 W. McLaughlin, 1521 Wood St. Collector
 Lewis S. Faber, 808 Buttonwood St. Receiver
 G. W. Nevill, 1541 Palmer St. Magazine Agent

294. OHIO RIVER; Huntington, W. Va.

Meets in Engineers' Hall, cor 3d Ave. and 8th St., 1st Saturday and 3d Thursday at 7 P. M.
 James T. Looney, 199 E Main St., Lexing- Master
 ton, Ky
 Lee A. D. Tate Secretary
 E. L. Newcomb Collector
 James T. Looney, 199, E Main St., Lexing- Receiver
 ton, Ky
 E. A. T. Watkins, Box 262 Magazine Agent

295. U. S.; Davenport, Ia.

Meets 1st and 3d Sunday of each month.
 Martin L. Mitchell, 80, Swift St. Master
 John J. Shehan, 622 Esplanade St. Secretary
 John J. Shehan, 622 Esplanade St. Collector
 Martin Gillin, 813 Swift St. Receiver
 F. W. Duncan, 506 Brady St. Magazine Agent

296. IRON RANGE; Duluth, Minn.

J. A. Dalgleish, 1916 W Michigan St. Master
 Robt. R. Thomas, 525 Garfield Ave. Secretary
 Alfred Dahl, 2132 W 2d St. Collector
 John G. Defond, 1812 W 2d St. Receiver
 Alfred Dahl, 2132 W 2d St. Magazine Agent

297. CLARK; Jeffersonville, Ind.

Meets in Beck's Hall, 1d and 4th Mondays.
 J. Wilson, Box 892 Master
 C. E. Buehler Secretary
 W. J. Hannan, cor. 27th St. and Gifford Ave., Louisville, Ky Collector
 B. M. Bennett Receiver
 M. S. Bennett Magazine Agent

298. SNOW FLAKE; Minot, Dakota.

Meets 2d Sunday at 7 P. M., and 4th Sunday at 8 A. M.
 Joseph R. Key Master
 Robert M. Gilkey Secretary
 Robert M. Gilkey Collector
 Henry Neate Receiver
 John R. Selber Magazine Agent

299. CENTRAL OHIO; Crestline, Ohio.

Meets in Newman's Hall every Monday night.
 W. W. Ogline, Alliance Master
 George W. Reed, Box 93 Collector
 Henry B. Elliott, Alliance Collector
 Charles H. Ridge, L Box 87 Receiver
 J. W. White Magazine Agent

300. HARBOR CITY; Michigan City, Ind.

Meets in I. O. O. F. Hall alternate Mondays at 2 P. M.
 William Campbell, Box 737 Master
 W. H. Roe, L Box 644 Secretary
 Charles Brown, Box 449 Collector
 William Williamson, Box 153 Receiver
 Harry F. McLean, Box 831 Magazine Agent

301. GREEN MOUNTAIN; Lyndonville, Vt.

Meets in Engineers' Hall, 1st Sunday at 10 A. M., and 3d Friday at 7 P. M.
 Samuel J. Norris Master
 W. C. Baldwin Secretary
 Frank W. Thompson Collector
 William M. Weeks Receiver
 W. C. Baldwin Magazine Agent

302. YOUGHIOGHENT; Connellsville, Pa.

Meets in Reisinger's Hall, Main St., 1st and 3d Sundays at 2 P. M.
 J. P. Smith, Box 261 Master
 Louis Weihe, Box 365 Secretary
 B. A. McPhee, Box 397 Collector
 Louis Weihe, Box 365 Receiver
 W. J. Keenon, Box 36 Magazine Agent

303. VILLA PARK; Streator, Ill.

Meets in Schlitz' Hall, cor. Main and Vermillion St., 2d and 4th Sundays at 2 P. M.
 J. J. Corcoran, 5 Grant St. Master
 T. W. White, 265 N Wasson St. Secretary
 W. H. Shonts, 31 S Bloomington St. Collector
 James H. Nance, 118 N Everett St. Receiver
 J. D. Menough, 118 N Everett St. Magazine Agent

304. THREE BRANCH; Argenta, Ark.

Meets in Lemmer's Hall every Saturday evening at 7:30 P. M.
 John E. Powers Master
 Joseph J. Hicks Secretary
 G. J. Scaggs Collector
 Robert G. Curtis Receiver
 William R. Johnson Magazine Agent

305. UNWIN; Rat Portage, Ontario.

Meets in Garfield Hall every Wednesday evening.
 William Burrage, Box 40 Master
 Russell Woods Secretary
 William Munt Collector
 Charles Unwin Receiver
 James Wilson Magazine Agent

306. GRANITE STATE; Concord, N. H.

Meets 2d Saturday at 7:30 P. M., and 4th Sunday at 4 P. M., in Temple Hall, Sanborn Block.
 E. B. Chandler, West Concord Master
 M. F. Cleary, 26 Pearly St. Secretary
 H. S. Mann, No. 8, Statesman Building, Concord
 H. W. Morrill, Box 381 Receiver
 J. C. Muzzy, Bradford, N. H. Magazine Agent

307. HAMDEN; Springfield, Mass.

Meets in Crescent Hall, 218 Main St., 1st and 3d Sundays.
 Chas. A. Chapin, B. & A. Engine House Master
 J. A. Simons, Merrick Secretary
 John Fenton, 565 Chestnut St. Collector
 M. D. Newton, Merrick, Mass. Receiver
 Frank H. Gero, 93 Greenwood St. Magazine Agent

308. BELLE HAVEN; Alexandria, Va.

Meets 2d and 4th Sundays in Lunt's Hall.
 William M. Mansfield, 1018 Duke St. Master
 J. B. Fitzgerald, 1012 Duke St. Secretary
 H. J. Mortimer, Duke St. Collector
 W. A. Moor, 1211 Duke St. Receiver
 H. J. Mortimer Magazine Agent

309. BARTHOLDI; Long Island City, L. I., N. Y.

Meets 2d Mondays and 4th Saturdays in Schwalenberg Hall.
 George H. Stinman Master
 John W. Brown, 181 Freeman St., Green Point, L. I., N. Y. Secretary
 John J. Galvin, 46 Clay St., Green Point, L. I., N. Y. Collector
 Frank Sembler Receiver
 W. J. Simon, 81 Jackson Ave. Magazine Agent

310. CHESTNUT RIDGE; Derry Station, Pa.

Meets alternate Mondays and Third Sundays in Chosen Friends' Hall.
 H. C. Martin Master
 Joshua T. Cole Secretary
 W. J. Toole Collector
 Joshua Rhodes Receiver
 Joshua T. Cole Magazine Agent

311. BELLE PLAINE; Belle Plaine, Iowa.

Meets 1st and 3d Sundays in V. A. L. Hall.
 William B. Tidball Master
 J. C. Hanby Secretary
 Dennis E. Curran Collector
 Ed. L. Condon, L Box 34 Receiver
 Ed. L. Condon, L Box 34 Magazine Agent

312. BLUE VALLEY; Wymore, Neb.

Meets in Masonic Hall, 1st and 3d Sundays at 2:30 P. M.
 W. F. Hackett, Box 138 Master
 E. T. Luster Secretary
 Jacob M. Long, Box 22 Collector
 S. E. Fulton, Box 85 Receiver
 J. M. Long, Box 22 Magazine Agent

313. KAW VALLEY; Armourdale, Kansas.

Meets alternate Mondays at 7:30 P. M.
 Melvin S. Laughlin, L Box 54 Master
 John M. Fruin, 108 Missouri Ave., Kansas City Secretary
 Melvin S. Laughlin, L Box 54 Collector
 E. C. Haddock, 120 N 5th St., Kansas City, Kan Receiver
 Wm. J. Myers, 9 N 8th St., Kansas City Magazine Agent

314. MUTUAL; Knoxville, Tenn.

Meets in Engineers' Hall, North Knoxville, 1st and 3d Wednesdays at 7:30 P. M.
 Frank A. Stephens, 5 E Depot St. Master
 Walter Green, 30 E Park St. Secretary
 William H. Booth, 5 E Depot St. Collector
 W. T. Armstrong, 34 Florida St. Receiver
 J. C. Pickens, 30 E Park St. Magazine Agent

315. TROY CITY; Green Island, N. Y.

Meets 1st and 3d Sundays in Odd Fellows Hall, 101 Hudson Ave.
 Jas. M. Williams, 20 Canal St., Troy Master
 H. A. Norton, 119 Hudson Ave. Secretary
 Willis J. Spafford, 232 5th Ave., Troy Collector
 H. R. Peach, 51 George St. Receiver
 H. A. Norton, 119 Hudson Ave. Magazine Agent

316. OMEGA; Buffalo, N. Y.

Meets in Siebert's Hall, cor. Jefferson and Bristol Sts., every Tuesday at 8 P. M.
 W. W. Walsh, 1903 Broadway Master
 John Shafer, D. L. & W. Shops Secretary
 P. J. Donovan, 780 S Division St Collector
 Joseph Kennedy, 811 Williams St Receiver
 P. J. Donovan, 780 S Division St., Magazine Agent

317. MOUNT PENN; Reading, Pa.

Meets in Bland's Hall, 9th and Penn Sts., 1st and 3d Sundays, at 8:30 A. M.
 Daniel H. Deeter, 933 Elm St Master
 William Gordon, 830 Green St Secretary
 James Madden, 706 Franklin St Collector
 Levin Brownback, 417 N 10th St Receiver
 Isaac S. Blanford, 216 Oly St Magazine Agent

318. IRON CITY; Glenwood, 23d Ward, Pittsburg, Pa.

Meets in Speck's Block, cor. 2d St., and Hazlewood Ave., 1st and 3d Mondays at 7:30 P. M.
 J. F. Wills, Glenwood, 23d Ward Master
 R. C. Chamberlain, Glenwood, 23d Ward, Secretary
 Clayton L. Wertz, Glenwood, 2d Ward, Collector
 W. B. Knepper, Hazlewood, Pa Receiver
 J. E. Fox, Glenwood, 23d Ward . Magazine Agent

319. ORPHANS' HOPE; Dennison, Ohio.

Meets in I. O. O. F. Hall, every Tuesday at 7:30 P. M.
 I. L. Hardesty Master
 J. C. Faight Secretary
 John Roach Collector
 Harry R. Brown, Jr Receiver
 Harry R. Brown, Jr Magazine Agent

320. ARBITRATION; East St. Paul, Minn.

Meets in Wilde's Hall, cor. 7th and Bradley Sts., 1st Sunday at 2 P. M., and 3d Wednesday at 7:30 P. M.
 D. Lordan, 471 Jenks St., St. Paul Master
 J. H. Salley, 624 Whitehall St, St. Paul . Secretary
 Thos. C. Hetherington, 738 Payne Ave, St. Paul . Collector
 R. A. Hetherington, 738 Payne Ave, St. Paul . Receiver
 T. F. Friedly, 617 Minnehaha St . Magazine Agent

321. SNOW DRIFT; Chapeau, Ont.

Meets in B. of L. F. Hall, every Monday at 8 P. M.
 James McAdam, C. P. R. R Master
 James McAdam, C. P. R. R Secretary
 Kenneth McKen Collector
 James McAdam, C. P. R. R Receiver
 Herbert D. Gay Magazine Agent

322. WISSAHICKON; Philadelphia, Pa.

Meets 2nd and 4th Sundays of each month at S. E. cor. 14th and Spring Garden Sts.
 C. W. Weidner, 708 Kohn St., Norristown, Master
 James Haas, 2133 Darien St Secretary
 William Ashton, 1210 Oakdale St Collector
 Joseph Harrison, 608 Jay St Receiver
 L. D. Woodington, 1839 N 9th St . Magazine Agent

323. ANTHRACITE; Tamaqua, Pa.

Meets in Kern's Hall, 2d and 4th Sundays.
 James J. Horty Master
 William Heckman, Box 367 Secretary
 Michael Schmauch Collector
 William J. Dintinger, Box 347 Receiver
 Joseph Muecklow Magazine Agent

324. MOUNTAIN GROVE; Catawissa, Pa.

Meets in News Item Hall, 2nd and 4th Sundays at 2 P. M.
 James W. Fisher, Box 222 Master
 Jeremiah Huley Secretary
 Jeremiah Huley Collector
 James W. Fisher, Box 222 Receiver
 W. Bowman, Milton, Pa Magazine Agent

325. SCHUYLKILL VALLEY; Pottsville, Pa.

Meets 2d and 4th Sunday evenings of each month.
 Jesse M. Elder, 701 Market St Master
 Charles H. Wesley, 413 N 3d St Secretary
 Chas. H. Wesley, 13 N 3d St Collector
 James Templin, 557 N Coal St Receiver
 Nicholas Kuehles, 45 E Savoy St., Palo Alto, Pottsville Magazine Agent

326. FOLWELL; Bradford, Pa.

Meet 1st and 3d Sunday evenings in G. A. R. Hall.
 G. P. Clough, 6 Allison St Master
 M. W. Maybee, 7 Pike St Secretary
 G. E. Lovelace, 8 Webster St Collector
 G. P. Clough, 6 Allison St Receiver
 P. T. Lane, 13 Boyceston St Magazine Agent

327. SILVER MOUNTAIN; Needles, Cal.

Meets in B. of L. F. Hall every Saturday evening.
 Charles Diffenbaugh Master
 Leonard Leutzinger Secretary
 Charles Diffenbaugh Collector
 M. H. Smith Receiver
 F. B. Hardy Magazine Agent

328. STONE BALLAST; Plattsmouth, Neb.

Meets in K. P. Hall, every Sunday at 2 P. M.
 A. F. Zinn Master
 H. R. Reese Secretary
 A. M. Rogers, Box 1057 Collector
 J. Rowan Receiver
 J. S. Burns Magazine Agent

329. SOLOMON VALLEY; Downs, Kansas.

Meets in Masonic Hall, 1st and 3d Sundays at 7:30 P. M.
 H. E. Wade Master
 A. Dillon, L Box 183 Secretary
 John Milheiser, Box 102 Collector
 R. J. Dunlap, Box 219 Receiver
 Gus Lind, Greenleaf, Kan Magazine Agent

330. RIVER VIEW; Kansas City, Kansas.

Meets in Melville Hall, 2d and 4th Sundays at 7:30 P. M.
 T. J. Birch, 1490 1/2 Wyoming St., Kansas City, Mo Master
 Frank Vaughn, 909 Kansas Ave., Armourdale, Kan Secretary
 G. W. Smith, 20 James St Collector
 E. D. Root, 919 6th St Receiver
 Perry Ayers, Armourdale, Kan . Magazine Agent

331. CHICAGO BELT LINE; Auburn Junction, Ill.

Meets in in Foresters' Hall, cor. 81st St. and Vincennes Ave., Auburn, Ill., on 1st and 3d Mondays at 8 P. M.
 John J. McCarthy, S Englewood Master
 J. D. Flood, Box 34, S Englewood Secretary
 Abe. L. Leidich, Auburn Park Collector
 J. D. Flood, Box 34, S Englewood Receiver
 Frederick Wall, S Englewood Magazine Agent

332. STONE MOUNTAIN; Augusta, Ga.

Meets alternate Sundays in hall corner of Broad and Jackson Sts.
 Wilkie B. Hawes, 819 1/2 Brave St Master
 Thomas H. Peabworth, 914 Fenwick St . Secretary
 E. J. Graham Collector
 B. W. Furber, Ga. R. R. Shops Receiver
 J. S. Downing, Ga. R. R. Shops . Magazine Agent

333. FAIRMOUNT; Philadelphia, Pa.

Meets in in Erickson's Hall, 3947 Lancaster St., alternate Wednesday at 8 P. M.
 P. J. Lawton, 746 N 30th St Master
 G. V. Plant, 3911 Wallace St., W Phila . Secretary
 C. H. Maul, 830 N 40th St Collector
 Harry C. Ewing, 830 N 40th St Receiver
 H. C. Ewing, 830 N 40th St Magazine Agent

334. LONG DOUBLER; East Syracuse, N. Y.

George F. Allen Master
 George M. Shaffer Secretary
 James H. Fitzgerald Collector
 Patrick J. Clinton Receiver
 Patrick J. Clinton Magazine Agent

335. SAINT ADOLPHUS; Hochelaga, Canada.

Meets in B. of L. F. Hall, 11 Moreau St.
 Alfred Pring, 20 Roch Lane, Montreal Master
 Jno. Langstreth, 107 Marlborough St Secretary
 Patrick McFall, 305 Logan St Collector
 J. G. A. Brazeau, 83 Moreau St Receiver
 J. G. A. Brazeau, 83 Moreau St Magazine Agent

336. FALL RIVER; Neodesha, Kansas.

Meets in Pierce's Hall, 2d and 4th Saturdays.
 R. C. McClellan Master
 L. N. Baker, Box 178 Secretary
 Charles Koehler Collector
 R. C. McClellan Receiver
 Matthew J. James Magazine Agent

337. BIG FOUR; Kansas City, Mo.

Meets in Summerwell's Hall, 21st and Drupp Sts., alternate Tuesdays at 7:30 P. M.
 Homer Howard, 1210 Reservoir Ave Master
 Charles T. Largent, 1673 Madison St Secretary
 Charles T. Largent, 1673 Madison St Collector
 N. F. Clough, 1812 Holly St Receiver
 J. W. Leonard, 1641 Bellevue Ave., Magazine Agent

338. WEST BRANCH; Renovo, Pa.

Meets in Spangler's Hall, cor. 6th St. and Huron Ave., alternate Sundays at 1:30 P. M.
 Frederick Kerby Master
 R. C. McFarland Secretary
 W. C. Robinson Collector
 J. B. McManigal Receiver
 James Campbell Magazine Agent

339. WHITE BREAST; Charlton, Iowa.

Meets in Woodman's Hall.
 T. H. Sanford, Box 620 Master
 A. M. Williby, L. Box 781 Secretary
 James C. Beck, Box 349 Collector
 A. M. Williby, L. Box 781 Receiver
 M. Dunn Magazine Agent

340. STAR OF THE WEST; Newton, Kansas.

Meets in Odd Fellows' Hall, alternate Thursdays at 7:30 P. M.
 William Gilpin, 403 W 5th St Master
 D. W. Moody, 412 W 4th St Secretary
 Charles S. Druce, L. Box 169 Collector
 John M. Kelley S Main St Receiver
 Charles T. Brant, L. Box 160 Magazine Agent

341. GOLD RANGE; Donald, B. C.

Meets in Firemen's Hall every Wednesday.
 Arthur Randall Master
 Willis J. Armstrong Secretary
 George B. Govett, Box 40 Collector
 Thomas B. Clench Receiver
 H. J. McSorley Magazine Agent

342. CASCADE; Medicine Hat, North West Terr.

Meets in Masonic Hall, 2d Wednesday and 4th Thursday.
 Burley Wallis, Box 66 Master
 James Hawthorne, Box 66 Secretary
 William Rutherford, Box 66 Collector
 Leonard Dobbin, Box 66 Receiver
 Leonard Dobbin, Box 66 Magazine Agent

343. WHITSETTE; North Danville, Va.

Meets in Union Hall every Sunday at 2 P. M.
 H. P. Andrews Master
 C. B. Coltrane Secretary
 Charles R. Kinsley Collector
 Wm. H. Kizziah, Box 21 Receiver
 H. P. Andrews Magazine Agent

344. BRADSHAW; Columbia, S. C.

Meets in K. of P. Hall, every Sunday at 10:30 A. M.
 D. C. Dickert, Box 68 Master
 R. D. Morton, Box 68 Secretary
 E. J. McMeekin, Box 68 Collector
 G. P. Lawrence, Box 68 Receiver
 Oscar Land, Box 68 Magazine Agent

345. FRONT END; Paris, Texas.

Meets every Saturday at 8 P. M.
 W. H. Dickinson, Box 24 Master
 L. F. Toban, Box 24 Secretary
 A. E. Hitt, care G. C. & S. F. Shops, Dallas Collector
 James Lyons, Box 24 Receiver
 J. N. Ballow Magazine Agent

346. FLOWERY LAND; Pensacola, Fla.

Meets in Odd Fellows' Hall 1st and 3d Mondays.
 F. T. Martin, 1-7 E Wright St Master
 James E. Buckley, 107 E Wright St Secretary
 J. W. Christholm, L. & N. Shops Collector
 James I. Sizer, 416 E Wright St Receiver
 J. W. Christholm, 1012 E Laura St. Magazine Agent

347. OLD FORT; Dodge City, Kansas.

Meets in I. O. O. F. Hall 1st and 3d Thursdays at 7 P. M.
 William C. Fadel, Box 314 Master
 John Husser, L. Box 535 Secretary
 Augustus Falkner Collector
 B. S. Williams, L. Box 21 Receiver
 C. H. Voris Magazine Agent

348. BLUE MOUNTAIN; La Grande, Oregon.

Meets in I. O. O. F. Hall 1st and 3d Wednesdays at 7 P. M.
 F. G. Schilke, L. Box 37 Master
 Charles Norby Secretary
 J. W. Dillinger Collector
 John Walker Receiver
 F. E. Herr, L. Box 37 Magazine Agent

349. HUDSON RIVER; Union Hill, N. J.

Meets in Concordia Hall, 2d Saturday at 8 P. M., and 4th Sunday at 2 P. M.
 H. E. Hamblen, New Durham, N. J. Master
 L. T. Burns, New Durham, N. J. Secretary
 L. T. Burns, New Durham, N. J. Collector
 Harry Poynton, New Durham N. J. Receiver
 Joe Lewis, New Durham, N. J. Magazine Agent

350. JAMES DONNELLY; Perth Amboy, N. J.

Meets in K. of P. Hall 2d and 4th Sundays.
 Joseph B. Hoffman Master
 James E. Van Horn Secretary
 Christopher Greenwall Collector
 Theodore R. Mertz Receiver
 Levi M. Landis Magazine Agent

351. HOME; White Haven, Pa.

Meets in Runkey's Hall, 2d and 4th Sundays at 2 P. M.
 James N. Deterline Master
 Edward McNailey Secretary
 Amos Flowers Collector
 Charles Prutzman Receiver
 Charles Deal Magazine Agent

352. CHAMPLAIN; St. Albans, Vt.

Meets in Engineer's Hall, 1st and 3d Sundays at 1:45 P. M., and 4th Mondays at 7:30 P. M.
 John McAllister Master
 Charles E. Preston, Box 148 Secretary
 Frederick A. Mailloux Collector
 C. P. Kelly, 89 Foundry St Receiver
 George Hobart, Box 444 Magazine Agent

353. MARBLE CITY; Rutland, Vt.

Meets in E. A. U. Hall, 1st and 3d Sundays.
 John Grady, 8 Pine St Master
 C. F. Whitehouse, 77 River St Secretary
 C. F. Underhill, 8 Pine St Collector
 L. S. Johnson, 8 Evelyn St Receiver
 Wm. H. Murray, 17 Franklin St. Magazine Agent

354. HOBOKEN; Hoboken, N. J.

Meets in Burnett's Hall 2d Sundays and 4th Saturdays
 John Hotten, Troy St. and Summit Ave., Jersey City, N. J. Master
 John Gademan, 7 Nelson Ave., Jersey City, N. J. Secretary
 Patrick Ash, South Orange, N. J. Collector
 Emmons C. Williams, Morristown, N. J., Receiver
 Hudson Blanchard, Boonton Magazine Agent

355. STONE CITY; Joliet, Ill.

Meets in Switchmen's Hall 1st Tuesdays at 7:30 P. M., and 3d Sundays at 2:30 P. M.
 W. W. Brooker, 131 S Hickory St Master
 Christopher Nolan, 123 Grover St Secretary
 Harrison McPeck, C. S. F. & C. R. R. Collector
 T. F. Hannan, 411 S Desplaines St Receiver
 Charles O. Bond, care Joliet Manufacturing Co Magazine Agent

356. CHAUNCEY M. DEPEW; Albany, N. Y.

Meets 1st and 3d Tuesdays.
 Frank C. Wilson Master
 R. J. Lilly, 57 1st St Secretary
 R. J. Lilly, 57 1st St Collector
 Scranton E. Sweet, 536 Liberty St., Schenectady Receiver
 F. Degroff, 160 Clinton Ave Magazine Agent

357. JUSTICE; Vanceboro, Maine.

Meets in A. O. U. W. Hall, at Vanceboro and Main
Sts., 2d and 4th Saturdays.

J. E. Shea Master
Whitfield Nobles Secretary
C. J. Tabor, Woodstock, N. B. Collector
Walter E. Dresser Receiver
E. L. Hagerman, Woodstock, N. B. Magazine Agent

358. COOKE; West St. Paul, Minn.

Meets in I. O. O. F. Hall, cor. Fairfield and Da-
kota, Ave., 2d and 4th Sundays at 2 P. M.
Christopher McKay, 134 Esabel St. Master
W. R. Perrin, 1015 Washington Ave., South
Minneapolis Secretary
W. R. Perrin, 1015 Washington Ave., South
Minneapolis Collector
Harry Penniman, State St. Receiver
W. H. Bronson, 1802, cor. 19th Ave. and
S. E. 4th St., E Minneapolis Magazine Agent

359. BIG FLINT; Wellington, Kansas.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2
P. M., and 2d Fridays at 7:30 P. M.
T. M. Brown, E Lincoln Ave. Master
H. E. Hansen, E Harvey Ave. Secretary
Charles Weddle, 522 E 4th St. Collector
J. N. McCarty, E Lincoln Ave. Receiver
H. E. Hansen, E Harvey Ave. Magazine Agent

360. COLD SPRING; Springfield, Ohio.

Meets in Engineers' and Firemen's Hall 1st and
3d Sundays.
Joseph A. Taylor, care Schlenk House,
Sandusky, O. Master
A. W. Blinn, E High St. Secretary
E. E. Leonard, Forest House, E High St. Collector
A. W. Blinn, E High St. Receiver
Jos. Gretham, Sandusky, O. Magazine Agent

361. TRIED AND TRUE; Vincennes, Ind.

Meets K. of H. Hall 1st and 3d Sundays at 2 P. M.
William H. Cunningham, O. & M. Shops Master
M. J. Cunningham, O. & M. Shops Secretary
Charles Shermehorn, O. & M. Shops Collector
John H. Kernan, O. & M. Shops Receiver
Wm. Kester, 824 N 7th St. Magazine Agent

362. CATARACT; Niagara Falls, Ontario.

John Rogers, Suspension Bridge, N. Y. Master
T. E. Swallow, Niagara Falls, N. Y. Secretary
J. W. Francis Collector
John C. White, Suspension Bridge, N. Y., Receiver
J. W. Francis Magazine Agent

363. METROPOLITAN; New York, N. Y.

Meets at 490 8th Ave., 1st and 4th Sunday after-
noons.
J. M. Reilly, 204 E 12th St. Master
Nat. Sawyer, 205 W 61st, 2d Flat Secretary
A. W. Eggleston, White Plains, N. Y. Collector
M. J. Lynch, 206 E 45th St. Receiver
M. J. Lynch, 206 E 45th St. Magazine Agent

364. SINGERLY; Philadelphia, Pa.

W. G. Staats, 6311 Woodlawn Ave. Master
A. J. Lawton, 6942, North St. W Phila. Secretary
G. W. Gregg, Jr., B. & O. Round House Collector
J. L. Way, 305 Tome St., Baltimore, Md., Receiver
F. G. Dennis, 60 W St. and Chester
Ave. Magazine Agent

365. VIOLET; Bellows Falls, Vt.

Meets in G. A. R. Hall 1st and 3d Saturday even-
ings.
Andrew E. Angier Master
A. E. Wells, Box 508 Secretary
F. L. Darling, Windsor, Vt. Collector
A. G. Firman, Windsor Vt. Receiver
F. E. Keech, 6 High St., Brattle-
boro, Vt. Magazine Agent

366. HAGERSTOWN; Hagerstown, Md.

Meets in Red Mens' Hall, cor. W and P Sts., 2d
and 4th Sundays.
S. F. Johnson, 342 W Washington St. Master
J. M. Buchanan, 38 Walnut St. Secretary
Christopher E. Rohrer, 307 High St. Collector
D. A. Wallace, 20 Salem Ave. Receiver
J. M. Buchanan, 38 Walnut St. Magazine Agent

367. MORGAN CRANE; Somerset, Ky.

Meets in Engineers' Hall, 1st and 3d Saturday
evenings.
George L. Pfeffer Master
John Dikeman Secretary
Martin B. Conniff Collector
James Ford Receiver
M. J. McCabe Magazine Agent

368. DEEP WATER; Springfield, Mo.

Meets in K. of P. Hall 1st and 3d Tuesday at 7:30
P. M.
B. S. Chinn, 802 W Elm St. Master
E. Austin, 908 N Main St. Secretary
Charles Hall, 857 N Cammel St. Collector
C. W. Henry, Rooms 9 and 10, Denton
Block, College St. Receiver
C. W. Hall, 983 Union St. Magazine Agent

369. WALNUT VALLEY; Eldorado, Kan.

Meets in K. of P. Hall, 2d and 3d Tuesdays at
7:30 P. M.
R. H. Kiselman Master
E. S. Mead, Box 422 Secretary
M. Fitzgerald, Box 185 Collector
Frederick Staley, Box 186 Receiver
C. J. Lester, Ft. Scott Magazine Agent

370. NEOSHO VALLEY; Counsel Grove, Kan.

Meets in A. O. U. W. Hall, 1st and 3d Wednesday
evenings.
Charles Torrence Master
Clarence G. Stone Secretary
Charles M. Leeman Collector
Charles Torrence Receiver
J. S. Lowe Magazine Agent

371. COVENANT; Nevada, Mo.

Meets 1st and 3d Fridays at 7:30 P. M.
G. B. Meek, Box, Box 256 Master
J. T. Gray, Box, 256 Secretary
Robert McClain, Box 256 Collector
John Dandy, Box 256 Receiver
James T. Gray, Box 256 Magazine Agent

372. SIGNAL MOUNT; Big Springs, Texas.

Meets in Engineers' Hall, 1st Wednesday after-
noon and 3d Wednesday evening.
R. J. Bible Master
G. H. Smith Secretary
S. E. Ord Collector
Edward Lyons Receiver
Dennis Ryan, Box 33 Magazine Agent

373. J. T. HARAHAN; Birmingham, Ala.

Meets in Reen Hall, Allen Building, Morris Ave.,
every Sunday at 9 A. M.
W. F. Young, 1731 Ave. A Master
W. F. Young, 1731 Ave. A Secretary
P. A. Webb, Box 30 Collector
W. F. Young, 1731 Ave. A Receiver
Walter Bailey, 2409 Ave. C Magazine Agent

374. McALLISTER; Herrington, Kan.

Meets in K. P. Hall, 1st and 3d Thursdays at 7:30
P. M., and 2d and 4th Thursdays at 2 P. M.
L. Gay Master
H. S. Smith Secretary
W. W. Campbell Collector
H. Magee Receiver
Jesse L. Brown, Box 24 Magazine Agent

375. FRIENDSHIP; Dayton, Ohio.

Meets in K. P. Hall, 1st and 3d Sundays at 2 P. M.
N. W. Rose, 109 LaBelle St. Master
John R. Glynn, 26 Costello St. Secretary
Frank G. Stillwell, 28 N Van Lear St. Collector
John F. Hoban, 635 E 2d St. Receiver
John Ryan, 120 Crane St. Magazine Agent

376. J. H. KIRK; Horton, Kan.

Meets 1st and 3d Saturdays at 7:30 P. M.
A. W. Brown Master
R. J. Sandidge Secretary
E. S. Strahan Collector
Thomas Sheahan, L Box 39 Receiver
James E. George, L Box 39 Magazine Agent

377. NICKEL PLATE; Conneaut, Ohio.

Meets in A. O. U. W. Hall, over City Bank, 1st and 3d Wednesdays.
 H. A. Belding, Box 220 Master
 C. S. Ellinwood Secretary
 S. Mehaffey Collector
 C. A. Wilcox, Box 301 Receiver
 C. S. Ellinwood Magazine Agent

378. HOLBROOK; Chartiers, Pa.

Meets every Sunday in Christian Hall, McKees Rocks, Pa.
 George James, 406 Henry St. McKeesport, Pa. Master
 D. W. Scott, McKees Rocks, Pa. Secretary
 John Anor, Point Bridge Toll House, S. S. Pittsburg, Pa. Collector
 Frank J. Thomer, 3709 5th Ave., Pittsburg, Pa. Receiver
 Elmer E. Lewis, 175 3d Ave., Pittsburg, Pa. Magazine Agent

379. WEAVER; Sayre, Pa.

Meets in K. of H. Hall, Cornell's Block, 1st and 3d Sunday at 11 A. M.
 John Durkin, Box 437 Master
 John Durkin, Box 437 Secretary
 Charles L. Burroughs, Box 896 Collector
 William E. Preston, Box 498 Receiver
 Archie C. Burr, Box 218 Magazine Agent

380. McKEELVEY; Baltimore, Md.

Meets in Mechanics Hall, cor. S Charles St. and Fort Ave., 1st and 3d Sundays.
 Charles Priesteryahn, 1180 Bowen St. Master
 C. E. Walsh, 1631 S Charles St. Secretary
 C. W. Gardner, 1631 S Charles St. Collector
 C. E. Walsh, 1631 S Charles St. Receiver
 M. B. Donaldson, 1518 Light St. Magazine Agent

381. J. W. WALKER; Conemaugh, Pa.

Meets in B. of L. F. Hall 2d and 4th Sundays at 1:30 P. M.
 J. W. Walker Master
 J. L. Williams Secretary
 Harry M. McFeaters Collector
 J. C. Hess Receiver
 E. E. Pringle Magazine Agent

382. BETHESDA; Waukesha, Wis.

Meets in Engineers' Hall, 1st and 3d Sundays at 2 P. M.
 R. A. Hauke Master
 Joseph F. Frenor, Box 960 Secretary
 John M. Dowd Collector
 Otto W. Hauke Receiver
 Otto W. Hauke, Box 897 Magazine Agent

383. PETROLEUM OIL City, Pa.

Meets in C. M. B. Hall, 1st Sunday at 3 P. M., and 3d Monday.
 Thomas Martin Master
 John H. Quirk, Box 330 Secretary
 Allison W. Judd Collector
 John Davis, Box 763 Receiver
 John Davis, Box 763 Magazine Agent

384. E. H. WILBUR; Leighton, Pa.

Meets in Reaber's Hall, 1st and Bank Sts., 2d and 4th Sundays.
 Alfred Dreisbach, Weissport, Pa. Master
 Alvin A. Miller, Weissport, Pa. Secretary
 John W. Beaver, Weissport, Pa. Collector
 Alvin Rex, Weissport, Pa. Receiver
 John J. Walters Magazine Agent

385. MOUNTAIN DIVISION; Keyser, W. Va.

Meets in I. O. O. F. Hall, 2d and 4th Mondays at 10 A. M.
 M. S. Tucker Master
 John D. Heron Secretary
 John W. Jankey Collector
 Henry Montgomery Receiver
 Frank B. Simmons Magazine Agent

387. RED ROCK; Schrieber, Ontario.

Meets in B. of L. F. Hall, 1st and 3d Sundays.
 John Gardner, C. P. R. Master
 W. H. Wadland, Box 104 Secretary
 Philip A. McAllen, Box 111 Collector
 Alfred Bilbe, Box 53 Receiver
 M. E. Hartry, Box 21 Magazine Agent

388. PHIL. H. SHERIDAN; Milwaukee, Wis.

Meets in Firemen's Hall, 170 Reid St, 1st and 3d Sundays.
 Thomas Tanner, 434 Barclay St. Master
 John D. Singles, 207 Wisconsin St. Secretary
 Elmer Knapp, 286 Jefferson St. Collector
 James McCann, 401 Clinton St. Receiver
 Wm. Schaller, 316 Mineral St. Magazine Agent

389. LIVINGSTONE; Chillicothe, Mo.

Meets in I. O. O. F. Hall, 2d and 4th Sundays at 2 P. M.
 Edward E. Stockton Master
 E. A. Dix Secretary
 George Zugschwerdt Collector
 T. H. Hennessey Receiver
 Mike Cunningham Magazine Agent

390. SILVER STATE; Carlin, Nevada.

Meets in Engineers' Hall Tuesday evenings.
 C. H. Oliver Master
 Price E. Davis Secretary
 William M. Wickel Collector
 George English Receiver
 S. S. Stoll Magazine Agent

391. NAUVOO; Ft. Madison, Iowa.

Meets in K. of P. Hall, N W cor. 2d and Pine Sts., 2d and 4th Sundays at 2 P. M.
 John C. Schafer Master
 William Hamilton Secretary
 Harry R. Kline Collector
 O. L. McClellan Receiver
 W. B. Beck Magazine Agent

392. WEST PENN; Blairsville, Pa.

Joseph T. Daugherty, Apollo, Pa. Master
 Charles C. Henderson, 284 Lacock St, Allegheny City, Pa. Secretary
 Luther H. Martin Collector
 William R. Ranson, Cokeville, Pa. Receiver
 J. D. Davis Magazine Agent

393. DIAMOND VALLEY; Harrisburg, Pa.

Meets in Sible Hall, 3d and Cumberland Sts., 2d and 4th Tuesday at 7 P. M.
 William K. Drake, 1531 N 6th St. Master
 S. M. Myers, 506 Kelker St. Secretary
 Frank Snyder, 1228 N 7th St. Collector
 Amos Breuneman, 1843 N 7th St. Receiver
 William C. Taylor, 1506 N 5th St. Magazine Agent

394. PLEASANT VALLEY; Beatrice, Nebraska.

Meets in I. O. O. Hall, Cor. 5th and Court Sts., 2d and 4th Sundays at 2:30 P. M.
 B. A. Downer Master
 Charles E. Harris Secretary
 Charles E. Harris Collector
 Alvin W. Roe Receiver
 J. C. Barnes Magazine Agent

395. MILLARD FOSTER; Bellville, Kansas.

Meets in A. O. U. W. Hall 1st and 3d Tuesdays at 7:30 P. M.
 K. L. Dresser Master
 Charlie M. Mills Secretary
 Samuel Jackson Collector
 Charlie M. Mills Receiver
 James W. Crawford Magazine Agent

396. TIP TOP; Goodland, Kansas.

Meets in K. of P. Hall 2d and 4th Mondays at 7:30 P. M.
 Joseph H. Shaw Master
 Harry H. Dickson Secretary
 John J. Michie Collector
 C. C. Sutherland Receiver
 Charles C. Hamlin Magazine Agent

397. LONG DIVISION; Holington, Kansas.

Meets in the School House 1st and 3d Wednesdays at 8:30 P. M.
 Ed. H. Heath Master
 Ed. E. Brown Secretary
 Marshall N. Scroggin Collector
 Alonzo C. Shaffer Receiver
 Frank J. Parnell Magazine Agent

MISCELLANEOUS DIRECTORY.**Brotherhood of Locomotive Engineers.**

P. M. Arthur Grand Chief Engineer
 T. S. Ingraham First Grand Engineer
 Deloss Everett Second Grand Engineer
 H. C. Hays First Grand Assistant Engineer
 Will meet in twenty-sixth annual convention at
 Denver, Colorado, Wednesday, October 16, 1889.
 GENERAL OFFICES:—Room 5, Blackstone Block,
 Seneca St., Cleveland, Ohio.

Order of Railway Conductors.

C. S. Wheaton Grand Chief Conductor
 A. B. Gulletson Assistant Grand Chief Conductor
 Wm. P. Daniels Grand Secretary and Treasurer
 Will meet in twenty-first annual convention at
 Denver, Colorado, Tuesday, May 14, 1890.
 GENERAL OFFICES:—Cedar Rapids, Iowa.

Yard Masters' Mutual Benefit Association.

J. C. Campell President
 Derry, Pennsylvania.
 H. S. Teall First Vice-President
 Milwaukee, Wisconsin.
 E. S. Fairbanks Second Vice-President
 Atlanta, Georgia.
 Joseph Sanger Grand Secretary and Treasurer
 Indianapolis, Indiana.
 S. L. Newmeyer Corresponding Secretary
 Derry, Pennsylvania.
 Will meet in fifteenth annual convention at San
 Antonio, Texas, Wednesday, June 12, 1889.
 GENERAL OFFICES:—Indianapolis, Ind.

Brotherhood of Railroad Brakemen.

S. E. Wilkinson Grand Master
 Galesburg, Illinois.
 W. G. Edens First Vice-Grand Master
 Galesburg, Illinois.
 L. C. Foster, Jr. Second Vice-Grand Master
 Galesburg, Illinois.
 T. L. Slattery Third Vice-Grand Master
 South Butte, Montana.
 Ed. F. O'Shea Grand Secretary and Treasurer
 Galesburg, Illinois.
 Will meet in sixth annual convention at St. Paul,
 Minnesota, Monday, October 21, 1889.
 GENERAL OFFICES:—Galesburg, Illinois.

Order of Railway Telegraphers.

A. D. Turston Grand Chief Telegrapher
 Vinton, Iowa.
 A. Johnson Assistant Grand Chief Telegrapher
 208 Vincennes, St. New Albany, Indiana.
 S. O. Fox Grand Secretary and Treasurer
 Vinton, Iowa.
 Will meet in fourth annual convention at Cleve-
 land, Ohio, June 9, 1889.
 GENERAL OFFICES:—Vinton, Iowa.

Switchmen's Mutual Aid Association.

Frank Sweeney Grand Master
 John Downey Vice-Grand Master
 Geo. S. Bailey Grand Organizer and Instructor
 Will meet in fourth annual convention at Colum-
 bus, Ohio, Monday, September 16, 1889.
 GENERAL OFFICES:—Room 16, No. 164 Washington
 St., Chicago, Illinois.

LADIES' SOCIETIES E. OF L. F.**1. GOOD ENDEAVOR; Stratford, Pa.**

Meets 1st and 3d Wednesdays.
 Mrs. E. A. Ball President
 Mrs. J. Turton Vice-President
 Mrs. J. I. Moore Secretary
 Mrs. G. Nursey Treasurer

3. LADIES' AID; Phillipsburg, N. J.

Meets in Grimmer's Hall, 1st Sunday in each
 month at 2:30 P. M.
 Mrs. C. Wilson President
 Mrs. R. Hill Vice-President
 Mrs. M. Teel Secretary
 Mrs. T. Roseberry Treasurer

4. PROGRESSIVE; Grand Rapids, Mich.

Meets 1st and 3d Thursdays in I. O. O. F. Hall at
 1:45 P. M.
 Mrs. F. G. Kough, 40 9th Ave President
 Mrs. G. W. Nichols, 16th Ave Vice-President
 Mrs. H. W. Norris, 50 River Ave Secretary
 Mrs. J. W. Kitchman, California St Treasurer

5. HARMONY; St. Louis, Mo.

Meets every two weeks.
 Miss Ella Van Horn President
 Miss Laura Van Horn Vice-President
 Mrs. C. E. Amos, 2346 Mullanphy St Secretary
 Miss Sophia Lullman Treasurer

6. HALLSTEAD; Hallstead, Pa.

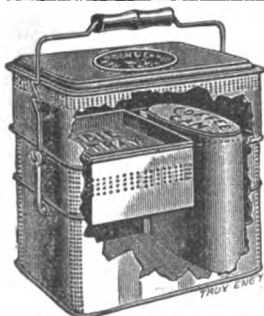
Mrs. William Oswald President
 Mrs. A. M. Sikes Vice-President
 Mrs. J. H. Moran Secretary
 Mrs. Frank J. May Treasurer

8. FRIENDLY; Garrett, Ind.

Meet in Firemen's Hall, alternate Fridays at 2
 P. M.
 Mrs. M. E. Stoner President
 Mrs. Mary Cunningham Vice-President
 Miss Cora Smith, Box 169 Secretary
 Mrs. Lizzie Abrams Treasurer

9. WELCOME; Philadelphia, Pa.

Meets 1st and 3d Mondays of each month.
 Mrs. James French President
 Mrs. Paul Walker Vice-President
 Mrs. Howard Reeder Secretary
 Mrs. Charles Henk Treasurer



Railroad Square Patent VENTILATED DINNER PAIL

This cut shows our Ventilated Pail with its telescopic top, lock handle and large coffee flask. As this Pail will keep cooked food fresh a long time—is of large capacity and well made of good tin, every railroad man will find it the best Pail made for his use.



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LOCOMOTIVE FIREMEN'S MAGAZINE



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EUGENE V. DEBS, . . . *Editor and Manager.*

MARCH, 1889.

ALLEGIANCE TO PRINCIPLE.

To men of well developed, healthy, vigorous minds, in which noble ambitions take root and thrive, where generous feelings and kindly sympathies hold sway, there is always to be found the tenderest regard for home, for youthful scenes, and memory treasures nothing so fruitful of felicity as "The orchard, the meadow and deep tangled wildwood,
And every loved object their infancy knew."

It does not matter that they have traveled, in their own and in foreign lands. It does not matter that fortune has smiled and that they have become rich, and exchanged the cottage for the palatial residence; it does not matter that they have formed new associations and have changed surroundings, they still cherish "with fond recollection" "the old oaken bucket that hung in the well," and "the old family Bible that laid on the stand;" they still recall with delight

the old school house on the hill or in the valley, and often early associates pass in review, and especially is it true that their comrades, those with whom they were associated in their early struggles to advance, whose companionship and friendship they enjoyed and upon which they leaned, are never forgotten. There is no nobler trait in man's character than this keeping fresh and green throughout all the vicissitudes of life, fond memories of home, of kindred and comrades. To forget them, to turn from them, to neglect or disown them, is universally regarded as apostasy in its darkest and most repulsive form. It takes the form of ingratitude, and Shakespere says:

"I hate ingratitude more in a man
Than lying, vainness, babbling, drunkenness,
Or any taint of vice, whose strong corruption
Inhabits our frail blood."

This fealty to early friendships and associations, this unflagging and unchanging attachment to comrades, is universally regarded among all honorable men as convincing testimony of a noble, generous, courageous nature, and the absence of it becomes equally convincing, that the victim, whatever may be his surroundings, is to be numbered among the world's unfortunates.

It should be understood that our remarks are not intended to apply to a class of men whose childhood and young manhood was bereft of examples and associations such as inspire noble ambitions, in whose memories there are few if any pictures, the contemplation of which are fruitful of felicities, and

who in mature manhood remember only scenes and associations calculated to deflect them from pathways of rectitude and usefulness. Of such men it is not to be expected that they will supply the world with examples of unwavering devotion to things of good report, and yet it may be said that instances are numerous in which noble examples of courage and fidelity to obligation have won from the ranks of men whose early life was clouded by the misfortune of neglect and examples of vice, and given them world-wide fame as the champions of principles which are admitted to be the bulwarks of society.

As a general proposition, and in the highest degree commendatory, men are inclined to regard their own country, their own homes, the school, the college where they were educated, the church where they worship, and so on to the end of the chapter, as the best, and on all proper occasions they do not hesitate to give their reasons for their preferences. No man ever lost character or prestige by championing such convictions, on the contrary, in the estimation of men of correct sensibility, the man who asserts his allegiance to home, country, church, school and friends, to all institutions that have helped him to advance or held him from retrograding, is esteemed virtuous and courageous. He at once takes a position as one who, however fiercely the storm may beat, however sanguinary may be the battle, can be trusted. He will not flinch. He will not tamely surrender. He will not abandon his cause nor his comrades. He can neither be bribed nor intimidated. He will never sacrifice his independence nor his self-respect. He admires friendship but detests the schemes of the flatterer. He knows his duty and dare perform it. He will not apostatize. He is neither traitor, deserter nor bounty-jumper, and he has unmitigated scorn for the man or set of men who by any mean artifice seek to humiliate him in his own estimation or in the estimation of others by "going back on his friends and associates."

To illustrate, there was established in the year 1873 a Brotherhood of Locomotive Firemen. What of it? What of its foundation, its growth, its prosperity and present

position? Why was it organized? To answer such questions would require more space than we have at our command, nor is it required that we should enter into details. Go back fifteen years, start with Lodge No. 1, and then march with the Brotherhood in its continental journeyings until you are the guest of Lodge No. 400, and you can answer our interrogatives. It will be seen why the Brotherhood was organized, and the measure of its growth and prosperity will be comprehended. Has it made mistakes? Certainly, and as certainly there are dark spots on the shining disk of the Sun. Has it had defeats? Often. Vanquished? Never. Victorious? In the history of Brotherhoods nothing more resplendent can be found. Its career is one splendid victory. Has it met every obligation? The records show that it has not only met every obligation, but that in the spirit of fraternal forgiveness it has exceeded its obligations. It has taken delinquents by the hand and lifted them into fellowship, and poured its treasures by thousands to make joyous disconsolate widows and orphans. We could write in eulogistic phrase for hours, and tell the truth, of the Brotherhood of Locomotive Firemen. But our purpose is to ask the membership of our powerful and prosperous Brotherhood if there is any other Brotherhood in existence that has a more resplendent record, of duty done, good work performed, of obligations met? If so, what Brotherhood can make the boast?

To be more direct, is there a Brotherhood of railroad employes that has a better record than the Brotherhood of Locomotive Firemen? If so, name it. We are not aware of its existence. We have no adverse criticisms to offer on any Brotherhood of railroad employes. This *Magazine* has demonstrated in the past that it is the friend of them all. It seeks to bind them in the closer bonds of federation, for the good of all. We simply assert that the Brotherhood of Locomotive Firemen is the peer of the best and abreast of the most advanced. Is it a question of brains? Is it a question of courage? Is it a question of fidelity to obligation? Let the questions multiply until they include all things for which manly

men should strive, and the Brotherhood of Locomotive Firemen, it will be found, is not required to take a back seat—and yet it is found that the Brotherhood of Locomotive Engineers assumes to be the superior Brotherhood, and that there may be no mistake upon the subject, places two laws upon its statute books, at once an insult and a menace to the Brotherhood of Locomotive Firemen, and then with an effrontery that defies exaggeration, solicits members of the Brotherhood of Locomotive Firemen, men who for years have had locomotive firemen for their associates, for their comrades, with whom they have associated in the Lodge room, and around the counsel boards of the Order—to apostatize, to strip themselves naked of independence, of self-respect, disown their brothers and trample upon oath and obligation that they may be eligible to membership in the Brotherhood of Locomotive Engineers. Why? Wherefore? What is to be gained by this apostacy? No man answers the questions. The Brotherhood of Locomotive Engineers is as silent as a tombstone. Its Grand Chief has never ventured a reason or an explanation. The organ of the order wisely remains silent. Are the engineers better men than the firemen? Have they more brains, more courage, more character, more of anything that entitles them to respect? To answer such questions, let it be said that the entire membership were but yesterday locomotive firemen—the knights of the pick and scoop. The Brotherhood of Locomotive Firemen made them engineers. They are bone of its bone and flesh of its flesh—and yet, this Brotherhood of Locomotive Engineers, grasping its boot straps, and with haughty, disdainful, consequential airs, seeks to lift itself into such prominence that no engineer in its charmed circle, who is a member of the Brotherhood of Locomotive Firemen, can represent his Division in the Grand Councils of the Order, and as if that was not the climax of insult and unmitigated insolence, it further enacts that no engineer, a member of the Brotherhood of Locomotive Firemen, shall ever become a member of the Brotherhood of Locomotive Engineers, until he has renounced his parent Brotherhood, cleansed himself of the odium of being a Brotherhood fireman.

Having done this, having thus committed moral suicide, having apostatized, and gone forth like Cain with a mark upon his brow, the Brotherhood of Locomotive Engineers if they choose may take him in. And suppose he is taken into that Brotherhood, what does he gain? In what way is he benefitted? No one knows and no one attempts to explain. Nor is there any superior advantage to be secured, or if it can be shown an advantage does accrue, how will it appear contrasted with the sacrifices made to secure it?

It is not surprising that the Brotherhood of Locomotive Engineers seek to make the Brotherhood of Locomotive Firemen its recruiting camp, its breeding pen, but it would be surprising if Locomotive Firemen, members of the Brotherhood, did not at once, and in manly emphasis, rebuke the spirit which prompted the enactment of laws by the Brotherhood of Locomotive Engineers, than which no greater indignity could be offered them. And just here it should be said that there are thousands of Engineers who view the subject as does the *Locomotive Firemen's Magazine*. That ultimately the odious laws to which we have referred will be repealed we do not doubt, but while they stain the statute books of the B. of L. E. no engineer, a member of the B. of L. F. should seek to enter the Engineers' Brotherhood. He should not permit himself to be cajoled nor intimidated, and any attempt of that character should be met with a firmness and sternness that would be so convincing that the party trying it on would realize that the Brotherhood of Locomotive Firemen, and each member of the Order, proposes in the future not to yield to arrogance nor to retreat one inch from the high ground it has taken, that when reciprocity is disdainfully declined, dignified non-intercourse will be maintained.

THE Congo country in Africa is to have a railroad within the next two or three years, extending from the coast 235 miles, the terminal point being beyond the cataracts of the Congo river. The railroad makes dark places luminous, and the *terra incognita* business is about played out in Africa.

LABOR AS A "COMMODITY."

For some months past the subject of "tariff reform" or tax reform has been going forward in and out of Congress, and the agitation is likely to continue indefinitely. In this discussion we hear much about the importance of admitting "free of duty" or tax, certain commodities, raw materials, because such a policy would lessen the cost of manufactured goods and enable the United States to compete with other nations in the markets of the world. Such a policy, it is boldly stated, would be of incalculable benefit to the workmen of the country because, by opening new markets for the products of American factories, the demand for labor would be increased and wages would advance, and as new markets would be found for our surplus products, overproduction would disappear and workmen would have continual employment.

Those who are watching the debates in Congress, and the discussions going forward in the press of the country, have noticed that labor comes in for special notice, and that great prominence is given the interests of wage-workers. This, to say the least of it, is a cheering indication. It is the recognition of fundamental facts, which advanced thinkers believe will result, ultimately, to the great advantage of workmen and necessarily to the welfare of the country.

But our purpose at this writing, is not to discuss "tariff reform" nor the importance of extending the free list of imported articles. Such topics may engage our attention at another time. For the present we desire to call the attention of our readers to the fact that in the Congress of the United States, "labor" is designated as a "commodity," and this is done by a statesman who professes to be the champion of the interests of laboring men. A member of Congress in a speech said: [Italics are ours.—EDITOR.]

What is labor? Why is it that capitalists construct mills, purchase materials, and employ laborers to work the same up? It is because by combining the materials and the labor he produces something for which there is a market and which he can sell at a profit. When he sells the product he sells the *materials and the labor that he has purchased* and sells both at a profit. By combining the materials and labor he has a product for which there is a demand. If there is no demand for his product, if the market has

been supplied, he at once closes his factory, stops the purchase of materials, and discharges his employes. *Labor is as much a commodity, selling in the market, as the materials to be worked up.* If there is a great demand for the product, there is a great demand for the materials and for the labor necessary to manufacture it. If the price of materials goes up, wages go up. *If labor is but a commodity selling in the market, its price is regulated solely by supply and demand!* If the demand is great, wages will go up; if it is small, wages will go down. It requires no argument to convince laboring men that in a community where a large number are out of work and seeking employment that wages will be low and work hard to obtain. Competition will force them down to the lowest standard of living in spite of organization. But when there is work for all, when two employers are after one laborer instead of two laborers being after one employer, wages will be high.

The distinguished gentleman asked "What is labor?" and he answered his interrogatory by saying, "Labor is as much a commodity, selling in the market, as the materials to be worked up." We confess our inability to fitly characterize such a declaration. It is a sentence in which words are not the signs of correct ideas—or ideas of any sort. It is jargon. Nations have commodities. The United States boasts of an extended list—iron, coal, cotton, lumber, tar and turpentine—commodities of forest, field and mine. We import commodities, raw materials, wool, jute, hair and hides. And now we have the announcement made in Congress, that "labor is a commodity," as much a commodity as the "materials" workmen are required to "work up." If so, manifestly, labor must take its chances with other materials, pig iron and wool, raw hides and so on to the end of the list. The labor market is like any other market. Has it come to this? The subject is worthy of the severest analysis. The distinguished Congressman asks, "what is labor?" and says "it is as much a commodity as the materials to be worked up." Is that true? A manufacturer purchases five hundred bales of cotton. It is a commodity. He concludes to store it for a time till the price of goods advance. He insures his "commodity" and closes his factory. His cotton "commodity rests." It is sheltered and watched. It neither gets sick nor hungry, it simply waits a favorable change in the market, and then the owner reaps his profits.

Just outside of the factory is "labor," which the distinguished Congressman, the professed friend of the wage-worker says "is as much a commodity" as the cotton,

the "material" and the labor occupy, in the opinion of the Congressman, precisely the same position, and in legislation, are to be treated as identical; and this vaunting statesman, this champion of labor says: "I am willing to answer to that great body of intelligent wage-workers that I have the honor to represent, as to whether I have been true to their interests." Is it to the interests of wage-workers to be degraded to the level of raw materials? "What is labor?" asks this "representative" of a great "body of intelligent wage-workers," and he tells them they are as much "commodities" as the "materials they work up." We ask what is labor? and we tell this half-fledged, illy-informed congressman, this pseudo statesman, that labor is not a commodity. We tell him that it is not bought and sold in the markets of the United States like the raw materials of commerce. It was so once. In a large section of the United States there was a time when labor was bought and sold. There were labor-blocks and labor-pens. There were millions invested in labor. But to own labor, to make it a "material," a chattel, to offer it in the market to be bought and sold as a "commodity, is in the United States of America a thing of the past, and it is not in the power of Congress to degrade labor to a commodity. It has been the monstrous curse of the world, of all ages, to degrade labor to the level of a commodity, a material, a chattel, to be bought and sold, and the price of it regulated in the market as any "materials to be worked up." It has been thought, it has been affirmed, that in the United States of America, the time had come, when labor had been redeemed—emancipated, from the dishonor, the disgrace and humiliation of a "commodity," to be bought at private sale, or at auction, as commodities are disposed of, but according to the declarations of a latter day statesman, a man who puts himself forward as a student of political economy, who under all circumstances is to secure the workingman's vote, labor occupies the same level as "any commodity selling in the market, as much a material as anything to be "worked up." If this is true, if it has in it one element of truth, then labor has not moved a step in advance since the slaves

of the Pharoahs built the pyramids. Labor is still a chattel, a "commodity," a raw material to be "worked up." It is an article of commerce. It belongs to the nations that produce it. It may be shipped and consigned, imported and exported, and that this is the idea of certain corporations is easily demonstrated. But it is not the American idea. It is not the conception of men who are capable of comprehending the logic of events, of facts, of reason or of righteousness. To class men, who announce as a fact, that labor is a "commodity," as much so as guano, as hair and hides, is to do violence to common sense. It makes the term "commodity," everlastingly odious. What is a commodity? It is something tangible, palpable and substantial. It can be handled—analyzed—resolved into component parts. It can be put into barrels or bales, or it can be shipped in bulk. Is labor the same; is it "as much a commodity as the materials to be worked up." Can the distinguished congressman, who degrades labor to a "commodity" analyze it? Can he analyze fire or light? If the distinguished Congressman whose remarks we discuss should call upon the head chemist and request him to analyze any commodity known to commerce, he would be listened to respectfully, and the task would be performed, but if he were to ask the chemist to analyze labor, he would be regarded as a person who ought to be in an insane asylum rather than in congress. If the chemist were disposed to test the hallucination which had taken possession of the congressman, he might tell him to bring on his "labor commodity," and the congressman would doubtless introduce one of the "great body of intelligent wage-workers" he has the "honor to represent." There stands the congressman and beside him the "commodity," "as much a commodity selling in the market" as pig-iron or any other "material to be worked up." The chemist possibly tells the congressman that he "is a crank." If the congressman insists upon having his labor commodity analyzed, it is not difficult to guess what would be the result. In the first place it is rational to conjecture that the "commodity" itself, or himself, or herself would object. It might

result in a warm discussion. The "intelligent wage-worker" might say "to analyze labor you analyze me. Here I am, body, life, soul, spirit, skill, thought, ambition, aspiration and imagination. Here I am, created a little lower than God Himself, the original worker, laborer and creator," and addressing the congressman, says, "do you rank me with a commodity?" "That is just what he does" says the chemist. "I am to extract the labor from you, cut you up into chunks, pound them and grind them, subject them to intense heat to find 'labor,' the 'commodity,' that is like any other commodity that sells in the market, that must go up or down, according to 'supply and demand.' If the supply is small, then labor, wage-workers, will be fat, well fed, well clothed, happy and contented, the 'commodity' will be in demand, otherwise the 'commodity' will be idle, it will be clothed in rags, it will be hungry and starve and die, or it will commit crime and go to prison, or have its neck broken with a halter. I confess, I cannot get the labor out of the laborer—out of the 'intelligent wage-worker,' and the congressman must dispose of his 'commodity' elsewhere. My apparatus is not constructed to analyze labor, it is a commodity unknown to modern chemistry or ancient alchemy."

According to this modern statesman, this American servant of the people, this would-be savant, this *avant courier* of the wage-workers' millenium, labor is a commodity like any raw material known to commerce or to manufacturers, and its doom is irrevocably fixed. Labor means the laborer, and we are told that labor must take its chances with other commodities, and that in spite of organization wages will be high or low as supply and demand may determine. If this is true, God pity the laborer in the United States of America. There is no help for him, reduced to a "commodity," degraded to a chattel. Wage-workers, with bowed heads may contemplate the inevitable. Their condition is worse, far worse than that of the beasts of the field.

Does the Congressman whose words we have quoted, represent the American idea? Do wage-workers say amen? The American idea is, that in organization and federation

legislation can be had that will promote the interests of wage-workers. It is not the American idea that labor is a commodity. It is rapidly becoming the American idea that to give all employment the hours for labor shall be reduced. The wage-workers of the United States are the strength and glory of the nation, and when any one in Congress of the United States degrades labor to a "commodity," classes it with raw materials, a blunder of the most vicious character is committed, and it behooves workmen in casting their ballots, to guard against elevating men to positions of power and influence who regard labor as much of a commodity as any raw material, and who proclaim, that the organization of workingmen for their protection is in vain.

.....

WE have on our table a romance, entitled "Broken Lives," from the pen of our fellow-townsmen Hon. Cyrus F. McNutt. Judge McNutt is one of the most distinguished lawyers of Indiana, a man of profound research in jurisprudence. He is a close reasoner, a master of logic and of rhetoric, and is as justly renowned for his fervid eloquence. The judge has a brilliant fancy and an imagination, which, when given full play, makes his public utterances, when the occasion demands it, a feast of reason and a flow of soul. It is not surprising, therefore, that the author of "Broken Lives" occasionally turns away from law books, that he may revel in congenial fancies, and beguile his leisure hours with contributions for the pleasure of those who are never more delighted than when treading labyrinthian pathways of romance. In "Broken Lives" Judge McNutt, with an opulence of light and shadow, contributes to the delectation of that class of readers. We have not the space at our command to review the book, but this we can say, the interest increases as the reader proceeds, and satisfaction is found only when the last page is finished.

We most heartily congratulate the author upon his success, and we do our readers a favor by urging them to obtain a copy, and for this, we know they will feel under many obligations to the *Magazine*.

THE QUESTION OF POLICY.

It is not possible to conceive of any organization of men without a policy, a settled method of administering its affairs. All organizations of men have a purpose in view, there are certain objects to be accomplished, certain ends and aims which are determined upon from the first, and which are always made prominent, and a failure to maintain them results in the collapse of the organization, be it what it may.

There are numerous labor organizations in the country. Each one has a policy, a supreme purpose in view, special ends are contemplated. There is a central idea around which all others revolve. In the process of growth, evolution, with changed conditions and circumstances, modifications or additions often become necessary, but the original policy and purpose, instead of being eliminated, is strengthened. Such instances are constantly occurring, but, it will be observed, that whatever may be the changes required by conditions and circumstances, the organization still maintains its policy, because, without a sharply defined method of administering its affairs, the organization itself would disappear.

Having said this much in a general way we descend to particulars, and remark that the Brotherhood of Locomotive Firemen has had, from the first, a policy. It has had a constitution and laws, defining purposes, ends and aims. and though from time to time constitution and laws have undergone changes, it has only been done to meet exigencies resulting from growth, and to enable the Brotherhood to more fully meet the responsibilities which such changed conditions imposed.

From the first, the purpose of the Brotherhood of Locomotive Firemen has been to maintain an independent, a self-respecting and a self-sustaining organization. Its ambitions have been healthy. It has not been an organization of bravado and bluster, of demagogism, nor of arrogance, of presumption nor lofty assumption. It has put on no lordly, disdainful airs. It has not been dogmatic, nor has it assumed magisterial superiority. The Brotherhood of Locomotive Firemen, believing in the dignity of labor and the equality of men, has, while guard-

ing its own rank and station, ever been ready to recognize other labor organizations and award them, on all occasions, their rightful meed of praise.

The policy of the Brotherhood of Locomotive Firemen has been to administer its affairs in such a way as to challenge public respect, not by the vulgar arts of the sycophant, but by manliness. It has the courage to assert its rights and to maintain them in the face of overwhelming power, and when defeat has come, it has not been demoralized, nor has it exhibited a childish glee when victory has perched upon its banners. It has moved along in its chosen pathway, and, whether engaged in solving problems or in removing obstacles, it has proved itself superior to despondency and equal to emergencies.

The policy of the Brotherhood of Locomotive Firemen has been peaceful, but not to the extent of the sacrifice of principle, honor, right and justice. It would not have peace at the price of degradation. It would not be humiliated without protest. It has known its rights and it has dared to assert them. It may have made mistakes. The same is true of Moses, but they have been mistakes of method rather than demands.

This question of policy is one that has been up for debate in all labor organizations, and of necessity, in the Brotherhood of Locomotive Engineers. In the B. of L. E. the idea of government has become repugnant by virtue of special laws one which the Brotherhood of Locomotive Firemen not only has a right to discuss, but which it is in duty bound to ventilate, because its laws in more than one instance relate directly to members of the Brotherhood of Locomotive Firemen. As a general proposition, it will be admitted that the B. of L. E. has the right to enact such laws as it may choose. This being admitted, it is equally clear, that other labor organizations may entertain such opinions of the laws so enacted, as they choose. But the relations existing between the B. of L. F. and the B. of L. E. are of such a character, that certain laws enacted by the B. of L. E. are productive of sentiments in the minds of Locomotive Firemen, that are not aroused in the minds of the members of other labor organizations. As a result, when

the B. of L. E. enacts a law which is at once an assault upon the B. of L. F. and is an insult to its members, the B. of L. F. and every member of the Brotherhood, has a right and is in duty bound to resent the insult. To do less is self-imposed degradation. To do less, is to invite humiliation in the eyes of all honorable, self-respecting men.

The policy of the B. of L. E., voiced by its odious laws, is to offer to the B. of L. F. an unmitigated affront, couched in language of deliberate insolence. It is an unparalleled indignity. There is neither palliation nor excuse for the outrage. Under such circumstances, the B. of L. E. will doubtless, with a sneer, ask locomotive firemen, "What are you going to do about it?" The question suggests another question, what can self-respecting members of the B. of L. F. do about it? We answer, several things:

First, Members of the B. of L. F. can submit tamely to the insult, they can accept the indignity with bowed heads, downcast eyes and dumb tongues. They cannot change the policy of the B. of L. E. but they can accept it with all its abundance of contumely and contempt for their Brotherhood.

Second, Members of the B. of L. F. can take an inventory of all their resources of dignity, self-respect, independence, consciousness of equality, and let the B. of L. E. severely alone, and thus match a policy of insult and arrogance, with a policy of manly independence and courage that disdains humiliation.

Third, Members of the B. of L. F. can peruse the history of their own organization from its first to the organization of the last Lodge in its continental jurisdiction, and find on every page instances of fidelity to the interests of the B. of L. E., culminating in the C., B. & Q. strike, which ought, in the very nature of things, to have been productive, on the part of the B. of L. E. of a policy of respect and confidence toward the B. of L. F., instead of a policy of contempt and ostracism, such as disgraces its statute books.

We have outlined the policy which distinguishes the B. of L. F. and that which characterizes the B. of L. E. It is not the province of this *Magazine* to demand of the B. of L. E. that it shall change its policy towards the B. of L. F. and repeal the laws

which it has enacted and which are a standing insult to the B. of L. F., but it is the province of this *Magazine* to do all in its power to impress upon Brotherhood firemen, and all members of the B. of L. F. the importance of permitting the B. of L. E. to go it alone. To permit it to pursue its policy of ostracism to its heart's content, while they in the spirit of lofty independence rally around the flag of the B. of L. F. which now, as in the beginning, symbolizes independence, and upon which there is no stain of arrogance, and which does not demand of those who march under its ample folds either apostasy, or treason.

OVERWORK AND RAILROAD ACCIDENTS.

Some time ago we commented upon the findings of a commission which investigated the causes of an English railroad wreck, it having reported that, previous to the wreck, the engineers of the trains which collided had been on duty nearly eighteen hours, and that, in its opinion, these unreasonable hours of service were the chief cause of the collision. But by the evidence taken before the Railway Commissioners, regarding a recent wreck at Creston Is., on the Burlington road, it is shown that the conductor of the wrecked freight train had no sleep for *five* hours, and that he objected to going out without rest. No management of a railroad company needs to be informed that there is no security against fatal mistakes being made by men who are treated in this way, and it is a case of sheer recklessness, and if the purely selfish considerations involved are not sufficient to prevent such gross imposition upon railway employes, then the public should, for its own protection, secure the enactment of laws inflicting severe penalties for cases of such utter disregard for their safety. In the case of the English accident we had the pleasure of announcing, shortly afterwards, that it had led to an order limiting the number of hours of continuous service to something like a reasonable time, on that road. It is to be hoped that a similar effect may be brought about by this one, but if not, then the law-makers should attend to it for the protection of the traveling public.—*American Machinist*.

In railroad management, no more important questions arise or demand investigation than those which relate to *preventable* accidents. The frightful loss of life, and if possible, the still more terrible sum total of the maimed, the result of railroad accidents which annually occur, creates and spreads alarm. Many of these accidents are known to be preventable, and of these not a few, there are cogent reasons for believing, can be traced to the overwork of men in charge of trains, engineers, firemen, switchmen, conductors, brakemen and train dispatchers.

This *Magazine*, more than two years ago, in discussing a blood-curdling accident on the Pennsylvania railroad, caused by "in-

comprehensible absent-mindedness of a reliable signal operator," put upon record views, which the *American Machinist* fully indorses. We held that the signal operator was overworked. In the February number, 1886, of this *Magazine*, we said:

"Physical endurance is one thing, mental endurance is quite another and a far more important matter. The mind to be watchful and on the alert, must not be overtasked. Engineers, firemen, brakemen, conductors, switchmen, train dispatchers and signal operators, are, if trustworthy, more or less constantly subjected to mental strains as the result of responsibilities. To require them to work an improper number of hours, has resulted in disasters in the past, and will result in calamities in the future. * * * * No amount of fidelity to trusts, no capabilities, however exalted, can withstand the strain of overwork, and just in proportion as the employé is overworked, just in that proportion will he feel the weight of his responsibilities and the increased strain upon his mental faculties."

Again, in January, 1887, this *Magazine* called attention to the fact, and remarked "that the moment the mind and body of a trainman is overtasked, the moment of danger has been reached, and thereafter the danger increases in geometric progression."

* * * "Safety demands that trainmen should have sound minds and healthy bodies, and that neither mind nor body should be subjected to fatigue which to any extent involves forgetfulness of responsibilities or incapacity to meet them."

We are glad to see that the important subject is being discussed, and that a demand is being made for legislative enactment, if no other remedy is found. It is a subject of vital interest to the travelling public, and one which the press of the country could discuss with eminent propriety. There are accidents which neither care nor foresight can prevent, and when they occur the public is quick to render a verdict of "not guilty," and place the responsibility upon Providence, and it is quite as ready to return a verdict of guilty when the accident belongs to the preventable class; and when it results from the overwork of trainmen, the expressions of indignation should

neither be moderate nor withheld. The idea of a conductor being on duty fifty hours without sleep, as in the case of the Creston, Iowa, wreck, almost defies belief, and though an extreme case, illustrates the fact that the dangers from overwork, to a greater or less extent, lurk on all the railroads of this continent. That a remedy is demanded requires no argument. That it can be much longer delayed will not be believed by those who study the drift of public sentiment.

THE amount of law there is in the United States is simply astounding, and the demand is ceaseless for more laws; and Congress and Legislatures are grinding them out by the mile. At the rate the country is now going forward in law-making there will be a National or a State statute for everything conceivable. The willingness on the part of law-makers to exhibit their ignorance is arousing to action every crank in the land, and laws starting out with dogs are reaching for archangelism. Little is left for the people to determine for themselves, and yet there is not the slightest evidence that statutes are improving human nature or making society more secure. A very large per cent. of the laws are pronounced unconstitutional. Some are vicious, some foolish and others are dead letters. The courts become confused and the lawyers manage to feather their nests from the geese that seem anxious to be plucked.

RAILROAD disasters are creating universal talk. This is a talking age, and a certain amount of talk precedes all great reforms. There is now a determined purpose on the part of the public to hold some one responsible for railroad disasters where people are killed and maimed. The "nobody to blame" racket has had its day. The declaration that "it is appointed unto man once to die," no longer means that it is appointed unto man to be killed. Rotten bridges, bridges half built, old, crippled engines, incompetent men and men overworked will not be tolerated. A new departure in such matters is close at hand. Public opinion is being shaped for a revolution and a reformation. The "Divine Providence" theory won't wash much longer.

TIME IS MONEY.

Benjamin Franklin, the illustrious American, is credited with saying: "Remember that time is money." Biographers say that the principle feature in the character of Franklin was "worldly wisdom." This is doubtless true. Worldly wisdom relates to the affairs of this life, but not entirely so, since it is worldly wisdom to be honest and truthful, true to obligation, and faithful to every trust, and it may be said that that sort of worldly wisdom reaches beyond this life, and has much to do with shaping affairs in the life to come. But we do not care to discuss such propositions here and now. We write for the eye and understanding of men whose largest and most valuable worldly possession is time—and Franklin said, "Time is money." Maxims, which embody in a condensed form the wisdom of centuries gone, though often repeated, and universally accepted as axiomatic, do not, as a general proposition, exert the influence upon the lives of men as, in the very nature of things, society has a right to expect, and yet fortunately the great majority do heed the wisdom of the world's proverbial philosophy. In the line of the maxim "time is money," Solomon says, "Go to the ant, thou slug-gard; consider her ways and be wise." The ant goes upon the principle that "time is money." "In all labor there is profit." "See'st thou a man diligent in his business; he shall stand before Kings." "Whatsoever thy hand findeth to do, do it with thy might." Solomon was accounted a man with large resources of worldly wisdom, and his proverbs, if followed, would keep men from a multitude of mistakes and advance them on the road to prosperity. Among the English proverbs in the line of Franklin's saying, "time is money," it is said that "an hour in the morning is worth two in the afternoon;" that it is better "to go to bed supperless than to rise in debt." "Diligence is the mistress of success," and "every man is the architect of his own fortune." Again "idleness is the parent of want and shame." "Of all prodigality that of time is the worst." "Opportunities neglected are irrecoverable." Such wise sayings could be reproduced to weariness. They emphasize the maxim, "Time is money." To throw away

time is to throw away money. By the proper use of time men obtain money. Money will purchase every thing except time—a minute, an hour, a year, past is gone forever. Every man has just so much time allotted him, but he can never know how much will fall to his share—hence, we assume there is the greater necessity for making the best possible use of the hours as they come.

"Time is money." Indeed, time is something more and better than money. He who squanders time is profligate of God's most precious gift. It is not worth while to reason upon such self-evident propositions. We read of self-made men. Honestly analyzed, the term "self-made" may be somewhat fanciful; still, there is a large element of fact in it. Every man credited with being "self-made," has had help, by the examples of others, by books and by men who were appreciative of effort to overcome embarrassments which lie in the pathways of men who inherit nothing to be accounted as aids except indomitable purpose and noble ambition. And it will be found in every instance, that self-made men regarded "time as money" and that they husbanded it with miserly care. They did not throw away opportunities. And it should be remembered that the present is more favorable for those who must rely upon themselves for advancement in their chosen profession, trade, avocation or calling, than the world has ever known—schools and books have multiplied; the newspaper is everywhere. The school master is abroad as in no other age of the world. If the young man desires to learn, opportunities are on every hand. He may grow in wisdom and in knowledge, multiply the sources of happiness and advance to commanding positions of influence.

In discussing the maxim, "time is money," a great many men will say, "when my day's work is done, there is only time for rest, that I may regain my strength for another day of toil." Such declarations ought not to be brushed aside as the croakings of slothfulness. There is too much truth in them to be treated lightly, and yet, when prudently scrutinized, it will be found that there is a margin for self-culture which is all too often thrown away. And here it should be said, that we address more particularly young

men; men advanced in years, with large families on their hands, find it difficult to form habits of study and investigation, but young men cannot plead such excuses.

A day is divided into twenty-four hours. Suppose that the average day's work is ten hours, there is a remainder of fourteen hours. Of this, say eight hours should be devoted to sleep, in that case every workman has six hours every day at his command, or thirty-six hours a week, Sundays excepted. This is equal to $3\frac{1}{2}$ days of 10 hours each every week. If we deduct $1\frac{1}{2}$ of a day a week for recreation, *fun*, if you please, we have two full days of ten hours each, twenty hours a week which may be devoted to mental culture, or 104 days of ten hours each every year, which is equal to three months of thirty days each and fourteen days over, or three and a half months. Now, suppose that this saving of time for study begins with a young man at eighteen and continues until he reaches the age of fifty years; in that case there are thirty-two intervening years—in each of which three and a half months of thirty days each, are rescued for mental culture—reading, study, investigation? The result would be that he would secure eight and a half years for self-improvement. In such calculations there is not a particle of vagary, nothing utopian, nothing impractical, and if there is a will, the way will be open and results would justify all reasonable anticipations.

Most earnestly do we invite young locomotive firemen to consider the subject. Beginning at eighteen years of age and continuing the course mapped out, until thirty years of age, three and one-half years would be gained for study, rescued from waste, and we claim, if adhered to with unflagging fidelity, the country would see an army of locomotive engineers such as the world never saw before, men largely self-made, scientific, practically and theoretically educated, thoroughly educated, advancing to even higher positions than the throttle, demonstrating that "Time is money" and better than money. We doubt if there is any business in the world that presents such an inviting field as railroading to inspire ambitious young men to work and study to save their time from waste, to devote their

leisure hours to study, self-education. Such devotion to self-culture is certain to lead to success, to promotion, and we hail with special satisfaction the fact that young men, locomotive firemen are taking this view of the subject and the *Magazine* will promote in every possible way, at its command such laudable ambition.

WE see it stated that the managers of a railroad in the north of England "insist that its engineers shall take at least nine hours' rest between one day's labor and another, as a precaution against accidents." An overworked engineer, from the moment the overwork begins to tell on his physical and mental energies, becomes a dangerous man. His own life is in constant peril, as are also the lives of every person on his train. In the United States locomotive engineers are constantly overworked. They run too many hours before they rest, and when they leave their engines they do not rest a sufficient number of hours. There is no just excuse for this, and a radical change is demanded. The day is not remote, we are confident, when public attention will be so intensely aroused that dangers to railroad travel will be largely overcome by an enlightened policy regarding the physical and mental endurance of employes.

LET the announcement be made that gold in paying quantities has been discovered, no matter where, and at once a vast army of gold hunters take up the line of march for the auriferous region. No amount of peril deters them, risks are readily accepted. The love of gold outweighs and overcomes every conceivable embarrassment. Cold or heat, sickness, sorrow, pain and death, wild beasts and savage men, the gold hunter dares them all and goes forward. Nothing dismays him. Following in the wake of the gold hunters comes the railroad. It has been said that there are vast deposits of gold in Alaska, the American Siberia, and now comes the announcement that a railroad is contemplated from Portland, Oregon, to Alaska, and that the capital stock of the company has been fixed at \$50,000,000. The scheme appears visionary, but if "pay dirt" exists in Alaska, the road will eventually be built.

A NEW DEPARTURE.

The subject of education is up for debate, not only in Congress, but everywhere throughout the country. The importance of education is not over-estimated. The education of the people, the whole people, is an American idea. The public school, the free school, in which an elementary education could be obtained, has an early date in the United States, and the policy has grown with the growth, and strengthened with the strength of the great American republic, and is so thoroughly incorporated in the American mind, the statesmanship of the country, that it can never be eradicated. It is a fundamental idea. Education is believed to be, as well it may, the foundation upon which rests the superstructure of the government. The intelligence of the people is the one thing needful to enable the American people to comprehend and appreciate the blessings which our institutions confer.

It is not required that we should devote space to the discussion of such well established facts. They are universally admitted. But there is an education, of incalculable value to workingmen, which the public schools do not furnish. The common schools simply supply a foundation upon which to build, and men who have only been able to obtain the rudiments, are required, if they advance in knowledge, to avail themselves of every opportunity to improve their minds, and it is manifestly the part of wisdom, it is in the line of improvement for workingmen not only to avail themselves of such opportunities as fall in their way to advance their welfare, but in the absence of such opportunities to *create* them themselves, and this brings us to the consideration of a proposition which we have denominated as "a new departure."

The Brotherhood of Locomotive Firemen now has a membership of 20,000 and 400 Lodges. The organization after fifteen years of struggle, if not perfect, is as near that point as has fallen to the lot of any similar organization in the country, and here, were it our purpose to indulge in statistics, the figures at our command would tell a story of fidelity to obligation, to practical ideas luminous of faith in man's capacity to

achieve success, and replete with encouragement.

It should be understood that a vast majority of the members of the Brotherhood of Locomotive Firemen are young men, in the strength and pride of young manhood. That they are ambitious, aspiring, that they recognize the value of opportunities and are quick to seize upon advantages, and that their chosen life-work is one that demands familiarity with mechanics, the *reason why* of everything that pertains to the locomotive, a machine, which, all things considered, has more to do with the advancing civilization of the period than any other that can be named, a machine that has come to stay, and that will never be displaced by human invention. The iron highways of the world are steadily increasing in number and mileage, and in all lands. The fireman is the embryo engineer, he is, by virtue of his vocation, the student of the locomotive. He must know it, and if ambitious he will know it. He will study it until every mystery is solved and until every question relating to construction and operation will be reduced to A, B, C simplicity.

To obtain this desirable knowledge what are the opportunities of the average locomotive fireman? At the first glance they appear few and far between. But is such, in fact, the condition? True, the fireman's work is often exhaustive, and when the *run* is over he feels the necessity of rest and the recuperation of physical energies. But firemen, like other workers, have leisure, and the question arises, how shall this leisure be best employed? We answer that a portion of it should be given to study, and if this is done, there will come forth from the ranks of firemen, men thoroughly equipped to assume all the responsibilities of locomotive engineers.

We have said there are now 400 Lodge rooms of the Brotherhood of Locomotive Firemen. The suggestion is that these Lodge rooms be made on certain days and nights, school rooms, studies, lecture rooms, where the members of the Lodge shall meet, under such regulations as they may adopt, for the purpose of self-education. Why not? Is there anything impractical in the suggestion? We think we see in it immense

practical good. It is a new departure full of promise. What is the history of the steam engine? Who were the inventors? What have been the improvements? What is it to-day as compared with the first effort of Watt, or the locomotive now as compared with the first used in England. It will be observed that the study of the steam engine relates to the construction of the machine with the whys and wherefores of which every locomotive fireman who aspires to be an engineer should be familiar. Now, then, we ask, why may not our Lodge rooms be made, to a certain extent, school rooms, where firemen may meet at regular intervals to discuss the subjects of mechanics not only as they relate to the steam engine, but to the application of the laws of motion and forces to objects in nature? We fail to see any good reason why the Lodge room may not become a school room, a lecture room, for the advancement of firemen in mechanical knowledge, and we do discover many cogent reasons why they may become such centers of valuable information.

We assume that every Lodge of locomotive firemen can secure the active co-operation of a Master Mechanic who would take special pleasure in devoting some of his time to delivering lectures to the firemen upon subjects connected with the construction of the locomotive, because such information, aside from all other considerations, would be promotive of the welfare of the road, since it is an accepted fact that the better informed the firemen are, the more valuable they are to the road.

We regard the subject as eminently worthy of the careful consideration of the members of our great Brotherhood. It is an advance step. Each Lodge, without any large expenditure of funds, could be supplied with a few text books, and a spirit of inquiry would at once be aroused and the good work of self-education would begin in earnest, and would lead, we are confident, to the best of results. The Mechanical Department of the *Magazine*, which we are glad to know is growing in favor, would attract still greater attention, and in a few years the Brotherhood of Locomotive Firemen would become justly distinguished for scientific attainments which would add in-

definitely to its influence and give it a still stronger hold upon the regards of employers. Upon this subject the *Magazine* will most gladly receive communications from the Lodges.

CALIFORNIA statisticians no longer boom the State for its auriferous wealth, but on the contrary, discuss its wheat and fruit producing capacity, saying, "that its 25,000,000 acres of wheat producing lands can annually yield 400,000,000 bushels of wheat, which at 80 cents a bushel would bring \$320,000,000." This would be more than five times the annual product of gold and silver of the entire country. Placing the consumption of wheat at six bushels per capita of the population of the country, it will be seen that California could feed the people, with an annual surplus of 40,000,000 bushels. California is not the only wheat producing State; indeed, other States can show far greater yields per acre, and it would seem to men who devote any attention to such subjects that the food producing capacity of the country ought to insure working men an ample supply, and this would be the case if wages were what they should be, or if labor received its just share of the wealth it creates.

THE *Union Pacific Employés' Magazine* for February, comes to us with a new and beautiful cover, the design of the title page being unique as well as useful. With the February issue, the *Magazine* enters upon its fourth year, with, we are glad to believe, excellent prospects for a prosperous voyage. The editor, Mr. J. N. Corbin, referring to past, present and future of the *Magazine*, says: "One star in its crown is seen in the fact that it does not suit everybody, it is not intended for that purpose; we can truly say that we have never attempted that impossible feat." It is a highly cheering sign of the times, when publications devoted to the interests of employés, in all departments of the country's enterprises, give evidence of prosperity. It means the triumph of the right after a while. We congratulate the editor of the U. P. E. *Magazine* upon the favorable outlook, and hope the harvest may be commensurate with the most sanguine expectation.

THE LABOR MOVEMENT.

There was a time, not remote, when it was held that the only weapon of the wage workers of America was the strike. But a change has come. Wage workers have advanced in intelligence. They have become readers and thinkers, and they have become close observers. They have devoted their leisure to the study of conditions, surroundings, circumstances, and have advanced to positions which enable them to arrive at just and wise conclusions. We refer to the many, not to the few. There are still those who believe that "our varied industries and heterogeneous population necessitate all phases of warfare, from the guerilla system, incident to isolation, to the arbitration of differences consequent upon the higher civilization of congregated citizenship. But the great mass of wage workers in the United States believe that the ballot is the weapon which is ultimately to secure them justice and equal privileges before the law. It is an old aphorism, "Like people, like king," or, *vice versa*, and it may be said, like people like law, and certainly this may be said when the ballot is in the hands of all the people.

In the United States the wage men are in the majority; they have the ballot; majorities rule. Now, then, if law-makers are corrupt, if laws are vicious, if injustice is practiced, if rights are cloven down, if courts are venal, who is to blame? Manifestly those in the majority, who, having the ballot, can, if they choose, remedy the evils complained of.

Does some one ask, if the wage-workers have this power why do they not use it? It is an easy matter to ask questions, but not always as easy to answer them. We shall attempt a reply. In the first place, wage men have been allied to some one of the political parties of the country, and have permitted their fealty to party to obscure the fact that legislation has been to their detriment rather than to their advantage. To use a phrase, they have "run with the machine" regardless of consequences. They have been the victims of false professions, of pledges made to be broken. It has required time to educate workingmen out of the old rut and up to a higher plane of pur-

pose. What is the spectacle now? Workmen are federating. Not for the purpose of "guerilla" warfare, not for the adoption of the policy of anarchists, not to revolutionize society and government by bludgeons and bombs, dynamite and kindred explosives, but by the ballot. They realize that they are American citizens, that they create the wealth of the country, that revenues are derived from their labor, that in peace they pay the taxes and in war fight the battles, and rising to the dignity of their rights under the Constitution they are saying, "We will elect just men to office. We will have just laws administered by honest men, and this we will do by the use of the all-powerful weapon—the ballot, and this they can do by the ballot, and they can achieve such victories as will astonish the world. Does some one ask, When will these wonderful things transpire? When will this full orb'd day occupy its place in the calendar? When will this millennial era dawn? Such queries have a taint of querulousness. It is sufficient to say that the labor movement is a growth. To emancipate labor from the thralldom of injustice is not a task of a day or a year. Labor confronts an antiquity of injustice. It bends beneath wrongs which began before the pyramids were built. It has been prostrate for forty centuries, and in all lands beneath the sun it is prostrate to-day, save in this God favored land, and here, after a century of freedom wagemen have, by processes of political and judicial chicane, been kept under the ban. We say political and judicial, because by law and by decisions of courts, grasping and conscienceless men have been able to so shape business affairs as to make *work* all too often the synonym of poverty and degradation. In this connection we desire to be understood as saying that a new departure has been inaugurated, that a new revolution has been begun which means the emancipation of labor from many forms of injustice and wrongs. Not by the mob, not by incendiary harangues, not by arousing and firing the passions of men, not by disturbing the peace and security of society, but by means ordained by the Constitution and in harmony with order.

What, we ask, is more fashionable than to

quote wages in king-cursed European lands? As if to tell, workmen of America, that citizenship and all of its privileges, responsibilities and high aspirations is to be measured by wages. We admit the importance of wages. We have a rational conception of the power of money, but let it be understood that wagemen of America are not to be silenced by any per diem. The high resolve is to change unjust laws and place men in the legislative, executive and judiciary departments who will see that just laws are righteously administered. We admit that the task is herculean, but not more formidable than to successfully redeem a continent from a wilderness and make fruitful Edens as numerous as the stars. This labor has done for America, and if wagemen are true to themselves, true to their noble heritage, the time is not distant when they will behold their banner waving in triumph where legislators deliberate and where judges proclaim the law.

SHALL WE HAVE FEDERATION ?

Early in the month of February, a New York paper published the following telegraphic dispatch from Philadelphia :

A local paper this afternoon publishes an interview with Mr. M. F. Bonzano, superintendent of the Boundbrook Division of the Reading railroad system, regarding the reports that the Brotherhood of Locomotive Engineers is in a bad way financially, and that there is a great deal of dissatisfaction with the organization. Mr. Bonzano said that he was aware of the dissatisfaction within the order. It was caused, he said, by the heavy assessments upon the members of the Brotherhood made in consequence of the strike of engineers upon the Chicago, Burlington & Quincy road.

"The fact is," he said, "that the men and their families can not live upon their wages and bear such a burden, and I am satisfied—indeed, I know—that of the engineers upon the Reading system who are members of Divisions Nos. 71, 75, 80 and 321, of the Locomotive Brotherhood, not twenty-five, nor even fifteen, are in good standing. I mean that not over that number have paid their assessments. It looks as though the process of disintegration is pretty well under way.

"There have been two powerful causes operating against the continuance of the power of the Locomotive Engineers," Mr. Bonzano said. "The first was the death-blow the Reading struck at the Knights of Labor, when it fought so successfully the great strike of last winter, and the other was the victory of the Chicago, Burlington & Quincy road over the Brotherhood, in successfully overcoming the strike of the engineers."

"It is only a question of time," continued Mr. Bonzano, "as to when other systems that are now measurably or altogether controlled in their employment of engineers by the Brotherhood will fight with and overthrow it, and I believe that within a year the Pennsylvania railroad will find it necessary to meet the issue."

The talk about the Brotherhood of Locomotive Engineers being financially embar-

rassed is all bosh. That the C., B. & Q. strike tested the financial fiber of locomotive engineers, is doubtless true, but that the strain endangered the organization no one, who has any knowledge of the Brotherhood will believe for a moment. But our reason for reproducing the dispatch, is not for the purpose of discussing the finances of the B. of L. E. or any division of that order, but rather to give deserved prominence to the expressions of Mr. Bonzano, Superintendent of the Boundbrook division of the Reading railroad system. This gentleman is evidently pleased with what he calls "the death blow the Reading struck at the Knights of Labor" and the "victory of the C., B. & Q." In this there is food for reflection, all the more interesting because of Mr. Bonzano's prediction that "within a year the Pennsylvania railroad will find it necessary to meet the issue." What issue? Manifestly, the overthrow of the B. of L. E.

It is quite probable that the Pennsylvania railroad contemplates making the effort. Should Mr. Bonzano's prediction be fulfilled. Should the trial come, what will the B. of L. E. do about it? The talk of Mr. Bonzano brings into the boldest prominence possible, the question of federation. Alone, the B. of L. E. could be speedily overcome. The Pennsylvania railroad would go in to win. It would count the cost and federate, if possible, with every other railroad corporation on the continent to insure success—on the other hand suppose the B. of L. E. should be in alliance with the B. of L. F., with the B. of R. B. and the Switchmen's Association? The aspect would be entirely changed. In the first place, the Pennsylvania railroad would not put the power of the federated brotherhoods to test. No strike would be declared. To the rescue would come compromise and concessions, in response to arbitration.

Such facts are realized by every other organization, except the B. of L. E. and the O. of R. C., both of which ought to realize that the security of their rights lies in federation, and that, this will eventually be the result, we believe is in consonance with the logic of events, of reason and of necessity. And such talk, as is credited to Mr. Bonzano, in the very nature of things ought to expedite federation.

DEAD BEATS.

It is not an easy matter to properly describe a "dead beat," and that the *Magazine* should be required to refer to any locomotive fireman as a "dead beat" is a most unwelcome task. The "dead beat" don't "pay his way." The "dead beat" is a contemptible creature, totally unworthy of recognition among gentlemen. The dead beat is always a liar. His instincts are of the lowest order. He is totally bankrupt in character and principle. He is without honor or honesty or any other redeeming trait. He seeks his prey among the poor. He hasn't the courage of the sneak thief. He takes no chances of going to the penitentiary. His methods are different, though results are practically the same. The "dead beat" gets a poor woman to wash and iron his clothes, she rubs and irons and hands over the goods, and asks for her pay, always a paltry sum. This is refused, never paid. Technically that is not stealing, not theft, petty larceny; practically, it is, it is robbery, fraud, defrauding, and as a consequence the "dead beat" and the "sneak thief," are of the same family, are of the same genus, have similar instincts, deserving about the same measure of contempt, and if justice were done, would receive about the same measure of punish-

ment. The dead beat, when he can, beats his boarding house keeper, as he does his washer woman. He eats, drinks and sleeps, and when possible refuses to pay. He owes for his blood and muscle. His stomach is in debt, but he is too depraved, too mean and contemptible to recognize the claim against it and seeks by lying, by vulgar subterfuge and by running away, to defraud his landlady out of the money he honestly owes. There are that sort of locomotive firemen, and whenever found are an unmitigated nuisance, a disgrace to the Brotherhood and a stigma upon human nature. What is the remedy? This—pay your way, carry yourself like a man. There is absolutely no other remedy. When a locomotive fireman leaves a road, he should above all things leave a good record behind him. There should be no wash bills and board bills left unpaid. It is unpleasant to discuss such questions, and still more unpleasant that there should be a cause for such remarks as we are required to make. A "dead beat" is a sneak, and the worst feature of the business is, there is precious little probability that he will ever reform. But others seeing and knowing their character, may have the effect of a warning against these practices and the inevitable consequences that follow.

A WINTER SONG.

H E keen North wind is out to-night;
With frantic speed, in fierce delight,
He rushes southward in his flight.
From lands where glows the Northern light.

He grapples with the milder airs,
His angry eye upon them glares,
His icy hand their death prepares;
No realm with other kings he shares.

He breathes on all the leafless trees,
He shrieks aloud in ecstasies
When, shrinking from his touch, he sees
Them sway and bend in every breeze.

With clarion voice he loudly calls
His minions from his Northern halls,
And sweeping from those misty walls
A host of white-robed snow slaves falls.

O, then his mirth is wild and gay.
Tho' earth be dull and skies be gray.
He knows he's monarch of the day;
Whate'er he wills, none say him nay.



MARCH, 1889.

MINISTERIAL MANIFESTOES.

A sermon preached on Thanksgiving day by the Rev. George Guizey, pastor of the Emmanuel Baptist church, of Paterson, N. J., on "The Wages of Workingmen," has fallen under the eye of the writer hereof, and a few consequent reflections are noted for publication in the *Firemen's Magazine*, should the editor deem them of sufficient value to warrant publicity. The preacher said:

The oppression of the poor is both a blunder and a crime, and the verdict of history is recorded against it. In giving the law to the Commonwealth of Israel God did not neglect the vital question of the wages of the poor. This divine statute is as positive as any command in the Decalogue. And it is surprising how little attention is paid to it in these days of advanced social and political economy. Thus it is written: "Thou shalt not oppress an hired servant that is poor and needy, whether he be of thy brethren or of the strangers that are in thy land or within thy gates; at his day thou shalt give him his hire, neither shall the sun go down upon it, for he is poor and setteth his heart upon it, lest he cry out against thee unto the Lord and be sin against thee." The proper and prompt payment of the wages of the poor is, therefore, a law of God."

If, as the preacher says, "the proper and prompt payment of the wages of the poor is therefore, a law of God," then it must be said that the law of God is everywhere and continuously violated; that it has become a "dead letter," has no recognized binding force except in instances so rare as to be totally valueless in the construction of an argument to prove that God rules in the councils of employers. Students of the scriptures are aware that the poor are honored with frequent mention. "Inspired" writers did not overlook them. As far back as A. M., 2,500 or, say B. C., 1,500, directions were given that every seventh year land was to "rest and lie still" that the poor might have a chance to eat, and at the same time instructions were given not to "countenance a poor man in his cause." Even as far back as the dates mentioned there seems to have been an effort made to establish a sort of a cash equality of souls if not of bodies. Collectors were appointed to go among those "numbered from twenty years old and above," to obtain "an offering unto the Lord," and the order was that "the rich shall not give more nor the poor shall not give less than half a sheckle to make an atonement for their souls." In other words, a poor man's soul was worth as much as a rich man's soul; the atonement price being a "half sheckle" in each case, or 31½ cents, confirming, we think, Peter's declaration

that God is no respecter of persons, as also the American Declaration of Independence, that "all men are created equal." It is further stated that "the poor shall never cease out of the land," and that "the Lord maketh poor and maketh rich," that "He bringeth low and lifteth up," and furthermore, that "the Lord raiseth up the poor out of the dust and lifteth up the beggar from the dunghill." We are told that "the Lord heareth the poor," and that He "shall judge the poor." We are told that "he that oppreseth the poor reproacheth his Maker," but that "he that honoreth his Maker hath mercy on the poor." We are informed that "wealth maketh many friends," that is, wealth combines, federates, "but the poor," says Solomon, "is separated from his neighbor."

We could multiply scriptural quotations relating to the poor. Nor was the question of wages entirely overlooked. It was commanded that "the wages of him that is hired shall not abide with thee all night until the morning," and we hear it said, "Woe unto him that buildeth his house by unrighteousness and his chambers by wrong; that useth his neighbor's service without wages, and giveth him not for his work." We are not disposed to be irreverent, but the fact is, we do not take much stock in the whining cant about "the poor." Its direct tendency is degrading. It links poverty and wages in an offensive embrace. Its purpose is to create caste. It intimates that the man who works is dependent upon the man who has money, whereas exactly the opposite is true—absolutely and irrevocably true. The men who work are the salt of the earth. Without work comes stagnation, decay, putrefaction. A literature that is forever exalting the millionaire drones, blood-suckers, and treating the array of working men as their dependents, is vicious to an extent that defies the combined power of rhetoric. It is a stupendous lie, iterated and reiterated for base purposes. The working man has soul, spirit, mind, intellect, ambition, courage. What more have the men who grow fat and sleek, arrogant and oppressive? Is the reply money? Capital? Wealth? In juxtaposition we place the workingman's skill and muscle, his power to create, to build, to repair, and ask the world to choose. Is this creative power and energy which allies the workingman—and we say it reverently—with the Ruler of the Universe, to crawl and plead for justice? Are workingmen to be guided by scriptural quotations? pulpit platitudes? There is neither a law nor a command of God that has for its purpose the mitigation of injustice or the enthronement of justice in the matter of wages for work, that Christendom obeys. It was ever thus; even the "Scribes and Pharisees" who sat "in Moses seat," bound

"heavy burdens and grievous to be borne," and laid "them on men's shoulders;" they "devoured widows' houses, and for a pretense made long prayers." They were the rich men who fared sumptuously, and who left the beggars to the comforts and consolations of the canine sanitary commissions.

The Rev. Mr. Guizey, in his Thanksgiving sermon, after stating that "the proper and prompt payment of the wages of the poor is a law of God," proceeds to ask a number of questions, as follows:

Would not \$2 a day be a fair remuneration for a hard day's work? Does not the steady and faithful workman earn it? Can he properly support his family and educate his children on a less amount?

Would it not result in a fair distribution of wealth? Would it not at least check the growing complaint that capital is constantly accumulating in the hands of the few, while the great mass of hard working men remain poor and poverty increases?

Would it not bring more money into circulation and thereby benefit all classes?

Would it not be a security to the workingmen and remove a powerful temptation from the capitalist by making it unlawful or removing the motive for the employer to discharge a man of family and put a cheaper man in his place?

Would not a law fixing the minimum of wages at \$2 per day place the family of the sober workingmen beyond the immediate reach of poverty?

Would not such a law dignify unskilled labor and give the family of the common workman a chance in the battle of life?

Would not such an adjustment of the labor question lead to a more equal distribution of labor throughout the whole country?

Would not such an agreement bring the employer and employe closer together in the common industries of the country? Labor produces all the capital, and shall the child degrade and oppress the author of its being?

The preacher answers each of the questions affirmatively. He would advocate a law fixing the minimum wages for unskilled labor at \$2.00 a day. He says a man can support a family and live comfortably on \$2.00 per day if he has steady work and manages with reasonable economy. But the preacher is not practical. The law he contemplates will never be enacted. Nor would such a law be wise. The preacher asks if "\$2.00 a day would not dignify unskilled labor?" What is there degrading in labor, skilled or unskilled? He refers to the hod-carrier. What is there degrading about carrying brick and mortar more than in the use of the materials by the artisan on the building. The dignity of work, labor, is not dependent upon wages. It is inherent. No law, no decree, no whereas or resolution can eliminate the essential dignity of work. God Himself is a working God. He built the world.

"The spacious world by Adam trod,
Was the first temple built by God,
His fiat laid the corner stone
And hewed its pillars one by one."

Christ said, "Hitherto, my father worketh, and I work." Labor is a body. It is not "one member but many." Old Saint Paul

was a logician. He said, "If the foot, shall say, because I am not the hand, I am not of the body; is it therefore not of the body? And if the ear shall say: Because I am not the eye, I am not of the body; is it therefore not of the body? If the whole body were an eye, where were the hearing. If the whole were hearing where were the smelling? And if they were all one member, where were the body? But now are they many members, yet but one body. And the eye cannot say unto the hand, I have no need of thee; nor again, the head to the feet, I have no need of thee." In labor it is the same—the skilled and the unskilled workman are in all enterprises demanding, work, indissolubly bound together. The spade has as much dignity as the trowel, and the hod with its mortar is as resplendent as a casket of jewels. Cincinnatus at his plow, was the peer of Cincinnatus as a Roman Consul. The curse of the world is the bigoted, blighting aristocracy of labor. The supreme question is when will laboring men recognize the sublime truth that they are one body? There has been for centuries war between the eye, the ear, the hands and the feet of labor. The throttle wants to assume superiority over the scoop, the punch over the brake, the trowel over the hod, and so on to the end of the list. And this miserable bigotry will continue until it is driven out of men by the all-conquering power of education. The time is coming, when such questions as the Rev. Geo. Guizey propounds will be displaced by others, something after the following style:

Would it not be well to make eight hours a legal day's work?

Would it not be well to put an end to the working of the miracle, whereby nature is transformed into interest-bearing stocks and bonds to devour the earnings of labor?

Would it not be well to make the cornering of food products a felony, and send the christless whelps, guilty of the crime, to the penitentiary?

Would it not be well to disband the gangs of Pinkerton thugs, employed by corporations to murder workingmen, when oppression drives them to seek redress?

Would it not be well to regard themselves as one body. Capable, if united and harmonious, to determine all questions relating to their own welfare?

The educating forces are in motion. Movements are in the right direction. The rivulets make the river and the rivers flow restlessly to the sea.

The thoughts, aspirations and determination of workingmen are embracing each other like drops of water. The tide in the affairs of workingmen is rising—it will be taken at its flood and lead to fortune—to emancipation, to power.

L. M. Opecue.

For the Magazine.

NOBODY KNOWS.

Nobody knows, by the tearless eye,
The sorrow the heart contains;
And none can tell, though the cheeks be dry,
The load that the soul sustains;
For sometimes, in our sorest grief,
The fountains refuse to flow,
That, flowing, might afford relief
From deepest pangs of woe.

Nobody knows, by the heaving breast,
The struggles that rage within,
Where the ranks of light were sorely pressed
By the powers of wrong and sin;
For in the human heart are found
Hotly contested fields,
Where one division holds the ground
The wavering column yields.

Nobody knows, by the stifled cry,
The depth of another's woe;
By catching the sound of a tremulous sigh,
Can we emotions know?
Do lamentations always tell
The anguish of the heart,
The pangs so piercing that compel
The choking sobs to start?

Nobody knows, by an outward sign,
The strength of the tempter's snare,
How tendrils of passion can entwine
The spirit in dark despair;
For some will trudge life's tollsome road,
Without a single sigh,
And bear up with a greater load
Than you have borne, or I.

Nobody knows, by the humble place
A man at the first may fill,
Where he will stand at the end of the race
On the summit of life's hill;
For merit, like the hidden gold,
Beneath the rugged rocks,
Will, sooner or later, its worth unfold
When light the truth unlocks.

Nobody knows, by a tattered vest,
The heart that is beating within;
Is outward appearance a proper test
To prove what a man has been?
Are there not some whose paths through life
Lead through the deepest gloom,
And all is struggle, toil and strife
From the cradle to the tomb?

Nobody knows, by the locks of gray,
Or the furrows upon the brow,
How rugged has been the traveler's way,
How steep and difficult now;
Around each heart a veil is hung,
Unpierced by mortal sight,
Where oft the soul with anguish wrung
Repines in sorrow's night.

Nobody knows? Yes, there is one
Who watches the sparrow's fall;
He notices every kindness done,
And kindly remembers all.
And many who in tears below
These gloomy walks have trod
Will soon a brighter region know—
The palace of their God.

—Geo. W. Hall.

STANBERRY, Mo.

RICHMOND.

Like ancient Rome, the beautiful city of Richmond, Va., is built upon seven hills, and from her throne of beauty, now, as in times past challenges the admiration of visitors. The old Confederate capitol stands in the center of Capitol Square, surrounded by

gigantic trees under whose wide shading branches beautiful walks wind round the sloping mounds, and over whose grassy sides, hundreds of domesticated squirrels frisk and play. The locality recalls those bitter days of yore, when the North and South, on tented fields and in many sanguinary contests, sought to vindicate adverse views of government.

To the right of the capitol building stands the colossal and magnificent statue of Washington, surrounded by heroic statues of Jefferson, Henry, Mason, Lewis and Marshall, which constitute the finest group of statuary in this country.

The Old Dominion is justly proud of these illustrious names, as are all the States of the Union, and they are all inscribed upon the tablets of the nation's heart. These bronzed, silent statues add beauty to the capitol square and while in the presence of their speechless forms, memory recalls the years of peace and strife, of trials and joys, from the inception of our national independence down to the present day in which our glorious country stands a solid unit ready to champion the cause of the oppressed and vindicate the right.

Had I the gift of song at hand,
While in their presence there I stood,
To sing their praise in every land,
As monuments of lasting good—
Who drew the righteous blades of steel
And made the British armies reel
In answer to that grand appeal
For Liberty or death.

But as I am not gifted in verse, I leave the statues and the square to visit other points of interest around which cluster many historical incidents—notably Libby Prison. The building stands on the bank of the canal and at the gate you meet a courteous young man, who takes your quarter and ushers you into Libby Prison. In years gone by that dreaded name grated harshly on the ears of the boys who wore the blue when captured by the boys in gray, and which is now a national relic of no small importance.

I paid to get into Libby, and one can still read the names of inmates written on the floors and walls of Libby, who instead of paying to get in would have given half their store of future hopes to get out. We spent two hours in the building and then climbed to the top of Libby Hill, from which point the view is simply grand. From this elevated point, the tourist has a splendid view of Richmond on her seven hills, surrounded by broad fields of green.

Reluctantly we left this sublime scene of soul-thrilling beauty for Hollywood Cemetery and after walking a long time we reached the desired locality. During our journey we made frequent inquiries of those we met as to distance, receiving replies which afforded precious little satisfaction.

One said the cemetery was distant "about three avers and a right smart step" and so we went on avering and stepping. We tried to bargain with a darkey en route to town with a load of turnips to haul us to Hollywood, but he "reckoned he'd done haffen to sell de turnips fus." Weary and almost discouraged we inquired again as to the distance to Hollywood, and were told it was "about two sights and a right smart bit." The Virginia idea of distance was confusing but we were in for it and trudged on, and finally, time and toil which solve all such problems, brought us to Hollywood the silent city of the dead—and if the beauty of a burial place could serve as a passport of the soul to heaven Hollywood would be my choice of ground, for the beauty of the sacred spot robs death of all its dread.

Within the inclosure is Gettysburg Hill where stands Pickett's monument, a beautiful piece of chiselled art, while around the gallant leader's grave are rows of plainer slabs, marking the resting place of those of his command who fell in that dread charge at Gettysburg, and which stands almost without a parallel in the impetuous courage of the world's great kings of battle.

We reached the Pyramid, a magnificent pile of dry masonry fifty feet square at the base, and ninety feet in height by passing through a grotto, where the music of a murmuring rill lends enchantment to the scene. The Pyramid is covered with the Virginia creeper which gives to the structure a beautiful appearance.

In Hollywood with its seven hills, we spent half a day visiting the different places of interest, and found Chapel Hill, the most beautiful of the seven. The works of art here collected lend a charm to the works of nature. No words are adequate to the task of describing the beauty of Chapel Hill. Here are buried the remains of Presidents Monroe and Tyler, who have for their immediate neighbors many of the Old Dominion's honored sons. Among them General Stuart, whose grave is marked by a splendid obelisk. The only grave of this group, unadorned by art is that of President Tyler—and strange to say his grave has not even a headstone, while the grave of his daughter, which is next to his, is marked by a beautiful work of art.

It would have been agreeable to have remained longer on Chapel Hill, but we were compelled to leave the little Eden for the city, but before taking our departure we strutted to the brow of a craggy precipice at the bottom of which flowed the historic James river, wrestling with the gigantic rocks which at this point obstruct its current—and as the river was swollen to fully twice its usual size its battle with the rocks was grand.

Richmond and its environs are beautiful in themselves, and doubly interesting for historic associations, and all of Richmond's people are full of that free-hearted hospitality, characteristic of the South. Go hence and meet them, it will do you good.

H. J. Fackenthall.

FEDERATION VS. AMALGAMATION.

A prominent representative of organized labor recently propounded two questions, as follows, for the consideration of those who are interested in the advancement of labor organizations:

"Is it desirable that the bodies of organized workmen in the United States should amalgamate? If so, how can the amalgamation be accomplished without interfering with the individuality of the trades?"

"If it is not desirable to amalgamate, how can reciprocal relations be established and maintained?"

I have given these questions some thought and herewith submit such conclusions as I have been able to formulate for the attention of your readers should they be deemed worthy of space in your columns.

I do not favor the amalgamation of "bodies of organized workmen in the United States." The term "amalgamation," conveys a meaning, and expresses an idea totally foreign to the purposes of labor organizations, and would at once destroy such organizations. Amalgamation is destructive of individuality—distinctiveness. Take for instance copper and zinc, amalgamate, compound them and you have brass—the component parts have lost their distinctiveness. Suppose you take an organization of cigar makers and an organization of glass blowers and amalgamate them? You have as the result, a labor organization, but all distinctiveness has disappeared. "Individuality" is gone in so far as the organization is concerned, and this would be equally true of any other bodies of workmen. The policy is impracticable, if permanency and efficiency are to be the desiderata sought. Because, while the organization has nominally destroyed individuality, it will constantly appear in the membership, and as the two trades are totally dissimilar, there could not be found enough in common to hold them together in harmonious action. Besides, if such amalgamation were possible, the loss of individuality would, in my view of the matter, prove destructive of all rational effort in the direction of labor emancipation.

I regard it of supreme importance that the individuality of the organizations of workmen in the United States be maintained intact, because such distinctiveness insures active effective and continuous effort in the right direction, while their amalgamation would be fruitful of discord and dis-

integration, well calculated to bring discredit upon the cause of labor and postpone its liberation from its present unfortunate environments. The second question is:

"If it is not desirable to amalgamate, how can reciprocal relations be established?"

I answer by federation, by a compact for certain *sharply* defined purposes. I think federation eminently practicable; that it embodies a large element of common sense, and that it would secure to workingmen their rights, at least a larger share of their rights than has hitherto been accorded them. Federation is practicable, it is lawful, and it is American. It is in consonance with the genius of our government and of our institutions. For attack or defense it would be many organizations in one. The one supreme demand is justice to labor. Honest pay for honest work. If this were secured, if this was the rule and not the exception, labor organizations would devote all their efforts to increase the intellectual advancement and the social felicities of their members. But in the matter of wages justice has never been done labor in any department. I speak of workingmen as a body—and when to secure justice organiza-

tions have acted singly, disaster has often overwhelmed them, and this fact has suggested the importance of federation.

The subject is too broad for a letter. I can indulge only in outline thoughts. In federation each organization, like the states in the American Republic, regulates its own internal affairs. Ordinarily it needs no help from the federal government; but should such an emergency arise, then all the states in the federation act as a unit through the federal authority. Put labor organizations for states and you have the idea. I could, did time permit, and I could draw at pleasure upon your valuable space, state more definitely how such a federation could be of incalculable service to employer and employed and to society. I am persuaded that it would put an end to strikes and inaugurate arbitration. With arbitration comes an era of peace and good will. The idea of federation is abroad, and the more it is discussed the more it challenges approval. Perfected it would be a mighty, a resistless power for good. It would protect the weak, give courage to the timid, and its triumphs would be hailed by all well wishers of labor with boundless approval.

A. D. Vance.

For the Magazine:

THE BATTLE ON THE C., B. & Q.



HERE never was a battle, since the right assailed the wrong,
 Since Truth confronted Error on the battle-fields of life,
 Since to angel ears attuned, the spheres began their song,
 And fate decreed that Liberty should be the trophy of strife;
 No, there never was a battle since a workingman began
 To count the cost of courage and dared the right pursue,
 And proclaimed to all the world that he dared be a man,
 Than the Battle of the Firemen, on the C., B. & Q.

There was no bravado, no bugle call to arms,
 Neither pomp nor circumstance of sanguinary foes,
 No defending roar of cannon, arousing dread alarms,
 Nor crashing shot and shell to multiply the woes
 Of men who were fighting for justice and the right,
 Men who had the courage to contend for their due—
 All honor to the heroes in whose valor all delight,
 The Firemen in the battle on the C., B. & Q.

They did not cower nor run, they nobly stood their ground,
 They kept their banners flying defiant in the gale;
 At Gettysburg nor Marathon no braver men were found—
 God bless the veteran Firemen, they did not falter nor quail,
 They saw the power of money, which by their labor had been earned,
 In millions turned against them, to make them repent and rue,
 But the heroic Firemen only the more intensely yearned
 To gain a victory for the right, on the C. B. & Q.

God bless the veteran Firemen, how grandly they stood
 By every obligation, true as the magnet to the pole;
 They won a grand renown for the Firemen's Brotherhood,
 And their names shall stand recorded on fame's fadeless roll;
 Then courage shall be honored, in song and in story,
 While the world has a devotee of all things good and true;
 Then fidelity has won for them a wondrous weight of glory,
 In the battle for the right on the C., B. & Q.

Mechanical

Contributions to this Department should reach the Editor not later than the 5th of each month.

MARCH, 1889.

CLEBURNE, TEX., January 19, 1889.

MR. EDITOR:—Once more I am permitted to impose my obnoxious presence on the readers of the Mechanical Department.

Some few days ago I received an advance copy of the January *Magazine*, and by a perusal of the same I find that I committed a great mistake in one of my statements. On page 21, January number, I am made to say, "Any other point in a wheel not parallel thereto, etc." The word "parallel" should not have been used in this connection, but instead, I should have said, "and not on a plane therewith" as any number of points may be parallel thereto, both above and below, and not in unison therewith.

If "Amboy Division" will peruse my December article a little more closely, he will find his interpretation of my meaning meagre and quite at fault. I have not the December *Magazine* at hand, and so can't refer to page or quote exactly verbatim. I undoubtedly did say "Stopping a moment and then going on at an ever increasing speed. Coming to the bottom and stopping a moment," was the veriest folly and at no place in the article did I contradict this. I said "the bottom stands still" is undoubtedly true of a locomotive driver or other wheel rolling on a surface, but *only in the sense of two motions counteracting each other*. And now I am through with the wheel leverage and the difference in speed at different points. Like "Vulcan" on the hammer-blow, I have had my say. The ground has been very thoroughly fought over, and any more comments could only be a reiteration of some former statement, hence not needed here.

Plagiarism is something in literary parlance considered of a very contemptible nature, and according to "Engineer," page 25, January *Magazine*, there has been some plagiarism employed somewhere. Was Mr. Sinclair the literary thief? If so, and I were in "Side Rod's" place, I should immediately expose him to the public.

And now, Mr. Editor, and brothers, did you ever see a man who had a sort of a limping, shambling, shuffling, walk, a very peculiar gait which indicated a lack of something, a physical irregularity in some portion of that man's anatomy? Did you stand and watch him closely, endeavoring to locate

the irregularity? Yes? Well, then, you know how hard it is to locate the infirmity. At first sight it seems to be in the right knee, but a closer inspection convinces you that it is the left hip and right ankle, but soon this conclusion is banished, and you are more completely at sea than before. Now, I knew a man some years ago who had lost a leg in the late war. He wore a cork leg, and I had been told that such was the case, and so I tried to determine which it was. I made up my mind that it was the left, and was of that opinion for years, but was shown my error one day by the man himself. Only a few days later I heard a very lively discussion on that topic and a wager as to which it was, and both parties had known the maimed man for years.

What has this to do with mechanics? I seem to hear some of the brothers say. Well, just follow where it leads, and you won't find a pot of gold, like that located at the end of the rainbow, but you may find it quite similar to conditions in valve-motion irregularities.

The limping, wheezing, hip-e-te-hop exhaust of a locomotive whose valves are out, is known, I presume, to all firemen of any considerable experience, and to a man who loves a square engine the discordant, asthmatic breathing of a lame engine is enough to tear his nerves all to pieces. As I was on my way to the Convention I rode 150 miles behind an engine of the Dickson make, a model of beauty but frightfully lame. I did not sleep a wink, as the division is a very hilly one, and there she would go barking up the hills with an exhaust that might remind one of a club-footed camel trying to dance a Virginia reel, so I did not close my eyes during the seven and a half hours of ride, while my wife, blissfully unconscious of any such things as valves, slept on serenely.

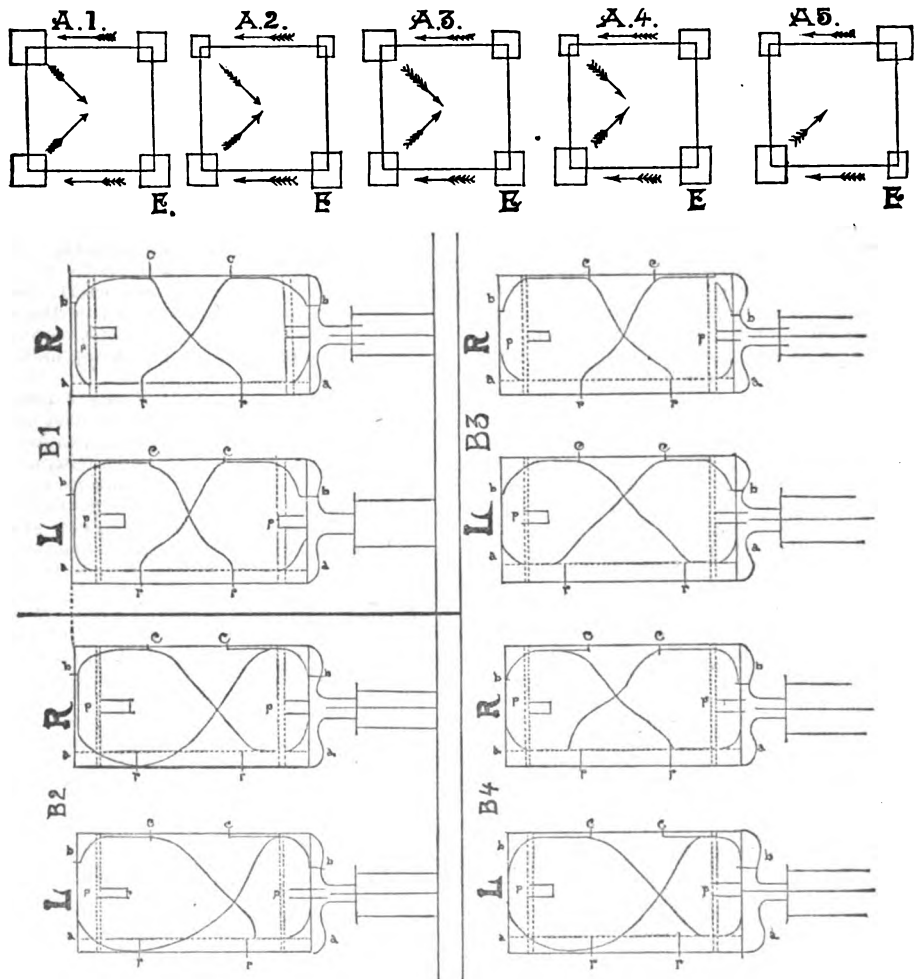
Now let us try and see if we can locate these irregularities. We have here all engines coupled with the right engine leading. I have heard of engines built the reverse of these, with the left engine leading, but as I have never seen such, and the right leading is the standard, I shall, in my illustrations, use that form of engine. Of course, if any of my readers are on the other type of engine, they will have to reverse the whole plan.

These illustrations, four squares and four pair of cylinders, are joint cuts. Fig. A 1, corresponds to Fig. B 1; A 2 to B 2, &c. The squares at the corners of the square figures represent the volume of the exhaust and the point at which it is exhausted. The beginning of the calculation is the release of the steam which was taken at the front of the right cylinder and released near the back end of the right cylinder, and for convenience, in the square marked E, the

course there is as indicated by the arrow across the engine; the second exhaust being the steam which was admitted to the front of the left cylinder, then re-crossing diagonally as indicated. The third exhaust is the steam which was admitted at the back end of the right cylinder, while the fourth is the corresponding condition of the left cylinder.

In the cylinder cuts the dotted horizontal lines marked "a" indicate the atmospheric

line, the small marks "b" indicate the lead opening, while the crooked line starting from that point, or near it, indicate the steam pressure in the cylinder, while the course of that crooked line indicates the condition of the valves. The small vertical marks, "c," indicate cut-off, while the small vertical marks, "r," indicate release as it should be, to correspond with the given cut-off. The course of the crooked line, in passing these points, determine as to whether cut-off and



release are as they should be or not. The dotted vertical lines, with stem attached, marked "P," represent the piston at both ends of the cylinder, having passed release and coming to compression as indicated by curved lines upward from atmospheric line toward end of cylinder, thus showing increase of compression. R and L in each of

the four cuts, B 1, B 2, B 3 and B 4, indicate right and left cylinder.
Taking Fig. A 1, we follow the arrows from E, and find the exhausts of a uniform size, and at the same place in both ends of each cylinder. This is the engine we all like to hear going along like the wind, while the exhausts come out just as if cut off at

the top of the stack with a knife. Look at Fig. B 1, and it will be seen that steam is taken exactly at "b" on all four points, cut-off at "c" at all four points and released at "r" at all four points.

For the sake of convenience the cut off is taken at $\frac{1}{2}$ stroke, eight inches, release being at about eighteen inches, the line will be seen to gradually drop from point "c" to point "r" at a uniform rate, showing thereby the pressure of steam used expansively.

Now, we take up an engine which is lame. Her exhausts are two large and two small ones in succession, as shown by A 2; follow it up in cut B 2, and it will be seen that the steam which was taken at the front of each cylinder was continued at full pressure to a point a considerable distance beyond the eight inch cut-off, and also passed the proper point of release, while the steam admitted at the back end was cut off at a point about half way from admission to proper cut-off, and released at about fourteen inches, while the cylinder has been converted into an air pump as is indicated by the pressure line falling below the atmospheric line. This engine is in no way fit for service. She doubles all the hills, the engineers who run her are afraid to take any chances on making fly runs as she can't get there with any kind of a train. She won't steam, because the work has all got to be done by one end of the cylinder, and she must be worked so much harder that a correspondingly greater amount of water is consumed, while the irregularity of the exhaust alternately allows the fire to have a rest and then tears it all to pieces. No fireman wants her, and not an engineer on the road would have her. She has a bad name by the whole service. The conductor mentally groans when he gets her, while the brakemen vehemently curse their luck in having caught that "old scrap pile," as she is termed, while in reality it may be that her engine may be in perfect condition in all respects except her valves.

Now let us investigate this condition and try and find the cause. By a close examination we determine that the steam which was admitted at the front of the cylinder should be exhausted just prior to her reaching the lower back eighth, while that taken at the back end should be released just prior to her reaching the upper forward eighth. Now, we have the position, let us listen for that exhaust, and first of all, we must banish all thought of back-up eccentric and left side; we want only to investigate the right side now. After a time we determine that the condition as above given corresponds with the condition of this engine; it then indicates that she gets too much steam in front, hence it also indicates that the valve is too far forward. Now we have the solution. All we need to do is to pull that valve back and we are all right.

We will do it. Ah! hold on; we think of something else. We may be wrong (as will be seen in a similar case further on, *on that side*.) Let us investigate by the reverse lever. We continue to hook her up until we get the highest working notch; we find that she has two strong exhausts following each other, rather stronger than they should be, while for the next two we have no exhaust at all, but she seems to somewhat halt and hump up her back, at the same time emitting a noise very similar to that emanating from the throat of a chicken choking to death on oats. Now we know we are right, and we will apply the remedy, as the two full and two lost indicate. What! Don't be too sure, as you will see by an examination of cut 5 that we have two large ones, and two which are so small that we can lose them by hooking up close. (I make no cylinder cut to correspond to this as it is similar to No. 4, except that in No. 4 only one exhaust can be lost.)

Now we have to determine one thing. If we lose both back exhausts or both front ones then our conclusion was correct, and we will go on with that side. (I give these vacillating conclusions to show how much care must be taken in squaring an engine by the exhaust.)

As we have now considered all the chances of mistake, and find that our exhaust actually does correspond to the conditions shown in Fig. A 2 and B 2, our conclusions are absolute, the valve is too far forward and we must pull it back. We go to the go-ahead eccentric blade and lengthen it a little, but we must be sure and not lengthen it too much. A good way to determine is to move it about $\frac{1}{8}$ of an inch at a time. By this means we will have this engine so in a little while that we can calculate to the minute on a fly run, and will surprise the conductor and brakemen into praises where before there were only epithets.

Now we consider Fig. 3 in both cuts. By listening to her exhausts we determine that there are three exhausts of about a size, while the fourth is rather weak. By the same course of reasoning as before we are at first tempted to believe that three are exactly right, while the fourth is too weak. But we must not jump at conclusions. We note every condition as before, and find at last by hooking up close, that we have one a little too weak, while the other three are very strong, which shows that all are wrong, but the three are worse than the one. If we use the same means on the right side as we did with the other we can equalize the two right ones, but we still have a lame engine, as two are strong and two somewhat weaker. As the weaker side is now right, she must be working too much steam on the other side, consequently the link must be too low. Then by raising up the tumbling shaft box,

and placing liners under it, we can, by using care, raise the link just enough to correspond to the position of hooking one notch higher, so by this means we can very soon square No. 3.

And now we come to consider No. 4. By examining cut A 4, we see the four exhausts are all of different sizes. By examining cut B 4, we see that we have one about as near right as we can make it, while the other three are out in a variety of forms and positions, no two exhausts being alike. This is the club footed camel engine. In fact, she is more. She would remind one of a bow-legged chicken dancing in a pea patch. But we can right her. Reverse the remedy for No. 2, by shortening the right blade some. This, when we have equalized the last two exhausts, will cause both to be out somewhat, and can not very well be remedied, unless there are liners under the right tumbling-shaft box. In case there are, we could take out one or two, if they were thin ones, and so increase the amount of steam used there. The left side corresponds to the same side of No. 2, and requires the same treatment.

Cut 5 represents an engine which is distinguished from No 4 only by this, that instead of being right in one exhaust they are all wrong. On one side the blade must be lengthened and on the other it must be shortened, consequently you will see that she is not really in as difficult a position for squaring as No. 4.

And now, Mr. Editor and brothers, I thank you for whatever degree of attention you have bestowed on the writings of the "crank" as I am termed. On account of my signature of "Eccentric Strap" some say it is a good name for me, as Eccentric means out of true, or a distance eccentrically away from center, but I call their attention to the two words "E. S." The Strap is put on the out of true article to utilize that irregularity in the governing of a true motion. This is my hope, that I can, whether I be termed "crank" or not, adjust myself to the position in our department where I can perform at least a small portion of the duties of an

Eccentric Strap.

PALESTINE, TEX., January 31, 1889.

DEAR SIR:—I notice in January *Magazine* that "Vulcan" again claims that his "full throttle and short cut-off" with his sympathy for the lad that keeps the hot stuff in her is the proper caper. I have found it so with some engines, but I think that it is not the best way; for what would "Vulcan" do with a Roger engine that I once run, 16x 24, eight wheeler, that was put together so that she would not be square worked back of the third notch, supposed to be eleven-inch notch, hook her back to the second

notch, full throttle, she would make twenty miles per hour with a full train, but would go hopping along with three legs and the fireman would be kept as busy as a cranberry merchant in holiday time to keep the hot stuff in her, and drop her down to the third notch, with a full throttle making twenty miles per hour and "Oh! my fire is gone," would be your salute from the boy who had been trying to keep her hot—but give her about one-quarter throttle and the said third notch, and she would make thirty-five miles per hour on level track with a full train and the fire boy would have a chance to wave at his best girl and not be obliged to load her as "Acme" did. I have been there myself and many a time have I "loaded her" for the white house off to the left. I also ran a Grant engine that was a regular fiend in the shape of a coal burner. With a full throttle and short-cut-off, she would work in six inches and be square but give her about one-quarter throttle and six-inch notch and there did not seem to be any limit to her speed, with twenty loads on level track, and she was a daisy on coal. Eight tons of coal would take her 150 miles over hills that were terrors to firemen, when the engines were worked with full throttle.

I will say for "Vulcan's" benefit that my experience with the brick arch (and I fired an engine with one in her) is that dead grates are a nuisance. I had a dump grate that was a solid piece of cast-iron at first, and afterwards I had the regular open dump, that is, a slotted grate, with large open spaces and found that the latter and good shaking grates, were the best for steam and actually saved coal. I will say that I have fired engines—extension and short front ends or smoke boxes with all manner of fuel-saving devices attached, and I think that a brick arch takes the cake.

Yours fraternally,
Brick Arch.

DURING a recent visit to New York City, we had the pleasure of an interview with Mr. A. Sinclair, Editor of the *National Car and Locomotive Builder*, and author of *Locomotive Running and Management*. We are pleased to learn that the *Car and Locomotive Builder* is meeting with deserved success. It ought to be in the hands of every person connected with the car and locomotive departments of our roads. It is also a matter of satisfaction to hear that the large edition of Mr. Sinclair's book is about exhausted and that such a demand has been created for the book that its author feels justified in giving it a complete revision and adding much new matter, which will make the new volume of still greater value. The new edition will be issued during the summer months and orders are already coming in.

MR. EDITOR.—In the December, 1888, *Magazine*, Mr. Lockwood bows himself out of one untenable position with a grace worthy of the true gentleman and scholar which I have ever considered him. It now only remains for him to recede from one other position equally, it seems to me untenable; namely, "the bottom (of the wheel) stands perfectly still." When he has done this he will no longer pose as a "crank" with any show of recognition as such. In attempting to disprove the above statement the reader will excuse me, I hope, if I call his attention to some facts that may be somewhat stale, yet new to many locomotive firemen; and as technical knowledge seems to be the growing order of things in the locomotive service, I feel that they will not be out of place here. A surface has length and breadth but not thickness.

A line is the intersection of two surfaces and has length, but not breadth or thickness. The intersection of two lines is a point. Hence, a point has neither length, breadth or thickness. So in the future when you hear any one speak of a point, remember he is speaking of *something* as near *nothing* as it is possible to conceive.

To speak of the *n*th of any thing is admissible, but when we substitute the value of *n* and find it to be a *point* and then reflect that a point has neither length, breadth nor thickness, I think we are justifiable in controverting the idea that any *portion* of a rolling wheel stands still. An atom, according to Mr. Webster, is the ultimate division of matter, at least in a chemical sense; yet, each atom has its center, circumference, diameter and so forth, on any of which lines any number of points may be located. But it is not my intention to be "small" in this discussion.

Another idea that presents itself in connection with these "problems of correct mechanical principles," is the difference between stopping and standing still. My idea is that a stop, is to motion what a point is to space. Simply a cessation of motion without duration. To stand still carries with it the idea of duration while to stop does not. The most perfect illustration of this, is the pendulum. It stops at each end of its beat, but for how long? Does it stand still at the end of the beat? If the pendulum be lengthened, more time will be required in making the beat, but will it *stop longer* at each end? I think not. Again a moving object or point may *stop* going in a given direction without coming to rest. Suppose a rifle ball moving in a direction due east strikes an "armor plate" and is deflected to a southeasterly direction. Did it stand still at the "armor plate." I can not believe it did.

So with any portion of the tread of a driver rolling on the rail. It moves toward the rail, comes in contact with the rail, stops moving

toward the rail and moves away from the rail; but this does not imply *standing still* at the rail. The only portion of the wheel that I can conceive of as stopping and standing still in such a case, is the particle of metal that is detached and represents the wear of the tire and is a beautiful illustration of the distributive forces at work in the universe. In the December, 1888, *Magazine*, Mr. Lockwood reproduces a drawing from Amboy Division's article in the September number. Referring to this, I want to remind Mr. L. that the same surface is not in contact with the rail in the position *o 4* that is in contact with it in the position *o d*; also, that in comparing the bar to a wheel, he must remember that when the end *4* of the bar gets to the rail the point *o* of contact will be at some point to the left of *o* in the sketch. How it can do this and not move I am yet unable to "conceive." In the April, 1887, *Magazine*, page 212, Mr. Lockwood says: "The true axis of motion is the rail where the bottom of the driver is in contact with the same." Now the axis being "the line, real or imaginary, passing through a body on which it may be supposed to revolve;" and the line representing the place of contact not passing through a body at all, but between two bodies neither of which revolves around it, I can see no propriety in calling it "the axis of motion." It seems to me only another name for "point of support." As this point of support must move with every movement of translation, it is equally difficult for me to see any propriety in saying it stands still when the motion of translation of the whole mass under consideration, is fifty miles per hour. But here, I suppose Mr. Lockwood will interpose the information that speed of rotation counteracts the speed of translation at the bottom of the wheel. I beg pardon! Mr. Lockwood insists that there is neither rotation nor translation at the bottom of the wheel. Our friend "E. S." in the December, 1888, *Magazine*, however, does. If the motion curves in Mr. Lockwood's drawings in the same number prove anything they prove that any given point in a wheel rolling on its circumference as the driver of a locomotive on the rail never moves backward in space; with reference to other portions of the locomotive it may. Locate any number of points on one of these motion curves you please and each one will be found nearer the point of destination than the preceding one. Nowhere in their course do the lines double on themselves. They lead upward and downward, but always forward. Never backward. Let us now take some of Mr. Lockwood's statements and make a practical application of them and note the result. We take an engine making fifty miles per hour, on a straight and level track, headed for New York, and 100 miles distant. According to

Mr. L.'s philosophy the tops of her drivers are moving towards New York at a speed of 100 miles per hour, the center of axle at fifty miles per hour and the bottoms standing still. As a direct inference, in one hour the tops of the drivers will arrive in New York, in two hours the centers, but the poor bottoms would never "get there." You will excuse me, I hope, for still believing that all three points will arrive at the same time. Why any one should add the speed of rotation to the speed of translation at the top of the wheel is not at all clear to my mind. It looks like adding the speed of the sulky to the speed of the horse in a race. The speed of the sulky equals the speed of the horse both going in the same direction. The speed of rotation equals the speed of translation also, both going in the same direction.

How does this look? Speed of horse twenty miles per hour. Speed of sulky twenty miles per hour. Speed of horse plus speed of sulky equals total speed, forty miles per hour. Substitute rotation for horse, and translation for sulky, and fifty miles per hour for twenty, in the first case, and you have Mr. Lockwood's and "E. S.'s" result. For the reason that the speed of rotation must *always* equal the speed of translation, when the engine does not slip. I would not deduct the latter from the former at the bottom of the wheel. This refers of course to a point on the tread of the tire. Before closing let me place a locomotive in such a position that the bottom of none of her wheels will be in contact with the rail and yet be doing good work pulling cars for the company that owns her. The bottom of a locomotive driver is the point where a line drawn from the earth's center to the center of the wheel intersects the tread. If the engine is working on a grade of, say 100 feet to the mile, the point of contact will be where a line drawn perpendicular to the rail through the center of the wheel intersects the thread. This point will be found to be forward of the point representing the bottom of the wheel. In other words the bottom will be a "measurable" distance above the rail, and according to Mr. Lockwood's own deductions will be *in motion* when the engine is translated by rotation of the wheels. Now, Mr. Lockwood I presume you will admit that I have my engine in a normal working position and yet the bottom of the wheel moves. Had you not better come out with Galileo, myself and several "other" "old runners," that the actual, tangible portion of the wheel which we all recognize as the bottom "does move."

A. H. Tucker.

THE Toledo, Columbus & Southern railroad is experimenting with crude oil for fuel, so far, it is said, with good success.

MR. EDITOR:—It seems that the excitement incident to a Presidential election is not able to check the growth and development of railroads in this country, for we see that 7,000 miles of new road were added to the grand total during the past year, showing an expenditure of nearly \$200,000,000. While not as large as the mileage of the preceding year, yet railroad men ought to feel contented, for it is an evidence that their business is a growing one and one that is not readily disturbed in its onward march to subjugate the wilds of our continent, and thus by contact with its encircling arms bring them into civilization. A grand future, of which we can have but a faint idea, is thus ahead of us, and in the next century which is so rapidly approaching us, railroads will doubtless achieve triumphs far exceeding the expectations of the most sanguine mind. See the contrast between our present system and the early railroads, as brought before the mind's eye by the vivid word pictures of W. DeSanno in the pages of the *Magazine*, and then imagine a system as far ahead of the present as the present is of the past, and you may get some idea of what the future has in store for us.

While all hands, no doubt, are glad to hear from Mr. Rauch again, yet this joy is not unmixed with sadness to hear that the events of the Richmond Convention were of so exciting and distressing a nature as to make a man forget his marital vows or his filial affections. Mr. Rauch says the delegates ought not to be held accountable for anything they did outside of the Convention. I suppose the B. of L. F. does not desire to hold them to account for anything done in the Convention, but it is for the things which were to be expected they would do and which they failed to do, that an explanation is needed. I am pleased to find Mr. Rauch's article fully confirming my former allusions to the *hard work* performed by the men on the "L." roads of New York City, and, indeed, he goes further than I ever did in showing the difference between the "Consolidation," the "Mogul" and the "L." firemen.

"A. D." says he has no interest in a problem which brings power and fulcrum to the same point, and says that power is in the frame when the pin is below the centre. As he now states it he locates the power in the frame when the pin is below the centre; in the pin, I believe, when it is above the centre? The fulcrum, according to "A. D.," is the rail always, and the resistance, I believe, has been located permanently in the boxes by "A. D." Accordingly we would have a lever with power at one end, and the resistance between power and fulcrum on the upper half of the stroke, and on the under half of the stroke we find power and resistance at one point, and fulcrum at the

other end of the lever, while the point where power was applied before is of no account and might, according to "A. D's." theory, be entirely dispensed with, or is it a fourth factor of which there is some doubt expressed? As I have never placed the power in the frame I have not brought my fulcrum and power into proximity so as to destroy my leverage, and oblige me to cast about for a new hold with every half revolution of the wheel, as is necessary in "A. D's." theory.

While on this point I would call "A. D's." attention to the article of Bro. A. H. Tucker, on page 120 of February *Magazine*, which gives some points on this question and treats it in a manner entirely different from that of any of the contributors who have, before this, written on the subject. While Bro. Tucker feels inclined to inquire whether the discussion of these points will enable us to make better time, or pull heavier trains, he admits that we will gain knowledge by a careful investigation of the different propositions. Bro. Tucker is inclined to think that a locomotive is a locomotive, even when not turning a wheel, when laid up in the round house, when on a car, or when standing at the tank, and does not lose its individuality or require any different leverages at different periods of its existence. His illustrations are apt and to the point, and ought to leave no room for further doubt, but the one query, "Put the cylinder above the driver in a vertical position, and how are you fixed?" is the very cream of the matter, and when answered ought to settle all further questions on the wheel and lever problems. A locomotive with cylinders above the drivers is not altogether a new idea, because some of the first locomotives were built with cylinders working in a vertical position, and there is no question that they were just as powerful as locomotives of the same size and make with horizontal cylinders would have been. Now with cylinders working at right angles to the direction of the wheels on the rail, how is "A. D." going to locate his point of leverage? And how about the power in the pin part of the time, and in the frame at other times? Even in this position I find no difficulty to locate the points, fulcrum in centre of axle, resistance on the circumference of the axle and power at pin. Now let us hear how "A. D." will locate them and his reasons for doing so.

"Ash Hoe" says that I am correct in saying "that a smaller wheel will pull a larger load than a large wheel, and at the same expense in steam a large wheel will pull a smaller load over a proportionately greater distance," and yet that it did not answer his question. He says according to my idea of fulcrum in the centre of the axle and resistance on the circumference of the axle, increasing or diminishing the size of the driv-

ers would not affect the leverage, or have anything to do with the amount an engine (?) could pull." He then explains the rule governing levers, in which I fully coincide with him, and at last "A. H." makes a calculation in which he brings in the term of foot-pounds, showing that on levers in motion, speed also forms an item in the calculation, and this only confirms what I have stated before, that a locomotive will be able to do a certain amount of work, expressed in foot-pounds, no matter what the size of the wheels are, for 600 tons moved fifteen miles in an hour, is equal to 450 tons moved twenty miles. If a $4\frac{1}{2}$ foot wheel was used in the first trial, and a 6-foot wheel in the second, each driver would make 5,604 revolutions, leaving out fractions, to accomplish fifteen or twenty miles. The same number of strokes of the piston, with the same expenditure of steam, accomplishes the same work or total foot-pounds, and the locomotive when tested will show the same horse power in each case. I hope "Ash Hoe" will now understand my position on this question, and realize the fact that speed also forms a factor of power.

"Ash Hoe" asks "what is in the boiler after steam has gone down, if everything were shut air tight?" Certainly it would be a vacuum then, but as "A. H." says, it is a hard matter to produce and keep a perfect vacuum, because air is such a "slippery character" that it is hard to confine it and equally hard to keep it out.

In regard to the illustrations on draw-bars by Mr. Lockwood, I will only say that with locomotives which have come under my observation, and which are doing the same work, it has been noticed that short draw-bars wear their pins and holes much more than bars twice as long; in fact that the latter have been in use for six months of the the heaviest freight and coal train service without showing sufficient wear to make it necessary to take up lost motion.

"Canada" takes me to task for saying I did not see how smoke and dirt could be drawn into cylinders when a locomotive is running and shut off. He reasons that a vacuum is formed in the steam chest, dry pipe and of course in the cylinder. The piston does certainly suck what air it can get out of the chest and pipes, but as locomotives are always run down grades and under momentum, with the lever in the corner, the exhaust port does not open to the exhaust until the piston is just on the point of returning, and the air which it has succeeded in drawing in, will be expelled and prevent any influx from the stack. Our hard coal firemen would all be classed among the bad ones, because nearly all their firing is done while the locomotive is moving without steam, and if "Canada's" train of reasoning were correct, every piston on every hard coal

road would give trouble. Therefore let up on us a little, Bro. "Canada," and don't give us away too badly till you hear our part of the story.

"Mr. St. Peter," who talks like "Paul," asks a question or two, and wishes to be "let down easy." Just as easy as possible, "Peter." A locomotive which has its cylinders in communication with the boiler, and is admitting steam enough to move herself, if not blocked, and on which everything is steam tight, will be apt to show 130 pounds of pressure in the cylinder just as soon as the said cylinder gets warm enough to stop condensation of the steam, and this will be in a very short time. There being no outlet for the steam admitted by the throttle, it will continue to flow into the steam pipe, steam chest and cylinder until they are full of steam of an equal pressure with that in the boiler.

The surface which a piston presents to the action of the steam on its forward movement, is from seven to ten square inches smaller than the surface presented on the backward movement of the piston, and this difference is caused by the space occupied by the piston rod, on which the steam cannot get a chance to exert its power. The difference in pressure may thus be as high as 1,000 pounds, that is if the piston takes up ten square inches and the average pressure is 100 pounds. And this puts me in mind that in starting heavy trains, it can be done more readily when the pin is down on the right side and just passing the center on the left. If a locomotive is liable to slip I find that she is most liable to do it when the pins are just in that position, but while there may be as much as 2,000 pounds of pressure difference in the two pistons, it would not be noticeable in the more rapid movement, because 2,000 pounds is but a small portion when compared with the total pressure which a pair of 18-inch pistons working with 100 pounds of pressure would have to stand, for it amounts to 50,892 pounds on the large side of the piston. *Vulcan.*

MR. EDITOR:—If I can get a direct answer from "Eccentric Strap" to the following question, then I shall try and answer both "E. S." and "Vulcan." The question is based on the following quotation from "E. S.'s" article in January *Magazine*, page 21. "Ah! now you come to it. You have then sounded the key-note, for *if your centre line through axle and cylinder moves in translation fifty miles an hour, then that must be your basis for calculation, as the maximum speed is just twice that, instead of twice the bottom.* I hope Mr. Lockwood will investigate *his own statements* and if he will not concede the point of truth, at least try and explain the contradictory statements he has made."

Can't "E. S." out of his abounding grace and good nature, excuse me for the errors of fact and statement I have heretofore made *and confessed*, and only hold me to the "truth" of those for which I stand committed!

If understand "E. S." aright, the above statement relates to a wheel in contact with the rail, whose centre is moving in a line with the rail at the speed of fifty miles per hour. "E. S." admits that this wheel has maximum speed at the top twice as great as the speed at the centre, therefore one hundred miles per hour. Now if it has a maximum speed at the top twice as great as at the centre, it must have a minimum between the centre and the point of contact with the rail.

Question. Where is the minimum point on the wheel located, as contra-distinguished from the maximum—the top, and what is the speed at this minimum point.

Wm. E. Lockwood,

GLEN LOCH, February 4, 1889.

The Torpedo Nuisance.

MR. EDITOR:—One of the rules and regulations of one of the Eastern trunk lines reads as follows:

When it becomes necessary, from any cause, for a train or engine to stop on the main track between stations, or to stand at a station longer than the usual time, or to proceed only at a slow rate of speed, the rear brakeman must go back instantly with the danger signals (red flag and torpedoes by day, red lamp and torpedoes by night) at least a half a mile, or twenty telegraph poles, to stop any following train or engine; he must display the danger signal in a conspicuous manner, and remain there until called in by the conductor. As an additional precaution, he must immediately fasten a torpedo to each rail, which must not be removed, and when called in he must fasten another torpedo to the rail, ten telegraph poles from the rear of the train.

If the train is stopped on a curve, or if the weather is so foggy or stormy that the danger signals on the rear end cannot be seen for a distance of half a mile, the flagman must not be called in, but must remain to flag, stop, and get on board the following train. In all cases, when called in, torpedoes must be fastened and left to the rails before returning to the train.

Should any detention occur on single track, or the opposite track be obstructed, the baggage-master of a first-class train, or the head brakeman of a second class train, must instantly go forward a like distance, using the same precautions to stop approaching trains or engines.

The engineer is authorized, and it is his duty when his train stops, to order the flagman back with danger signal by giving three blasts of the whistle. See Rule 11.

Conductors and trainmen have no right whatever, at any time, to presume that other trains are not closely following or approaching.

This rule is imperative, and conductors and engineers will be held responsible for its strict enforcement, and they may command the services of any employé of this company to fully and promptly carry it out.

Engineers when running over torpedoes must come to a full stop, and then proceed slowly, with their train under full control, until the cause of danger is known, or the obstruction is reached and passed.

These rules would seem to indicate a de-

sire to avoid accidents by rear end collisions, but if reduced to actual practice and strictly adhered to, they would greatly increase the very dangers which they were designed to prevent. The rule requires a runner to bring his train to a full stop, *whenever he runs over torpedoes, and then to proceed slowly, and with train under full control, until the cause of danger is known.* Now on said road certain local freights, leave one of the termini two hours ahead of some through freight, but owing to a rush of business these local freights are often delayed, and sometimes before reaching the other end of the division the local freight is back on the time of the through freight, and the runner of said freight finds the track loaded with torpedoes; it being a matter of fact that sometimes as many as twenty-five and thirty torpedoes, may be found in a distance of as many miles. According to the rules the through freight must make that many full stops, and while making them its flagman must place the torpedoes for the next train, which is quite likely to be running extra to it, and also followed by another one, for which it may be carrying signals. These full stops, *the proper placing of torpedoes,* and starts from a dead stop, will in each case take ten minutes at least, with a heavy train such as is usually run on Eastern roads, and twenty of them would waste two hours time in a distance of thirty miles, and instead of proving a factor of safety, the torpedo and its rules would be productive of danger. Instances are known where seven torpedoes were found in less than a half mile run, and no train or other obstructions were to be seen. Trains making these torpedo stops, would inevitably get behind time and be found trespassing on the rights of other trains, and these on others, and if all lived up to the rules not a single train would ever be on time, and this irregularity and uncertainty in regard to the whereabouts of trains, would be productive of disaster, even on a double track road, and much more so on single track.

Coming to the point, what does a torpedo tell you? It says *somebody has been here,* presumably a flagman in the discharge of his duty, but beyond this fact it gives you no information whatever. If you are conversant with the time table of your road, you know that some trains are ahead of you, therefore the torpedo fails to give you any new information, for while it says: There is a train ahead, it fails to give any intimation of how far ahead, or how long ago the torpedoes may have been placed on the track. The runner may therefore bring his train to a stop a score of times, and never see the preceding train, indeed, said train may be safely over the road and at its destination, while the following train is still making *torpedo stops* for nothing, only to lose time thereby and endanger its rear end.

It would seem that, with the present advance in mechanical knowledge, some more intelligent device than a torpedo might be adopted, to warn trains of the proximity of another one in their front, if it is not deemed safe to depend upon the flagman to do so. A few common sense rules, in regard to the use of torpedoes, might also make them of some use, for instead of being indiscriminately distributed the manner in which they were placed, or their number might be made to give information of real value to the following train.

There are also a number of different automatic devices worked by simple contact with certain levers or with electric buttons, which will signal trains following, and announce either the distance which leading trains are ahead, or the time which has elapsed since they passed said signal, or any other point, if, preferred miles ahead of them. A little expenditure in this direction ought to be a profitable investment, for it would insure safety and dispense with the ever recurring expense for torpedoes, which must be quite an item when they are used in the manner above indicated.

Patents About to Expire.

Relating to expiring railroad patents, which become public property during February. Furnished by F. B. Brock, Patent Attorney, Washington, D. C.

These devices may be appropriated by anyone, and are therefore of interest both to the public and manufacturers, and copies of the patents will be mailed at 15 cents each by Mr. Brock. Repetitious labor may often also be saved inventors by an examination of this record:

Adjustable car wheel, G. G. Lobdell.
Link guide for car coupling, N. L. Post.
Car brake, G. H. Reynolds.
Car window, N. McCaull.
Dumping car, C. Barrett.
Coupling for steam or air brakes, S. N. Goodale.
Steam boiler, M. Smart
Sash holder for car windows and blinds, C. P. Mixer.
Locomotive for ascending inclined planes, N. Riegenbach.
Car brake, G. H. Merriam.
Car wheel, S. P. Smith.
Dumper for railroad tender, T. C. Hendry.
Spark arrester, H. F. Reiner.
Railway tie and chair, L. A. Towne.
Railway switch, C. F. Keller.
Seal lock for cars, J. H. Lyon.
Locomotive, S. Skillman.
Steam car brake, J. T. Bassett.
Hinged joint for car seats, D. W. Perry.
Car coupling, L. Marshall.
Car coupling, J. D. Riggs.

CLEBURNE, TEX., January 31.

MR. EDITOR:—I penned an article for the March number already, which I presume you have received in due time, and which will require considerable space, but as I have now received the February advance copy, I see that it behooves me to indite another small article, for which I hope you will have ample room in the March issue, but if not, it can wait until the next issue.

First, in answer to "Vulcan" I will state that I never did disagree with him as to the place where the fulcrum was located, but was convinced that the place of weight, was not located in the boxes, as I formerly thought, but as I penned a very extensive article on that subject, previously, I shall not take up any of your valuable space in its further discussion.

"Ash Hoe" seems to think it a hard matter to tell which side of the fence I am on, but I thought my meaning was made clear, because the statement, stopping a moment, can have only one meaning; only one interpretation, and that is, that the wheel in its rotary motion, has to *cease to move in its rotation*, for a moment, then to recover itself and go on at an ever increasing speed. This I said, was the veriest folly, and so it is, because, should that portion stop as stated, the balance in still proceeding on its rotating mission, would sever itself from the procrastinating portion, and put the engineer to his inventive resources to devise a means of getting his engine home, minus his wheels.

Your boiler, in being perfectly air tight, would undoubtedly have a vacuum under the given conditions, and although there can be absolutely no perfect vacuum, there can be a very extensive partial vacuum. This is verified every day with all manner of force pumps, as can be demonstrated by making an air hole at any point of supply, i. e., at a point back of, or below the receiving valve, as your air hole admits air it becomes impossible to create a vacuum, hence you have air in your pump instead of water, also all manner of lifting injectors are governed by the same principle. The jet valve, being opened, is said to suck the water up from the tank, but such is not the case. The fact is, the jet of steam rushing out of the overflow, acts the same as a plunger would; it expels the air from the feed pipe and the atmospheric pressure forces the water up to the injector.

I can give you a fair example of an engine which was much like the one you quote. The engine I here refer to was a 15x24 Baldwin in passenger service at the time I mention, running between Galveston and Houston, equipped with two Baldwin pumps, no injector, and at that time came in frequently in the evening on her run, with a bare two gauges of water. The hostler would put her in the house so, only two gauges, and in the

morning, when he went to take the train to the depot, a distance of a mile and a quarter, she would be full to the dome. Tableau! You all know what it is called. The jacket, and dome, and sand box, would be one solid mass. It caused a kick, and the Master Mechanic came to James Tarpey, at that time night hostler at Galveston, and spoke to him about filling the No. 2 up so full before taking her in. Mr. Tarpey had noticed a time or two, a sound as if the pumps were working, and so that night an investigation was made. The engine was put in as usual, with only *one* gauge of water; she cooled down and then was examined. There was no water to be found in the bottom gauge, but soon the hostler and Master Mechanic went to the engine, and by listening, could tell distinctly that the pump was working, and it did not require a very great while to find two gauges of water in the boiler. The hostler was, of course, exonerated, while the No. 2 received a reprimand for her inordinate appetite for water, in the shape of having her pumps shut off. There was no more trouble and no more tableaux. Does this prove the existence of a large partial vacuum? If not, how can it be accounted for?

A. H. Tucker has just expressed himself according to my convictions to a dot. You will undoubtedly remember that I said in a former article, over a year ago, the cross-head moves forward always, in relation to the ground over which we travel; but, as to the motion of the machinery of a locomotive, I am convinced that in speaking of the motion of any portion of that machinery, we are to leave the earth out of the question, as it does not contribute anything but the roadway. Now, I believe I can help Bro. Tucker out in his argument a little. When I first went to work on this road I was consigned to a pile driver. She was a traction engine as well as pile driver, and could, at a moment's notice, be converted into a traction engine, in other words, a locomotive at the will of the engineer. She had an upright boiler and a pair of 8x14-inch cylinders, had regular connecting or main rods. But cylinders and rods were on the deck of the car, and there was arranged a separate gearing by which the engineer could throw out her power of translation at will; then with one movement of the arm he could transmit the motion of that machinery to the wheels underneath and she became a locomotive. Could you say that cross-head moved forward only? I think not, as you would be viewing it from its true position, in relation to the machine of which it was a part. How does a link travel in the motion imparted to it by the eccentric? Would any of you say the link traveled only forward? I guess not. And yet, it does so even more than the cross-head, but I presume everybody will admit that the link travels backward as well as forward.

ward while the engine has translatory motion.

I infer from Bro. Tucker's last paragraph that I am about to have him enlisted with me as against Mr. Lockwood. I shall not be sorry to see him enter the field.

M. St. Peter asks a few questions, on which I will give my opinion, for investigation. To the first question I will answer that the pressure could never again reach boiler pressure, because in passing out through so small an opening, the steam would be in a very great degree expanded, by which it would lose its energy and condensation would begin to take place. Then in the cylinders, away from the heat by which it was created, a further condensation would take place; hence, I do not think it could ever reach boiler pressure again.

No. 2; no. The work done on the front of the cylinder would be greater than on the back, because in the front there is nothing but space, consequently you get a full cylinder of steam, while on the back you have a portion of that space taken up by the piston rod, which will, of course, cause that end to use just as much *less* steam than the front as the piston rod contains cubic inches.

As we generally reserve the best of all for the last, so now do I in this. I am truly pleased that Mr. Rauch did not take offense at what I wrote, as it was not couched in such terms as I might have wished afterwards, but my reasons were given in December number. I am also pleased to note that Mr. Rauch gives me credit, in a large measure, for writing for the instruction and amusement of others after having made such a hard trip as I quoted at that time. I will say that very nearly all of my articles from Galveston were written under the same conditions, and now, as I write this, I have just come home from my labors as night hostler, where I regularly put in thirteen hours out of every twenty-four in the care of the engines running four ways out of this place. I don't usually have much time during the night but for work and reflection, but then, as necessity is the mother of invention, I believe I have a great deal more time for this kind of labor than the "pets" of which Mr. Rauch made mention. As all I have to think of is to get the fires cleaned in from six to twelve engines, get coal put on their tanks by the old-fashioned Armstrong process, give them sand and put them in the house with fire in them, then every hour or so, go the rounds of all I have in. In addition to the work of taking in and out, and attending to their wants, filling up with the injector and adding fuel to the fire in order that I may have them ready for a call, which is not issued until one hour before the time for departure of the train. I don't have to worry myself to death about the fit of my last suit, or the

way my piccadilly collar sets, and conjecture and cogitate as to whether it would be advisable to wear my patent leather boots and buff kids, or my new low quarters and plum kids to-night, when I go down the street with my all but invisible walking stick gently grasped in my right hand and my silk hat smoothly polished and set jauntily over my right ear. Oh, no, indeed! I can calculate that I will go to the house, get breakfast, go to bed and muse awhile and then sleep until dinner time, get up, dress very ordinarily, eat dinner, fill my pipe and figure out a line of attack for the next issue of the *Magazine*, and go to bed again, and so on, day by day. But it is not so hard as the south end was, so I will give a little idea of what it means to be a *fireman* there.

The engine I fired was a 17x24 Baldwin Mogul, the tank was the standard Baldwin, 2,800 gallons capacity in water space, and spaced originally for seven tons of coal, the board, however was moved back to within six inches of the man-hole. The coal would be piled up as high as it would hold on, and we would start. Our train was quite an item, forty-five loaded cars being rated as a full train, but in addition to that we had to pull from five to twelve empty water cars of 4,600 gallons capacity away from Galveston to Alvin or Duke, twenty-nine and forty-four miles distant, respectively. Then coming in we would take them filled, from five to fifteen in number, in addition to all the cars we had, and sometimes we would have five or six cars in addition to a full train. The engine had a very low brick arch, and to make it convenient I had to fire with four scoops of coal. It would usually take the time we used in passing three telegraph pole spaces to put in a fire. Then she would go five telegraph poles without any more firing. In 59½ miles I would have all down from the sides and be pulling down from the back end. I would there take a dump and a half of coal, four tons to the dump; not very good weather for piccadillies and satin ties. We would sometimes, in bad weather, have to run for water, and the tanks are usually fifteen miles apart, all but one place, there it is twenty-two miles. Think of that! Two thousand eight hundred gallons of water evaporated and more run for in fifteen miles (but as I said, this was in bad weather) while the dump and a half of coal would be more than half consumed on reaching Seeley, 33½ miles from the coal bin.

Come down to Texas from your "Elevated" perch, some of you, and learn what *firing* is, and then I'll venture to say you've had a good job and left it. The pay here on Moguls is \$2.35 per day of 100 miles or less; all in excess of ten hours to be paid twenty cents per hour.

Should I venture again to the frozen north I would be pleased to call on Mr. R., and would undoubtedly do so, but my memory of the f. n. is too fresh to venture up there in the winter time. The long years I put in up there, and the hard winters, when we used to tie the broomstick to the thermometer to let the mercury run down on, are yet fresh in my memory, so I will remain for awhile in Texas, the State of my adoption.

Yours fraternally,

Eccentric Strap.

MARION, IOWA, February 13, 1889.

MR. EDITOR:—In the *Magazine* I have lately noticed a lot of discussions on the following subject: Where does a locomotive obtain its fulcrum, at the rail or the axle? Forney says if we regard the fulcrum as the point which is fixed in relation to the locomotive, it is at the center of the axle, but if we refer it to the surface of the earth, then it is at the top of the rail.

"Ash-hoe" gives a good description of the tractive power of a locomotive and how it is calculated, with regard to the pressure on the pin, either on top or bottom quarter. I agree with him that the power is the same in both positions. It is only during the forward stroke that the pressure on the pin moves the engine ahead. The forward pressure of the pin at the axle is greater than that exerted against the axle in the opposite direction by the cylinder head and frames. It is this excess of pin pressure that moves the engine and which is the tractive force during the forward stroke. During the backward stroke the piston is pushing the axle backward, and the pressure against the front cylinder head is pulling it forward. The latter then exceeds the former, and the difference between the two is the force which moves the engine forward. So we see the difference is the same in both positions of the pin, so from this cause the engine can not pull more when the pin is above the axle than when it is below.

F. T.

[Let us hear from you again and often.—
ED. MAGAZINE.]

MR. EDITOR:—In answer to Mr. Tucker's Question on momentum: Momentum of a body signifies its quantity of motion and is reckoned according to the number of particles moving and the velocity with which they move. The momentum therefore varies as the quantity of matter multiplied by the velocity. $M = \text{momentum of a body, } Q = \text{quantity of matter, } V = \text{velocity. } M = QV. Q = M \text{ divided by } V, \text{ and } V = M \text{ divided by } Q.$ Since there are two elements entering into the momentum of a body—namely, its quantity of matter, usually expressed in feet per second—therefore momentum can not be measured either in pounds or in feet; being in its nature unlike either. The com-

pound word foot-pounds is employed for the unit of momentum wherever the unit of quantity of matter is a pound and unit of velocity is a foot per second. A ship weighing 336,000 pounds is dashed against the rocks in a storm with a velocity of 16 miles per hour; with what momentum did she strike? Answer, 7,875,436 foot-pounds. 5,280 multiplied by 16 equals 84,480 feet in 16 miles. 60 multiplied by 60 equals number of seconds in a minute, which is 3,600. 3,600 divided into 84,480 is 23.4383 feet in a second. 23.4383 multiplied by 336,000 pounds is 7,875,436 foot-pounds.

In reply to "Eccentric Strap": I have also heard the use of both terms, diaphragm plate and deflecting sheet. On the P. R. R. engines the plate or sheet (as I have been informed and never knew to the contrary) was usually placed at the height of six (6) rows of tubes or flues from the bottom in front end. And that was considered the standard for setting the sheet for an engine; and if the engine would not steam to raise the sheet, and if she would not then steam, something else was the matter. I have known sheet to fall on one side and engine steam badly, and when replaced would work all right. I would like to have other brothers' opinions on this also. This is my first attempt and I would not like the brothers to criticise me too severely.

Respectfully,

A Philadelphian.

MARION, IOWA, January 30, 1889.

MR. EDITOR:—One of our members asks what is steam before it reaches the external atmosphere.

Steam is water changed into gas by heat and in its true state is invisible, the white cloud which escapes from the exhaust pipe of a locomotive is not true steam but is steam in a condensed state through coming in contact with the cold air.

F. T.

DERBY LINE, Vt., February 8, 1889.

MR. EDITOR:—Will you please tell me through the mechanical department, how to find the pressure of a cylinder 15x22, engine carrying 130 pounds pressure?

Fraternally yours,

GEO. E. HEATH,

The Locomotive.

H. K. PORTER & Co. (Pittsburgh) are about completing six small locomotives to go to Buenos Ayres,

THE Taunton (Mass.) Locomotive Works has come under new management, and the intention is to add improved machinery and put up new buildings, putting the shops on a basis for competition with other locomotive shops.

THE Pittsburgh Locomotive Works are very busy at present. They are turning out about ten locomotives a month, most of them being very heavy engines. During a recent visit to the shops we saw in the erecting shop a mogul engine

for the Chicago & Calumet Railroad, with cylinders 19x28 inches, driving wheels 50 inches diameter, and a straight boiler 61 inches diameter at smallest flue. The total weight of the engine in working order will be about 120,000 pounds. This is the heaviest mogul engine we have ever seen. The boiler shell is made of 5/8 inch steel. They have lately delivered to the Union Pacific some engines built to the company's drawings and specifications. Among other work recently finished were eight wheel engines for the L. St. L. & T.; ten-wheelers weighing 113,000 pounds for the St. L., A. & T. H.; and some eight-wheelers for the Vandalia line, the latter to carry 160 pounds' steam pressure.—*National Car & Locomotive Builders.*

A TAUNTON (Mass.) correspondent writes: Business here is good. The Taunton Locomotive Manufacturing Co. are working day and night (two gangs) to keep up with their orders on printing presses manufactured by them for the Huber Printing Press Co. Locomotive work is somewhat dull, although they have orders on hand now for about 11 engines, with the prospects for more. Nothing has been done in the building of engines for the last six months; a few repair jobs have been received during that time. The Mason Machine Works are busy on cotton machinery. Printing press work is falling with them somewhat. They manufacture presses for the Campbell Printing Co., of New York and Chicago. They are about starting on some narrow gauge engines (The Erie) for the Boston Revere Beach & Lynn Railroad. There is a rumor that Messrs. Emery & Donnelly, formerly with the Campbell Printing Co., are about to commence business on their own account, making presses. They have received letters patent on an loking device for printing presses, and have now specifications filed for a complete printing press. The East Taunton Iron Works, which have been idle some years, are about to start up under new management, making wire for telegraph, telephone and electric light purposes. They are to draw their wire under a new process, for which letters patent were recently granted to Mr. Williams, of this city. The tack and nail business is rather dull just now.

The following is a record of locomotives built during the last year at the Baldwin Locomotive Works, Philadelphia, Pa.

	A	B	C	D	E	Total
January . . .	—	1	10	17	26	54
February . . .	—	—	17	4	34	55
March . . .	—	—	17	24	21	66
April . . .	—	—	17	34	5	56
May . . .	—	—	30	30	5	65
June . . .	—	—	16	13	27	56
July . . .	—	—	9	33	14	56
August . . .	—	—	25	3	37	65
September . . .	—	—	13	26	27	66
October . . .	—	—	20	27	28	75
November . . .	—	—	7	30	21	58
December . . .	1	—	7	30	27	65
	1	1	188	275	272	737

A.—Rack rail engines.

B.—Special single driver engines.

C.—Passenger engines, 4 wheels coupled.

D.—Six wheels coupled, freight and passenger.

E.—Consolidation and octapod engines.

All engines built during the last year were delivered on time. At present they are delivering some of the engines ahead of time.

THE new Canadian Pacific Railway elevator building at Port Arthur is being pushed rapidly. Already 2,700 piles have been driven into the ground for its foundation. The average length of the piles is 30 ft., and they are driven in blocks of twelve each, surrounding which are boxes that are being filled with concrete. On this concrete, also supported by the piles, will be set blocks of granite measuring three feet square on the surface, 18 inches in thickness.

The Shop.

THE Georgia Pacific Railroad Co. are building a wood-working shop 60x175 feet at Birmingham, Ala.

THE Newport News & Mississippi Valley Railroad Co. will build shops at Lexington, Ky., if \$35,000 is donated.

THE Alabama Great Southern Railroad Co. will build an addition to their machine shop, at Birmingham, Ala.

THE shops now being built at East Los Angeles by the Southern Pacific Railway will comprise 15 large brick buildings.

THE Rathburn Manufacturing Company, Milwaukee, Wis., has been incorporated, with a capital of \$10,000, by Francis W. Kimball and others, to manufacture tools and implements for railway construction and operation.

THE Grand Trunk Railway Company have declined the bonus of \$100,000 offered them by the authorities of London, Ont., for the establishment of car works in that city. The works will be built at Stratford, and operated in connection with the immense machine shops recently erected there by the company.

THE shops of the Union Pacific Railroad, to be built at Cheyenne, Wyo., will, it is said, give employment to 2,000 men. It is reported that Denver offered \$500,000 and perpetual exemption from taxation if the shops were located there. Cheyenne will expend something like \$100,000 in the interests of the company, and furnish free water.

Car Notes.

THERE is a proposition to turn the old agricultural works at Peru, Ind., into a car manufactory.

THE Dickson Car Wheel Works has been chartered, to manufacture car wheels at Houston, Texas.

THE Lafayette Car Works are at work on an order for one hundred refrigerator cars, which will keep them busy for some weeks.

THE Boston & Maine has let contracts for 20 passenger cars, the order being divided with the Locomotive (N. H.) Car Company and Osgood, Bradley & Sons, of Worcester, Mass.

THE Canadian Pacific Railway Company are building large car shops near Montreal. The company intends to build their own cars, many of which have heretofore been bought in the United States.

AN extensive branch foundry is to be erected at East Chicago by the C. A. Treat Car Wheel Works, of Hannibal, Mo. It will have a capacity of 400 wheels per day, which means the melting of 120 tons of iron.

THE Indianapolis Car Manufacturing Company is building 1,000 box cars for the Chicago, Burlington & Quincy, which it is to have delivered by February 15th. They have still 300 cars to build for the Atchison, Topeka & Santa Fe.

THE Southern Iron Car Line, of Atlanta, Ga., recently placed in its service one hundred 60,000-pound box cars to run between points south, west, and north. They were constructed under the patents of the Iron Car Company, of New York, with steel and iron frames, but with the ordinary box.

THE 30 passenger cars which the New York and New England is building at Norwood shops are now nearly all completed. They are 60 ft. long outside of the end sills, and 9 ft. 8 inches wide outside of side sills, and 10 ft. 5 inches from the under side of sill to the top of roof. They are mounted on two 4-wheel trucks and 7-ft. wheel base, and have steel tired Paige wheels, M. C. B. axle and journal box, and the Koss Meehan shoe. They are also fitted with the quadruplex elliptic concave spring for bolster springs, the Hale & Kilburn seat arm, and the Russel & Irwin door check.



EDITED BY IDA A. HARPER.

All Correspondence pertaining to this Department should be directed to

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Maltby House, Washington, D. C.

MARCH, 1889.

It is very sad to contemplate that the Methodist Episcopal Church will not allow its missionary women to perform the rite of baptism. Probably no church in the world has expended so much money or sent so many missionaries to foreign fields as has the Methodist. And yet after the missionary women have suffered every hardship, endured every privation to convert the heathen and succeeded, they are not allowed to baptize even the women and children. Now if baptism is a saving ordinance and these heathen are deprived of it because they were converted by women, who were sent there for that very purpose, and they are lost thereby, who is to be responsible for these souls? It looks very much as if the sin would have to be laid at the door of the M. E. General Conference, that holy and righteous body which would not admit its women-delegates. The orthodox churches are very good institutions but their women members have said "nothing and sawed wood" about as long they intend to. They will have an equal voice before a great while or somebody else will saw the wood to keep the gospel fires burning.

PEOPLE who live in climates where it is always warm and fair miss one of the keenest enjoyments of life, the delight that is felt at the approach of spring. Only those who have been shut in for five or six long months, with the wind sweeping around the house and rushing in when the door is left ajar, the greer grass withered and brown, the flowers all dead, the birds departed—only those can realize the joy that is experienced at the approach of pleasant weather. The first warm days come like a messenger of hope. We throw up the windows with hearty welcome to the balmy air. With eager fingers we pull away the rain-soaked leaves to coax forth the sleeping plants. The tiniest blossom at this season seems more beautiful than all the wealth of bloom in the heat and brightness of summer. It is the hint of the resurrection that makes glad our souls. And when a belated storm sweeps down and drives us back to the forsaken hearth we smile with the thought: It is the last, for spring is here. They who live where it is perennial summer,

miss this exquisite experience, for it is not possible fully to appreciate a blessing that is always with us.

But if we have lived up fully to our possibilities, the long winter has not, been without its compensation. There is no time like the quiet winter evenings for reading and study, for the fancy work that beautifies the home, for the fireside games and music, for the renewed acquaintance with our own family. It is the close and intimate companionship, which the cold weather makes necessary, that strengthens those ties which may become loosened by absence and separation. But it is characteristic of human nature to tire of a sameness, however charming may be the situation, and so we hail with gladness the coming of spring. With that confidence in the future, which is a blessed inheritance of humanity, we sweep and garnish, we plan and we hope and make ready for a happy summer. When the leaves begin to fall and the chilling winds to herald the approach of autumn, may we look back with contentment on the fulfillment of every bright anticipation.

THERE is a tender and reverential strain in the nature of women which makes them cling to sweet associations as something precious and sacred. It is the mother who weeps over the baby shoe, the curl of hair, the faded picture. It is the wife who cherishes the withered flowers, the loving letters that tell the story of the courtship. The maiden parts from her lover and spends the hours gazing at the stars and dreaming of his return. Even the little girl has her dolls and her pets which are guarded with gentle affection. Men have their moments of sentiment, but they are few and brief. This is partly due to their more practical nature and partly to their manner of life, busy, bustling, out in the world, making their way among men, meeting the demands of competition, an existence which leads them away from the retrospective. The occupations of women are generally such as permit the exercise of memory, and being less ambitious than men, they dwell more in the past, especially as the years accumulate and the rose color fades out of the sky. Women are rapidly entering industrial fields; the struggle for subsistence, the desire for independence are drawing them away from home; life becomes each day more crowded with cares and duties; but the tenderness, the reverence, the fidelity of the womanly nature will never change. They were implanted at the creation and all the education and the training and the opportunities that are given only render her the more capable of exercising these qualities in a higher and nobler degree. The future will see a being of a more perfect development but possessing still all the traits of character that through the ages have made her loved, valued and honored.

A VERY amusing paragraph has been going the rounds of the newspapers in relation to Miss Mary Garrett, sister of Robert Garrett, of Baltimore, and the wealthiest unmarried woman in the United States. She is the daughter of John W. Garrett, President of the B. & O. railroad. Although he had a dozen secretaries, she was his counselor. He made no great investments without consulting her. Had he taken her advice "he would not have wrecked himself on the shoals of ambition." The same might be said concerning her brother. She is now the controlling influence in the Baltimore & Ohio. After recapitulating all her remarkable business qualifications, the article closes by assuring the readers that "she is not a strong minded woman." Not a strong-minded woman and yet can control one of the greatest railroad systems in the world! How absurd! This illustrates the popular fallacy concerning "strong minded." The papers are doubtless trying to convey the idea that she is not going over the country making woman suffrage speeches. If Miss Mary Garrett votes as a stockholder in a railroad, it is hard to understand why she should not vote as a tax payer in a city. In view of all the facts it will strike most people that she is an exceedingly "strong minded woman."

DENVER, COLO., February 15, 1888.

To the Editor of *Woman's Department*:

I am in Colorado visiting relatives and receive the *Magazine* every month. I looked to see what DeSoto Lodge, No. 8, had to say, also St. Louis Lodge, No. 21, but was disappointed. There are Messrs. M. Rabbitt, J. Christofel, F. M. Gratiot, of DeSoto Lodge, also Messrs. J. W. Strong and Chas. Becker of Lodge No. 21, who ought to devote a few minutes writing to the *Magazine*. If I had the knowledge these young men possess, the readers would know what good Brotherhood boys are.

I agree with "Engineer's Wife" in regard to flirting, as the boys ought not to be flirting when they have a dear wife at home, but some will wave at the girls when they are passing through towns, in spite of all. Young men that claim to love some young lady best and dearest, devote your time and thoughts toward that one, and do not flirt. I believe there is a hereafter as well as the present time, and choose good in preference to evil. Young ladies and married ladies never think of flirting, as it is far worse for us and there is no use in us setting a bad example.

I find Denver to be quite a pretty city, but here where my relatives live, on a ranch six miles from town, is much nicer. In pleasant weather I go driving and view the snow-capped mountains, which are very beautiful, and especially so when the sun is shining. "Still there's no place like one's native home." With kindest wishes for the Brotherhood men, also for the Editress and *Magazine*, I close. Very respectfully,

Lulu Whitehead.

OUR BABY.

On a lone and quiet hillside,
Sleeps the baby that we love;
Rests his little form so precious,
But his spirit is with God.

Long and patiently he suffered,
Ere the messenger said, "'Come,
Leave this world of care and sorrow,
For a brighter, better home."

How our hearts were filled with anguish,
And we sometimes wondered why
It was ours the Lord had taken,
And passed so many others by.

But, O God, forgive our murmuring,
For, although from us he's gone,
If we're faithful in thy service,
We shall go to him ere long.

We shall go to that blest harbor,
Where not only baby waits,
But with him there's other loved ones,
Standing by the pearly gates.

Dear ones whom we told at parting,
We would meet on that bright shore,
When this life of toil was ended,
And our work on earth is o'er.

Teach us then to be, O Father,
Just and faithful, full of love,
That we all may be united,
In that happy home above.

— Mrs. D. C. W.

' DERRY STATION, PENN., January 25, 1888.

To the Editor of *Woman's Department*:

Another year, with its sunshine and shadows, has glided into the mighty store-house of the past. On its unerring record has been written by the remorseless pen of Time, the one word, "finis." If the old year has, in some instances, been unkind to us, let us forget the evil, and remember only the sunshine and goodness that has been scattered broadcast around us with unstinted and lavish hand; and let us hail with hopeful hearts and better resolutions the new year that is given us, knowing that each of us in a measure, determines for ourselves whether this year shall be one of blindness and error, or happiness and hope fulfilled. I hope the *Magazine* does not think Chestnut Ridge Lodge dead or asleep, as it is so seldom heard from. The truth is, it is very much alive, but in spite of their many good qualities, the boys are awfully backward, so far as letter writing goes. But I would suppose by the number who have assumed the rôle of "benedict" during the past year, that they are not so quiet and unassuming where the heart is seriously concerned. The boys attend Lodge regularly and in spite of bad "Rhodes," they manage to escape all tardy "Marks." During this wintry weather they buy their "Cole" by the ton, and by their bright, cheerful fires, thaw out many an "Aiken" finger of some doubting "Thomas." All those who yet remain in a state of "single misery," manage to "get there Ell," and none more frequently than the worthy Vice Master. In the evening he "Waddelleth" to the home of his lady love. When the cock croweth, he taketh his departure, and weepeth because morning cometh. Selah!

Lizzie Marks

DEAR DEPARTMENT:—I have been reading some of the letters on the "woman question," and I really wish I could get all the light on the subject I need. We hear so much said of late about "woman" and "woman's work" that we almost wonder if *woman* is a new creature of this century, or if the women who lived in earlier times did nothing. We find that we are not the first women of the world, and that there were some bold ones and some good ones in ages past; witness Zenobia, Joan of Arc, the mothers of Bacon and Washington. We hear much about being broad-minded, etc. I wish some one would show us just what is meant by that. I like better than the term "broad," the term "rounded." To be broad without depth is to be flat. Talking of "rights," and "mission," and all that does not give us a clear idea of what is expected of us. Judging others by myself, there is much more for us to attain in knowledge, wisdom and usefulness. Let us learn all we can that is useful and ennobling. Let us take up each of life's duties as bravely as possible, as it comes to us, and, filling our places as full as possible of all good and noble thoughts, words and actions, be as broad in our culture, as independent in our actions as we can, and be right.

I confess I do not see just how receiving the right of suffrage would benefit us. If anyone can explain this matter satisfactorily, I would consider it a favor.

Cousin Nell.

[We call upon our readers of both sexes to answer this last question according to their ideas.—Ed.]

ST. LOUIS, MO., January 20, 1889.

To the Editor of *Woman's Department*:

I will just drop in a few moments and tell you all about the second annual ball given by Harmony Lodge, Ladies' Society, B. of L. F. It was given on the 20th of December, at Euterpe Hall and was a grand success. Everybody seemed to enjoy themselves, and we hope they did.

Mr. and Mrs. C. E. Amos led the grand march, which was very nice. The ladies got the supper themselves, which was splendid. They danced until about 11:30 when the supper march was called and everybody marched up to supper and found the table loaded with everything good and enjoyed it very much. Bro. Ed Murphy, a member of Lodge No. 21, came up in the dining room and made himself useful. He put on a white apron which became him beautifully, but the apron did not keep him from spilling the oyster stew on his cuffs. In trying to hold two plates on one arm, one of them turned over. We thank Bros. Ed and W. A. Murphy for their kindness to us on that evening, also Bros. Van Horn, Wilson and Amos, of Peace Lodge, No. 109, for helping us at the door; we could not have gotten through without them. Bro. White made a mistake and got on Bro. E. Murphy's foot, which caused him to have to go home before he wanted to. Mr. White was real lively that night. I think going to Atlanta did him good. Mr. Ed Murphy has got the fireman's swing to perfec-

tion. About fifty-five couples went up to supper. The last ball was more of a success than the first and we hope the next will be a greater success. We missed Bro. Lullman very much, he is always so jolly; also J. W. Leathers, who was hurt in a wreck on the road. He was badly burned and was not able to go, and will not be able to attend the Firemen's ball; Ed Fish, a member of Peace Lodge had his leg broken in a wreck and was not able to go, but he will be able to go to the Firemen's ball. We met a number of our old friends at the ball and we hope to meet them at the Firemen's ball. We are always glad to see the Brotherhood boys. I will close with my best wishes for the Ladies' Society and the Brotherhoods.

A Fireman's Sister.

DOMESTIC.

Never find fault with your wife before others. Per contra, remember the counsel of the good book: "Her husband shall praise her in the gates." That is, before folks.

Bear all her burdens for her; even then she'll bear more than you do, in spite of you.

Love is a wife's only wages. Don't scrimp in your pay.—*Burlington Free Press*.

NEVER, except for the best of causes, to oppose my wife's will.

To discharge all services, for her sake, freely.

Never to scold.

Never to look cross at her.

Never to weary her with commands.

To promote her piety.

To bear her burdens.

To overlook her follies.

To love cherish and ever defend her.

To remember her always most affectionately in my prayers; thus God willing, we shall be blessed.—*Theodore Parker's Wedding-day Rules*.

It is the custom with certain critics to compare the modern woman unfavorably with her grand-mother, because the good old "foremothers" managed to get through so large an amount of work without servants or any labor saving conveniences. On this subject, the *New England Farmer* says: "It was those large families of children, those cold houses to live and work in, those damp cellars full of vegetables, which laid so many third and fourth wives in the old cemeteries, to say nothing of the short-lived first and second partners. When some grumbler tells us of the good old-fashioned families and the smart women of his father's or grandfather's time, we feel like telling him that the bondage of those days was something to shudder at, not to take pride in, and that the women of to-day may lay a good per cent. of the physical disabilities they have to those same smart foremothers. With due respect to his ancestors, if they could be materialized he would find them much less congenial companions than the bright women of to-day, who are planning, hoping and working to have their daughters better than themselves, physically as well as in every other way, and one move nearer the ideal woman."

TEMPERANCE.

Sacramento, Cal., has passed an ordinance making it unlawful for any person under 17 years of age to smoke cigarettes within the corporate limits.

Wine is almost universally used by the Japanese in celebrating the Mikado's birthday, Nov. 23, but the Japanese residents of Honolulu conducted their last festivities in honor of this occasion without the use of any stimulant.

"Let me be distinctly understood. Temperance is a means to a greater end. Temperance implies use and not abuse; it is a protest against abuse. Therefore there is but one mode, as the world is now constituted, of dealing with the abuse of alcoholic drinks, and that is by regulation. The method and the measure of that regulation will depend upon the temper of the time. If you women go on with your work for fifteen years more as you have for fifteen years past, the standard will be higher, the measure will be fuller, and the regulation will be more satisfactory. But I am compelled as a man, familiar with public affairs, having passed the greater part of my life either in legislative or administrative functions, to say that the law must deal with men and customs as they find them, and that the laws must be responsive to public opinion and not in defiance of it. Therefore when you come here as missionaries to raise the standard and form a higher opinion for the public, you confer a benefaction upon us, and for one I care not how high that standard is raised in the future, but it must be done by education, it must be done by argument, it must be done by persuasion, it must be done by conviction, which will be followed by legislation. Hence I have no difficulty in my public position in saying that the law as it stands, being the expression of the public opinion, of the people in this state shall be enforced. In a meeting I had the honor to attend night before last—a brewers' convention—I said to them: 'I stand before this people as the executor of the law, and I will enforce the law. If the law is oppressive or in advance of public opinion you must modify it, and in my opinion in some respects in this city it is in advance of the general judgment of the community, and it is always bad and dangerous to undertake to do more than you can accomplish with the backing of public opinion, and hence I have advocated and shall continue to advocate the modification of that law in some respects.'"

—*Mayor Hewitt, of New York, to Nat. W. C. T. U.*

It is a very common thing for prominent Senators who are liberally and hospitably inclined to give little luncheon parties nearly every day in their committee-rooms. At these lunches champagne is always served in every committee-room, unless there is always kept in stock a good supply of whisky. The private supply of liquor about the Senate is very great. One or two of the favorite subordinates in the Senate will keep

their places in that body until they die, because they maintain private bars for the concoction of desirable drinks. In the Senate restaurant there has not been for many years any pretense of hiding the sale of liquor. Whisky is not even served in a tea cup as it used to be some years ago. You can go into the Senate restaurant, or the House restaurant for that matter, and order what you please in the way of wine or stronger liquor, if you have the money to pay for it. The humbug and hypocrisy of the whole thing are shown by the fact that the very Senators who make the fiercest opposition to any modification of the restrictions upon the sale of liquor in the Capitol are the greatest patrons of the private supplies in the committee-rooms. The majority of Senators have too much leisure upon their hands. The Senate sessions in the main are very dull. Senators have a fashion of getting together in their committee rooms for social chats. The result is always more or less drinking. A great many more men are broken down by this convivial habit of steady tipping than by any so-called overwork. The Supreme Court, too, has its bar-room. This room is so hidden away from the public that very little is known of it, as only the Justices and their friends ever succeed in passing by the guards and reaching it. It is next to the dressing room of the Justices, where these ponderous gentlemen go for the purpose of putting on and taking off their rich robes of shining black silk. This room is a plain one, with an entrance from the clerks' office besides the one from the dressing room. It has a genial, open grate, over which hangs an old fashioned black iron tea-kettle, with a nozzle huge, black and thick. This is the kettle which has been used for heating the water employed in mixing hot punches since the days of John Marshall. There is a smart yellow man in attendance in this room who has a fine cabinet of assorted liquors, and who is an expert in making all kinds of fancy drinks. The furniture is of the plainest, the chairs and sofas being upholstered in black horse-hair. But the room is so retired and so well stocked with good things to drink that it is one of the most delightful snuggeries about the Capitol. Seated in front of this glowing fire, with long pipes or good cigars, the rotund Justices can watch the steaming tea-kettle as they sip their grog or fancy drink, forgetting for the time how far behind is the work of the Supreme Court. There is very little of the club sociability over at the House to what there is in the Senate. There is not such a large percentage of steady drinkers, while there is much less of the so-called sociability, and the majority of them do not care to go down to the restaurant. Few of them care for wine. The majority of the steady drinkers prefer to walk over to the Congressional Hotel, which is within a stone's throw of the House wing. They prefer this place on account of its freedom and its bar-room atmosphere, which is so necessary for the development of the kind of gossip and stories which the drinking men admire.

MISCELLANEOUS.

Josh Billings dryly remarks that "Ef a man hez a good wife he had better set perfectly still and bless hiz Maker every 20 minutes."

An advertiser in Texas calls for "an industrious man, as a boss over five thousand head of sheep that can speak Spanish fluently."

A man who was told by a clergyman to "remember Lot's wife," replied that he had trouble enough with his own, without remembering other men's wives.

"Young men believe in nothing, now-a-days," says Mrs. Ramsbotham, with a deep sigh. "Why, there's my nephew, Tom, who was brought up as a Christian, and now he's an acrostic."

A gentle Quaker had two horses, a very good one and a very poor one. When seen riding the latter it turned out that his better half had taken the good one. "What!" said a sneering bachelor, "how comes it that you let your wife ride the better horse?" The only reply was: "Friend, when thee be married thee'll know."

A farmer whose cribs were full of corn, was accused to pray that the wants of the needy might be supplied. But when any one in needy circumstances asked for a little of his corn, he said he had none to spare. One day, after hearing his father pray for the poor and the needy, his little son said to him: "Father, I wish I had your corn." "Why, my son, what could you do with it?" asked the father. The child replied, "I would answer your prayers."

The golden text for a certain Sunday school was, "And the child grew and waxed strong in spirit." Luke ii., 40. Little Ted's hand went up like a flash when the superintendent asked: "Can any of these bright, smiling little boys or girls repeat the golden text for to-day? Ah! how glad it makes my heart to see so many little hands go up! Teddy, my boy, you may repeat it, and speak good and loud that all may hear." And they all heard this: "And the child grew and waxed strong in spirit like 2:10."

A lady who is a firm believer in the cure of everything by the mind, or rather in the non-existence of all pains and maladies, has a little boy who complained of a terrible toothache. She took him to a scientist to be cured, and remarked to that lady as soon as she had entered the room: "My boy thinks he has a terrible toothache, Mrs. Scientist, and I have brought him to you to be cured of it." Having brought her attention to the case, Mrs. Scientist said: "Now, my little boy, you must look me right in the eye. [A pause.] Now you haven't any toothache." "Yes, I have, too!" shouted the boy. The Scientist smiled patiently, and tried it over again. "You must look me right in the eyes and try to forget your toothache," she said. Then there was another steadfast pause. "Ah, now, you haven't any toothache!" "Yes, I have, too!" screamed the boy again. The practitioner went through the process once more, with fresh persuasion. The boy seemed inclined to be silent this time. "Well, I guess you haven't any tooth-

ache now, my boy," she said. "You lie," said the boy, quietly. He was taken away, toothache and all.—*Boston Transcript.*

An amusing incident is told of a lady in Brooklyn. She is the proprietor of a boarding house and as her political preferences were for the Republican party, she determined to illuminate her large house on the night of the great Republican parade. Among her boarders were nine young men, who, being Democrats, thought it would be a good joke to make the house dark on this occasion. This they effectually succeeded in doing by putting water in the gas meter so that none of the jets could be lighted. There was no illumination, and the young Democrats were in high spirits at the breakfast table. After listening to their "chaffing" awhile to the landlady quietly remarked: "You have had your joke, now I will have mine. I want your rooms, and you will please vacate them immediately." Arguments and appeals were in vain; the blue jocular Democrats were turned out and thereby disfranchised by a change of residence. They spent election day lamenting the loss of an "inalienable right." It is possible that woman may may yet become a power in elections in ways little dreamed of, especially if they are denied legitimate means of expressing their opinion.

Mrs. Elizabeth Cady Stanton is reported as having related recently to a company of friends some of her methods of propagating her theories on the equality of woman. She said: "I have never failed to take advantage of any opportunity for propagandism in reference to the woman question. Whenever I am asked for my autograph I give it with some appropriate sentiment, and I suppose the United States is flooded with such productions. I preach in the pulpit whenever I am invited to do so, and do my best on such occasions to convince my hearers that the Bible teaches woman's rights. In my lecturing tours, as the oldest persons present I was often asked to say grace, and I finally composed one, which I have said thousands of times to the astonishment of persons present. It runs as follows: "Heavenly Father and Mother, make us thankful for all the blessings of this life, and make us ever mindful of the present hands that, oft in weariness, spread our tables and prepare our food. We ask this for humanity's sake. Amen." You see there are three gross heresies in this. First, I address a Heavenly Mother as well as a Father, then I imply that the tempting meal is due more to the wife's devotion than to the care of Providence, and lastly I put this all for humanity's sake instead of for Christ's sake. People used to be dreadfully scandalized by this grace of mine, but I know that it often sets them thinking. I used to be so annoyed to see a pithy man extend his arms in an unctuous way and thank the Lord for what his poor little nervous wife had nearly killed herself in preparing, that I took this means of doing justice to my fellow-woman."

FRANCHISE.

All the objections that were urged against the liberation of the negro are now seen to have been frivolous, hollow, absurd or wicked; so those now urged in opposition to the enfranchisement of women will, in the end, be regarded as equally ridiculous, empty and worthless.—*William Lloyd Garrison, in 1870.*

Mrs. Louis Seymour Houghton is engaged to write an article on Woman Suffrage for Appleton's Annual Encyclopedia. This will be the first time, we believe, that the movement has been thus recognized. Mrs. Houghton has lately moved from Amherst to New York City for the better prosecution of her literary work.

We need the participation of women in the ballot-box. It is idle to fear that she will meet with disrespect or insult at the polls. Let her walk up firmly and modestly to deposit her vote, and if anyone venture to molest her the crowd will swallow him up as the whale swallowed Jonah.—*Henry Ward Beecher.*

Is not the right to life, liberty and the pursuit of happiness as much the birthright of women as of men? Has woman no sense of justice, no love of virtue, no faith in God or humanity, no love of country or liberty, no sense of duty as a citizen, no love of home, which, if allowed to crystallize into law, would tend to protect herself and others?—*Mrs. Zerelda G. Wallace.*

A correspondent of the *St. Paul Globe* has been interviewing some of the women of that city to find their opinions on the subject of voting. The St. Anthony Hill dames stand about equally decided for and against as reported, while the women employed in shops and manufacturing establishments are almost unanimous in having a political preference and desiring to have it counted.

"A woman is always more grateful," continued General LaFevre, "than a man. You may talk all you want to about woman's hate and a woman's spite and her gossip, and all that sort of thing, but if you ever do a kindness to a woman she will never forget it, and will never miss an opportunity to show her gratitude. A woman is the best friend a man can have. I never laid any claims to being a favorite among the fair sex, but I have had more encouragement in my campaigns from women and have had more help from them in not only securing election, but in the fulfillment of my duties, than from all other negative influences. Of course, a woman has no positive influence when it comes to voting."

"God and the Women in American Public Affairs" was the suggestive heading of a sermon preached last Sunday in Tremont Temple by Rev. Emory J. Haynes. He said: "It was the influence of the woman in the home, by the breakfast table, over the father and brother, that was the one factor in the last municipal election which did more than any other to win the victory. We have our publicists and politicians,

but it is to the women we must look for the future of the country. That is what did it—the influence of home. These same home influences are going to continue at all the municipal elections. That is the great power of women. Women, I believe in you! The records show that the criminals are five men to one woman. To be pure and self-sacrificing comes to women more naturally than to men. We believe in you because you have led men in the Christian church. I hope you will help us to right a thousand wrongs."

The Boston City Council has been considering whether or not to provide separate polling places for women to vote for school committee. They have decided that it is not necessary. The board of aldermen are directed by statute to select the most public, orderly and convenient portions of the districts for a polling-place, and cause it to be properly fitted up and prepared. Women voted at all the ordinary polling places at the recent election without meeting with any disrespect, and the civilizing influence of their presence was very apparent. One of the good things that George William Curtis predicted many years ago as likely to result from woman suffrage, was that the polls would become pleasanter places for respectable men. "No decent man," said Mr. Curtis, "wishes to cast his vote in a bar-room, or to have his head broken while doing it." Now that women vote, the aldermen will be less likely than before to select a saloon as "the most orderly and convenient portion of the district for a polling-place."

The reasons for female suffrage lie in the reason and not in the sentiment. All the questions which belong to property—and property is the result of labor and life—can as well be decided by women as by men. If you build for yourself a place in the country, and leave most of the time and have your wife regulate it, she is just as amenable and as intelligent to the general operations of the surrounding society as a man. She pays the wages, hires the labor, executes many of the projects, and consequently she is a citizen. Whatever fuss she may make as a rhetorician about being denied the suffrage is on the Jeffersonian line of agitation. Woman is attaining her power in this country not through any of the excitable characters who have made speeches on this or that, but through the good sense of men who perceive that their daughters and wives are thoroughly capable of administering their estates. Therefore I believe that in a very easy and, as well, a conservative way, the females of the United States are to be added to the suffrage. It will not happen at once. Women should have a respectable interval to consider the great power which is before them. Any respectable woman will hear this statement without resentment. We admitted the colored people to the suffrage soon after the civil war as the best choice of evils, and some of us regret that act, while others think that we only anticipated history and took the bull by the horns.



MARCH, 1889.

NEW YORK, January 25, 1889.

MR. EDITOR:—I am a close reader of your valuable publication, the *Locomotive Firemen's Magazine*, and I have been specially interested in the Mechanical Department. The reason my attention is more particularly called to that department, is, I suppose because, not being a mechanic, I must be content with such investigations of mechanics as the limited time at my disposal permits.

I am fond of definitions, I like an "unabridged" dictionary. A locomotive fireman is not necessarily a mechanic, the same is true of an engineer, in fact, very few firemen or engineers are mechanics. Indeed, I have known "Master Mechanics" who were not mechanics in any proper sense of the term.

I have before me as I write, Webster's "Unabridged," and with your permission I will quote from its pages. Definitions, if standard, are always helpful. We ought to understand words, because they are the "signs of ideas." Now for definitions: "Mechanic," says Webster, is "one who works with machines or instruments." That would seemingly include firemen and engineers, because they work with machines; but the definition proceeds and we get a clear idea of the word "mechanic;" "a workman or laborer other than agricultural." That would seem to mystify rather than elucidate, since it is well known, that all workmen who are not agriculturists, are not mechanics. But Mr. Webster proceeds; he says a mechanic is "an artisan; an artificer; more specifically, one who practices any mechanical art—one skilled or employed in shaping or uniting materials, as wood, metal, etc., into any kind of structure, machine or other object, requiring the use of tools or instruments."

Mr. Webster specially excepts from the list of mechanics, men engaged in agriculture, but it is well known, that farmers operate machines, reapers, mowers, etc., and this exception applies all along the line, and simply means that men may and do operate machines who are not strictly, nor in any proper sense, mechanics; they are not artisans or artificers, do not practice any mechanical art, and to this class belongs the great majority of locomotive firemen and engineers. They do not make the machines; they operate, have not learned the trade, could not build a locomotive to save their lives, but in this connection, it is worthy of being said, they can operate a locomotive far better than the men engaged in building it.

Just here I wish to remark, that men who are not mechanics may, by study, understand the science of mechanics to a greater or less extent, while it is permitted to only a comparatively

few, to comprehend the science in its height and depth and wondrous sweep. This will be seen at once by Webster's definition of "mechanics," which he says, is "that science, or branch of applied mathematics, which treats of the action of forces on bodies." Manifestly, the average locomotive fireman and engineer, engaged in their daily work, cannot find time for an exhaustive study of mechanics; what then? They can find time to scientifically study the machine they are called upon to operate, to master all its parts and intricacies, and tell the whys and wherefores of each. This, I assume, to be the first and most important duty of firemen and engineers, and I apprehend, speaking from experience, that the more they study the more interested they will become in their researches after knowledge which they will find of service to them in their daily work.

I have used the expression, "the average locomotive fireman and engineer"—by which I mean that large body of faithful, conservative men, who are reliable on all occasions, where fidelity to obligation is unquestioned, and who are steadily advancing in their profession. It is a misfortune to range below the *average* as it is commendable to rise above it, and making due allowance for difference in natural abilities, it will be found that only those rise to commanding positions, who are studious. A fireman's apprenticeship, ought not to extend over five years, and if he sets a right value upon his time and opportunities, he will as a general proposition, find himself promoted by the end of the period named. I would advise him, and here again, I speak from experience, to take some of his monthly earnings for the purchase of books that will help him in mastering all questions likely to arise in perfecting himself for the position of engineer, and for still higher pay and usefulness. Such books are cheap, and when leisure hours come, as come they will, a good book, and I refer to books that will help him to master his profession, his chosen calling, will be found a friend indeed, and a valuable companion.

Hitherto I have been a silent and a gratified reader of the *Magazine*. What will be the fate of this communication I have no means of knowing, but it is prompted by good intentions—and in closing, I desire to say, that the science of mechanics is so far advanced, that it is possible to settle satisfactorily many questions that daily arise relating to the locomotive, the whys and the wherefores of certain things. Many of them have been settled by your correspondents, and once settled, they ought to rest. Then the demand is for something new. The mind wearies of the old—it demands fresh, live topics, the discussion of which demand investigation and the study of which, discovers unsolved problems.

One more remark, Mr. Editor, and I am done. While firemen and engineers, are not artisans, at least the great majority are not, we may all become more or less proficient in our elementary studies of mechanics, and may know a locomotive as intimately as if we had made it.

A Promoted Fireman.

MICHIGAN CITY, IND., February 15, 1889.

MR. EDITOR:—In the beautiful Greenwood Cemetery of Michigan City, Ind., there is a new made grave, where a few days ago was laid to rest all that is mortal of one who was loved and respected by all who knew him. Charles Mekow, one of the bravest, kindest, and most respected members of Harbor City Lodge of Locomotive Firemen, who was killed at Chicago on the night of January 21, 1889. Bro. Mekow was born in Michigan City, and was 26 years old last October. He was educated in the schools of this city, was a quiet and unassuming young man, and had no bad habits. He was the oldest son of Mr. and Mrs. John Mekow, and leaves a brother and two sisters, to whom the news of his untimely death came like a thunder bolt. He was a consistent member of St. Johns Lutheran church, and was also a member of the Royal Arcanum. He had been in the employ of the Michigan Central road since the 4th of October, 1884, and was spoken of by the railroad officials as one of their most faithful employees.

At the time of the accident that caused his death he was firing a passenger engine, of which James Heallion was engineer. The story of his death is as follows: The train he was firing stopped at 22d street, where he discovered that the stove, coupling the heating bar was nearly off; he took it off and took it into the cab. While stopping at the foot of Lake street his engine was uncoupled from the train and was moved up about three feet. He then proceeded to repair the coupling which it was unnecessary to do at the time. He was standing on the ground between the tender and baggage car working at it, when the engineer, James Heallion, came up to him saying, "Charles, you ought not to be in there, the other engine might back up and crush you." The words were hardly uttered when the other engine struck the train. Heallion cried "look out," but it was too late. In rising up he was caught between the bumpers and crushed in a terrible manner. The engineer picked him up and carried him to the depot, but before reaching the depot he had breathed his last. His injuries were internal and not a mark was visible on the outside of his body. His remains were brought to this city on the 23d, and were taken to the residence of Mr. L. J. Weiler, where they lay in state until the following day, (Thursday), until 2 o'clock in the afternoon, when they were taken to St. John's church where the funeral services were held under the auspices of the Royal Arcanum, who with the Brotherhood of Firemen, attended in a body. The funeral services were conducted by Rev. J. G. Hoch, who preached in German, and Rev. C. H. Rogers in English. Over two thousand people viewed the remains while in the church. The following members of the Brotherhood from Chicago attended the funeral: A. P. Booth, J. Naughton, Geo. Porter, L. R. Wright, J. J. McCarty, M. Craghton, O. L. Liendrew and B. Busch. The pall-bearers were as follows: Clarence Crosby, James Whitby, Wm. Henry, Chas.

Sadenwater, Albert Schroeder and James Fogarty. One by one, day after day, they are falling. Death reaches out his hand, and gathers in the noble, the brave, and the faithful. One more vacant chair, one more home in which there is mourning for a son and brother whom we shall see no more on earth. One more picture hangs upon the wall, the sight of which brings tears to the eyes of the loved ones left behind. Another place left vacant in the lodge room, to be filled by some one who may perhaps meet with a like dreadful fate. But let us hope that when we have finished our last earthly trip, when we have faithfully performed our last duties in this life, we may reach that station from whence we shall go no more, and where we shall meet our departed brother in that land where sorrow and death are unknown. *A Brother.*

GALVESTON, TEXAS, February 2, 1889.

Editor Firemen's Magazine:

Gulf City Lodge, No. 115, has just had the pleasure of welcoming a Lodge of the Switchmen's Mutual Aid Association to our city. The switchmen and firemen are the only railroad labor organizations in this city. We extend to these brave men a hearty welcome, and are glad to see them lighting their Lodge fires here in the South, and with such material as Geo. Oliver, Thos. McClain, Louis Bonaty, our, "Little Shorty," and Joral Stock, they cannot help prospering.

Our old, gray-headed Democrat, James Henderson, had the nuptial knot tied to-day, and the boys congratulate him and his lovely bride. The boys also congratulate Bro. James O'Neal, he having a young "tallow pot," at his house, says he "is a man." Mike Hussey, one of our popular passenger engineers, has just returned from New Orleans with a beautiful young bride, and is receiving the congratulations of a host of friends, and hearty wishes for health and prosperity.

It is difficult to imagine what John Pealme is thinking about. Here he is left out in the cold and leap year gone glimmering. The White Caps disbanded in short order in this city. Our Master Mechanic's fifteen-day law killed them.

The Brotherhood firemen down here are well-pleased with the new law system of the Beneficiary department, and on the 1st day of February they were all on hand to square up accounts, but were much disappointed upon learning that the Richmond Convention of the B. of L. E., did not repeal those obnoxious laws which keep members of the B. of L. F. from entering the magic circle of the eagle-eyed engineers. But we have one consolation, and that is, if all the members of the B. of L. E. were men of broad caliber, like we have here in Texas, that law would have never appeared on the statute books of the B. of L. E.

I am not throwing hints, but I want to say that it would be a great help to all Magazine Agents if each member would start out and obtain at least one subscriber to our *Magazine*. *B. B.*

MY PICK AND SCOOP.

Astronomers love their telescopes because they help their eyes
To find planets, comets, suns and stars far in
cerulean skies,
But I love my pick and scoop, because no other
tool I ween,
Could help a Fireman half so well to fire his old
machine.

Keep her hot,
Make her trot,
Give her steam,
Make her scream.

Till her wild notes float to hills remote,
And come echoing back with a whirl and a
whoop,
In honor of my pick and scoop.

The sailor loves to grasp the helm, when old
Boreas blows a gale,
The whalmen grasp their good harpoons when
the "Lookout" cries "a whale!"
And the fireman grasps his pick and scoop when
94 is slow,
And the engineer, in quiet tones, says, "Billy,
make her go!"

Scoop and pick,
Double quick,
Open door,
Give her more;

Now she dances along to a merry song,
As she gracefully swerves around the curves,
"Pick and scoop's trumps," Bob observes.

O my pick and scoop are dandy tools, and I love
to sing their praise;
Without them I ne'er could make the greedy
fire box blaze.
I think of throttle, brake and punch, all useful
things, and yet,
But for my pick and scoop they'd be all useless
things—you bet.

No humping,
No thumping,
No jumping,
No pumping.

Standing still on the rail, as dead as a nail,
Old 94 would move never more,
Till with my pick and my scoop, I made the fire
box roar.

Billy—94.

DE SOTO, MO., January 27, 1889.

Editor Firemen's Magazine:

In the present number of the *Magazine* an article appears referring to the agreement entered into between the officers of the Mo. P. R. R., the St. L., I. M. & S. R. R. and the firemen on the above railway systems. At the time that the Joint Board of Adjustment of the B. of L. F. on the Gould system convened at St. Louis for the purpose of making an agreement fixing the schedule of wages, etc. with the Mo. P. R. R. and its leased and operated lines. The M., K. & T. R. R. and the I. & G. N. R. R. were a part of the above system of railways, the firemen on said railways were represented on the board by Bros. Carter, of Taylor, Tex., Horner, of Denison, Tex., and Maer of Parsons, Kan. And to their credit be it said, that to them as much as to any members of the board, is due the credit for obtaining the agreement referred to with the Pacific Railway Co. I make this correction because I know with what diligence and zeal the above mentioned brothers labored, though they are not enjoying the benefits derived from the agreement with the Missouri Pacific Railway. I hope they will ere many days be rewarded by making a

similar agreement with their respective railroad companies. It was not Bros. Dillon and O'Connor that held conferences as stated in the *Magazine* with the representatives of the company, but Bros. Rabbitt, of De Soto, Mo.; Dillon, of Downs, Kan., and Maer, of Parsons, Kan., were elected by the board to confer with the company. That they have done their duty to those whose interest they represented goes without saying. It is not my intention to take from Bros. Dillon or O'Connor any just credit they may be entitled to; but to my colleague on that committee, appointed by the board, who labored so earnestly in the interest of the firemen without even the reward of sharing in any of the advantages acquired by the agreement, is due the everlasting gratitude of the firemen on the Missouri Pacific Railway. I refer to Bro. C. W. Maier, of Parsons, Kan.

Yours fraternally,

Michael Rabbitt.

[We cheerfully give space to the correction. Bro. Chas. W. Maier, of Parsons, has earned the title of "good soldier" in our cause, and far be it from our purpose to dim the lustre of his well-earned fame.—ED. *MAGAZINE*.]

ROCHESTER, N. Y., January 30, 1889.

Editor Firemen's Magazine:

I have been taking the *Magazine* for some time, and have looked repeatedly for a line or two from some of the brothers of Rochester Lodge, No. 99; but have failed to find them represented in your list of correspondents. What is the reason of this? They are a bright lot of fellows and it seems as though they ought to have something to say for themselves. Please stir them up through the columns of the *Magazine*, and see if we can not find out what they are made of. Our Master, Secretary, Receiver, etc., are stirring, go-ahead fellows. We have a fine lodge room, and a good attendance at all our meetings; and I for one, would like to have some of the B. of L. F. boys in other parts of the country know it. I would like to tell them that we have over one hundred members in "99" and a fine lot of fellows they are too. Stir 'em up and see if we can hear them murmur. Very truly yours,

One of Them.

EAST SAGINAW, MICH., February 3, 1889.

Editor Firemen's Magazine:

Bro. Myron Mitchell, of Saginaw Valley Lodge, No. 286, saved the life of Oscar Jackson's four-year old son. The little fellow slipped and fell into a cistern and Bro. Mitchell jumped in and brought the boy to the surface, more dead than alive. Bro. Mitchell blushes when we mention it to him, but it was an act that will be ever remembered. Bro. James Wortsmit's barber charged him twenty-five cents for a shave the other day, but it is a big improvement on the face. If some of the brothers on the B. C. division don't let the girls alone and stop flirting with someone else's girl they will find their names in the *Magazine*.

"286."

HARRISBURG, PENN., January 30, 1889.

To the Editor of the Magazine:

Having read several of the writings in reference to federation and the B. of L. E., published in the *Magazine*, I concluded to write a reply and express my feelings, which, I will venture to say, will be heartily endorsed by all the brothers in the east, especially those employed on the Pennsylvania system of railroads.

The action of the B. of L. E., to many, will be rather unexpected, but to many of us who can recall their former acts, prior to the Convention at San Francisco, in 1884, and are able to follow their proceedings since then, I will say it is just what we expected from the "grand," so-called, "Noble Pioneer Order."

To my knowledge they have always done the same thing. What did they do for the firemen in 1872? They formed a classification to benefit themselves, which is still in force. What did they do for them in 1877? And now the question again arises, what did they do for us in 1888? How long is the B. of L. F. going to submit to such treatment without making some effort to stop it? I will say for the brothers in the East, no longer! Let the B. of L. E. understand that the B. of L. F. is built of solid material; it has no stains on its character; it has never tried to build up its merits at the expense of others, and if they think they can tread on the toes of the B. of L. F. let them try it and we will show them what the result will be.

The *Magazine* says the B. of L. E. does not intend to repeal its obnoxious laws. If any of the brothers had any idea of feeling such a repeal it is more than I looked for. They have never made the first intimation of having a repeal made, especially in the East. They say it is the cause of their western Divisions having the majority of votes at Convention. If such is the case, how did they manage to have a repeal made in reference to its members and the Pennsylvania Relief Department? And why did they do that? Simply to fill up a breach made between themselves and the Pennsylvania company, and to gain their lost members, but a man who will attach his name to an Order that will be guilty of accusing him of violation of obligation, and then try to get him to reconsider the case, is unworthy the name of brother in any Order. I hope there is not one name connected with our Order that will tolerate a thing of that kind. Yet they will hold on to the clause added at New Orleans, and widen the breach between the two strongest organizations in existence, by putting an additional clause ignoring the proposition made by the B. of L. F., at their Richmond Convention, and yet, they have the audacity to ask, "why don't you join the B. of L. E.? What good are you in the B. of L. F.?" Why, you are neither an engineer nor firemen. The only way to become an engineer is to join the Order." As though it was the only way to obtain the knowledge of running an engine.

The correspondent from Kansas City, Mo., says he has read the *Magazine* for some time and has

often noticed the criticisms cast upon the O. R. C., and awaits to see if the *Magazine* will exercise its courage of conviction in dealing with the B. of L. E. I will attempt to answer that question for the brothers in the East; there will be no lack of courage to measure out the just dues to the B. of L. E., but we will leave the Editor to make his own reply.

Our Editor says when the committee of Firemen went to Richmond, they went with bright hopes in view, expecting to see the laws of the B. of L. E. repealed, and the B. of L. F. received upon its merits, if nothing more. But their expectation ended in a sad disappointment. It was what most of us in the East expected to see, because we were more conversant with their talk, actions and propositions in reference to the formation of a Federation Board. If it were possible for them to domineer over all concerned, they might have thought differently, because their idea is, "we are the great I am Order and you must submit to us or we will not join hands and if you can accomplish anything without us, go ahead, and we will come in for a share of the spoils."

They are ever ready to cast reproach upon the O. R. C. for the assistance rendered the C., B. & Q., by allowing its members to take the situations vacated by the strikers, yet they ignore, cast aside, even disown an organization which stuck to them through thick and thin, without the least sign of flinching and no complaint, and yet, they (the B. of L. E.) were the first to weaken and say appoint a committee to bring about a settlement. And how was it done? Was there anything gained? Was there anything lost? Yes; honorable members of the B. of L. F. sacrificed their employment to make the grievance of the engineers their grievance, and stood by them loyally to the bitter end, expecting to be treated as men, and what did they get? Their fraternal hand of friendship was ignored. I hope it will be the last time they will have the opportunity of giving us the cold shoulder of contempt. Let us stand on our dignity and show the B. of L. E. that we have lived so long without them and can live forever without them. We have no flies on our back, neither have we men roaming the country out of employment *ignored by us*, after showing their loyalty and proving themselves honorable men and worthy of recognition. No doubt we shall hear from some more of our brothers, because many of them can recall the actions of the B. of L. E. I hope they will take the courage to write them.

Harrisburg.

VANCEBORO, MAINE, January 31, 1889.

MR. EDITOR:—Much has happened since last I wrote you. Our trial has come. We have seen and conquered it. Our first annual ball occurred January 1, at the Vanceboro rink under the charge of the officers and members of the Lodge. The hall was elegantly decorated with headlights, banners, scoops and crossed picks and large circles of red, white, green and blue signal lanterns,

also with a large collection of pictures of locomotives, etc., loaned by Mechanical Superintendent G. A. Haggerty, of the New Brunswick railway. Music by Abbott & Jones' orchestra, of Bangor, and a seven hundred dollar piano, kindly furnished by the boys of the Maine Central railway. The ball was gotten up to aid the sick benefit fund of the Lodge and was a success, about one hundred couples joining in the grand march. Mechanical Superintendent Haggerty, from McAdam, was present and took an active part. Bro. J. E. Shea, our Master, was floor manager, aided by Bros. Robinson, and Matthews and Bros. Boone and Cleary, of No. 4. Bros. W. E. Dresser, W. H. Parker, Whit Noble and W. A. Smith took charge of the tickets and financial department and were a strong team, selling in all about one hundred and twenty-five tickets. A splendid turkey supper was served at 11 o'clock by the ladies of the Union Sewing Society, assisted by Mr. R. E. Law, of the B. of L. E. Dancing was kept up until 2 A. M., when the night trains took the parties to their homes all well pleased and happy. The affair netted a snug little sum for the good of the Order, and completely routed the prediction of our enemies that it would be a failure. The best of order was maintained and every guest was loud in praise of the good music, good dancing, good order, good supper and good time generally. The ladies all took a hand decorating the hall, and large parties were present from St. John, and Woodstock, N. B., and from Bangor, Houlton and Mattawamkeag, Maine. The officials of the Maine Central and New Brunswick railways aided materially by allowing the boys every facility for getting here, possible under the circumstances, as both roads changed time on that day. To Mr. E. A. Hall, Train Dispatcher of the Maine Central, and to Mr. G. A. Haggerty, of the New Brunswick railway, is due the sincere thanks of all for favors extended, and to the ladies of the Society, for the splendid supper and services.

Mr. Hall and Mr. Haggerty have at all times shown themselves our friends and have always aided us. The Brotherhood has in them two powerful allies in the adjustment of all troubles or grievances. It is hoped that this good feeling may widen and broaden until every official will feel as they do, that the Brotherhood of Locomotive Firemen is to be trusted and from its ranks come only sober and industrious, men to whose intelligence may be trusted the highest responsibilities.

Of our affairs in this far down east section there is little of interest to be said. Our disabled brother, H. D. Clark, is confined to the house, but bears his suffering like a man. His claim has been allowed by the Grand Lodge. Our membership has decreased a little, but our little band of "tried and true" are loyal and earnest and mean to keep the good ship afloat and our banner pure and high. General Manager Cram, of the New Brunswick, in order to meet the usual financial necessity, asked the boys to accept a cut-down of ten (10) per cent., but they failed to

see how they could live on less than one hundred and fifty cents for the same day's work, that all other roads pay more for doing, and as a result the necessity is being met by reducing trains and setting the men back to cleaning and even to doing nothing until cash enough is saved by this policy to pay a dividend and insure the management praise for economy. Hence, times are hard and pennies few, but the spirit is willing and the fire of Brotherhood needs no blower.

The new laws meet with some distrust on account of not exactly being understood, but it is hoped that they will be a benefit to the Order.

On the Maine Central, business is unusually good and all the men are busy. An unusually mild winter has made snow-plow trains a precautionary measure so far, but snow is a sure crop in this climate and probably the plow crews will get exercise later on. The Canadian Pacific is laid to Mattawamkeag, but Jack Frost shut up the ballast pits and work has been abandoned until spring.

Our foreman, Mr. Robinson, is said to have been offered \$4,000 per year to go to Persia to take charge of a new railroad to be built there.

Wishing the cause the best of success and trusting the future may be brighter than the past, I am,

Truly yours,

O. K. D.

NEW YORK CITY, February 6, 1889.

Editor Firemen's Magazine:

If I have not worn out my welcome I will, with your consent, say a few more things, as I think, for the good of the Order. I want to say I am pleased with the stand the *Magazine* has taken in discussing the laws of the B. of L. E. I have been anxious, since my connection with the service, to be on the best of terms with the engineers. My signature, my *nom de plume*, is not intended to mislead any one as to the position I occupy. "Throttle" means throttle. It don't mean "scoop." Let it go for what it is worth. To thousands it means years of hard work, and from the first, a purpose to "get there, Ell," but in getting there, I did not forget, and I do not forget, and I am not going to forget, my old associates, the firemen, and I am not going to set down on the old Brotherhood—not much. I like my brethren of the pick and scoop. I like the old Lodge room, the old Lodge fires, the old council chamber, and for one I don't propose to desert. I don't propose to go back on the boys. I am going to stay with them; that's the way I feel now. I haven't anything to say against the engineers as men, but the laws they have passed which the *Magazine* has commented on, I think show an unfriendly spirit, and I am opposed to them. I want to tell you the way I look at the subject. The B. of L. E. is made up of men who have been firemen. The B. of L. E. didn't make them engineers, but the B. of L. F. did. Why should a man, as soon as he gets to be an engineer, turn around and kick the Brotherhood that helped him to advance in his chosen calling? Why should the B. of L. E. demand of a member of the B. of L. F. to do such a thing? I don't

want to say anything unfriendly about engineers, and I will not, and if I will not say anything unfriendly about the B. of L. E., I certainly will not do an act which the B. of L. F. would have a right to believe was unfriendly. "Acts speak louder than words." I will not turn apostate. I will not give a Brotherhood that took me in and treated me well, and helped me to advance, a slap in the face. I will not desert it to join the B. of L. E. In the first place I don't see any particular advantage in it, but if the advantages were a thousand times more than I can see, still, while the B. of L. E. keeps its present laws on its book, I would not abandon my present Brotherhood to join it. I can't speak for others, but I believe when members of the Brotherhood of Locomotive Firemen stop to consider what is right and manly, they will not abandon the Brotherhood to join the B. of L. E. If the B. of L. E. should conclude to repeal the laws which the B. of L. F. rightfully regards as obnoxious, the propriety of joining the Order might be considered, but as matters now stand such a step ought never to be taken, nor thought of. I have read the gush about the "twin Brotherhoods," and I have noticed the great efforts made by the B. of L. F., or by some members of the Order to win over Grand Chief Arthur. The thing has utterly failed. You can't catch him with silver plates and pretty speeches. As matters stand the talk about "twin Brotherhoods" isn't good taffy, and it ought to stop. Let the B. of L. F. take care of itself. It can do it. It has done it in the past. If the B. of L. E. thinks it holds a lone hand, joker, bowers and ace, it has a right to go it alone. I shall not object. But if it wants the B. of L. F. for a "pard," it must not roost too high. In a word, the B. of L. F. is good enough for me.

I like what the *Magazine* says on the subject of federation, and I happen to know that a great many engineers like it as much as I do. We are going to have federation with the brakemen and the switchmen. That will make a strong team, and there are thousands of engineers and conductors who will come in under the banner of federation or make it warm for somebody. The way I look at it, federation must come, because there is a necessity for it. I read every railroad paper I can get hold of, and I have not seen one that opposes federation. I believe federation would put an end to strikes, which would be as good a thing for the roads as it is for the workers, and as it is a common sense movement I believe it will be perfected. I don't want to take up too much space, but I want the boys of the B. of L. F. to stand by their flag, and I want to see federation succeed. With this I will quit for this time.

Yours fraternally,

Throttle.

MARQUETTE, MICH., February 9, 1889.

MR. EDITOR:—I am not much of a literary man, only a common fireman, but full of energy and ambition, so I will try my level best to give a little news from S. M. Stevens Lodge, No. 150.

Having a few leisure moments, I thought I could do nothing that would be more interesting than to write to the *Magazine*. The boys are getting so industrious that they never seem to have time to say a word for themselves.

Bro. Reinhardt is stoking for "Fatty" Green this winter. He says that "he shovels more snow than coal." Charles looks rather small along side of "Fatty." Bro. Bishop is throwing diamonds for "Little Britches," and his hair looks quite curly when he gets in Thomaston after a snow storm. Bro. Turner (better known as "Reddy,") is firing for big "Hank," on engine 102. He says "he will be glad when winter is over." Bro. Harrington, known as "Black Conny," or the "Kaahooter" of Aromatic, is firing for "Wooley Mac," and thinks he is a dandy, because he is married, but Brown says, "hold on till spring, and I will show you a copious looking woman." Come on Bro. Brown, we all feel like having a good smoke. We mourn the loss of Bro. L. L. Hood's smiles. He has gone to the west end to pull a passenger. Good luck to you, L. L. Bro. Patenande is recruiting on the log train. Look out Pete, 91 reverses hard. Little Dick opens and shuts the fire door for him, while Brigham and Rose are recuperating for a few days. Rose says that "twenty-four hours a day is a little too much for him." Bro. Zryd is pulling Engine 28's throttle this winter. He says that "his left arm is quite sore," but stick to it, Charles, you will conquer if you win. Bro. Zimmerman is more than slashing the diamonds to Engine 72, this winter. He says that "they pull more cars than any engine on the road." Bro. Kelly is as broad as he is long. He is cleaning one of the freight engines this winter and throws coal whenever it is necessary. Buck is a hard fellow on engines, and has a new one every other day. Bro. Stack, (known as Vearskens), is the night hawk this winter. He gets up at twelve o'clock every night.

I would like to say something about the Macinaw Division, but as I am not posted down there, I will let them work for themselves.

We have had some new appointments on the South Shore of late. We have Mr. Wm. Fitch for General Manager. He has a striking appearance which everybody seems to like. Mr. Connelly has been appointed Superintendent of Motive Power and Machinery. He is a highly respected gentleman wherever he has been. Mr. Charles Rosseter is General Foreman, and Mr. Michael Meehan is Traveling Engineer.

Our traveling engineer had a little misfortune. The other day while out maneuvering one of the new snow-ploughs, the scraper lever was caught, and while trying to loosen it, it flew up, striking him in the mouth, knocking a couple of teeth out and cutting his lip badly. We all hope he will soon be all right again.

We had pleasure of a visit from Bro. Archardt. He is firing on the Nickle Plate. You are welcome James—call again. I will close by wishing health and wealth to all the brothers, and prosperity to the B. of L. F.

A Fireman.

COGITATIONS AND INTERROGATIONS.

BY SWITCH.

MR. EDITOR:—Beg pardon, but here I am again
With another batch of questions, and 'tis
plainly to be seen,
That I find it very difficult, when at leisure to refrain,

From hurling them at the editor of the *Firemen's Magazine*.

What do you think will be,

The fate of the O. R. C.—

The nickle punch brigade, with the spotters at their heels?

Will it cut bait and fish

As the corporatious wish,

Without caring a continental who shuffles the cards and deals?

The fate of the O. R. C., we think, is settled beyond a peradventure. Already split it will continue to disintegrate, crumble until it will be like the little end of nothing whittled to a point.—ED. MAGAZINE.

MR. EDITOR:—In the cab my cogitations are often
a little queer,

And I give my fancy freedom, as I fly along the rail.

And as I contemplate my boss, the locomotive engineer,

I wonder if the B. of L. F. is the B. of L. E.'s tail.

Does the B. of L. E.'s law,

Make the B. of L. F. its paw.

To rake the B. of L. E.'s chestnuts from out the furnace fires?

If my cogitation's true,

As that the skies are blue,

Please tell me what's the difference, when the B. of L. F. expires?

We are in full sympathy with Brother "Switch." His cogitations are eminently practical. The "chestnut" business ought to cease. If there are those who believe that the B. of L. F. has hitherto been used as a "monkey" to pull anybody's chestnuts out of the fire, the time has come for the monkey to be a man—and the process of evolution can't be consummated too soon.—ED. MAGAZINE.

MR. EDITOR:—I am inspired by ambition, to better my condition,

And I have the courage of conviction, I profess to be a man,

And when a fireman by word or deed, degrades his position,

I'll bet my Jerusalem town-lot he isn't worth a d—n.

When a man won't hold up his head

He might just as well be dead

He'll prove a coward in the battle and the storm.

Do you think what I say is so?

Please Mr. Editor, say yes or no.

And if I am mistaken, bet your bottom dollar I'll acknowledge the corn.

The courage of conviction is the demand of the times and we are inclined to the opinion that the members of the B. of L. F. have it as much as falls to the lot of any set of men on the continent. That the time has fully come to put it into practice is manifest, and that it will be exercised on all proper occasions we are confident.—ED. MAGAZINE.

GALESBURG, ILL., January 25, 1889.

Editor Firemen's Magazine:

This being my first attempt to write for the *Magazine* I hope to be excused for any bad break, as I intend to hit some one a little bit hard, for I am one of the "Q." or Burlington victims. What I am about to say is, I think, the sentiments of the majority of the once "Q." firemen.

About one year ago, the "Q." men were treated as scabs are now, simply because we would not ask for the pay that other roads were getting in the west. We then went to work and fixed up and asked for a standard rate of pay, which you all know was refused—nothing was left to do then, but to strike, as we had tried every other reasonable means to settle it.

One other thing in regard to it, is that which you all know, that the B. of L. E. was the one that would be benefited the most, if we won the fight; still, at the same time, the B. of L. E. always has and is to-day treating their firemen with contempt and as men that are far beneath their notice. No wonder that the trainmen refused to come into the fight, because the engineers were in it; they were willing to help the firemen but not the engineers. It seems when an old time B. of L. E. man gets on his engine, and pulls out, he throws back his head with a big feeling as much as to say, "if I were to step off this engine, the world would stop and refuse to go, until I, or some other big man like myself, stepped up and moved her." All of this means that all the firemen know, is to shovel coal and keep the engine cleaned off, so that the right side man can keep himself clean, and if the fireman happens to have a hard steaming engine, and feels tired, he must still keep her hot and rush around and do all in his power to make a good run, and still receive the slang of the engineer. But when they get into any trouble, they come to the firemen and put them on the back and say "the twin brotherhoods are pretty hard to handle, and they are the men to stay together in trouble." But after they strike, and the Order gets tired of paying their money to support them they call in a few select old time engineers to make the settlement and refuse the firemen a hearing at all, and give them to understand, that they are the men and the firemen must take what they feel like giving them. You cannot think hard of the O. R. C., the B. R. B. and the S. M. A. A. for the way they act with the B. of L. E. for when everything is running smooth they treat every other labor organization with contempt or curse them for everything that is done.

I am still satisfied that labor will succeed in asserting its rights at some not far distant day, but it will be with an Order with more manliness and justice than the B. of L. E. has proved itself to possess. In the late "Q." strike we had, no doubt, a large majority of good engineers, but they had the big feeling of the men in the east to contend with, and as every one knows were beaten. Now, we are thrown out of employment and very little money to hunt work with. Hoping I will be excused for my radical expressions, as this is my first time, I am yours,

L. Watson.

BLACK DIAMONDS.

THE railroad frog should be fired, though it cannot be fried.

THE "open throttle" theory is what the crocodile believes in.

FOR a sleeper it is astonishing that a Pullman always arrives on time.

WE are not required to write puffs of old 298. She can puff herself.

WHEN a locomotive flies along the track it is owing to the *flues* in the boiler.

THE dispatcher says "all trains are now run by electricity—all are lightning trains."

A RAILROAD has too many ties binding it to earth, to ever expect a heavenward flight.

"WHEN federation comes we will all be well fed." You are right in that Billy. Come again.

IN spelling syndicate, the "y" should be dropped and an "i" substituted. It would be more sincere.

A FIREMAN says, "the saloon *scooped* in all his wages," and that he is "going to *pick* out another place for his quarters.

WHEN a railroad magnate makes tracks toward Canada, it is not to be taken as a sign that he is running away from creditors.

I find in "strict neutrality,"
Much that's like brutality;
And such mental obliquity,
Is half brother to iniquity.

DICK was observed keenly eyeing a bevy of pretty girls, being asked what his intentions were, replied, "I am going to take my 'pick'"

RECENTLY there were but two places in the United States where, during twenty-four hours, a drop of rain fell. But railroad stock was watered all the same.

"Mutual admiration," said Sam, "is well enough, but you can't operate a railroad with esteem, you've got to have the red-hot, scalding, expansive article.

"SAY, Bill, how are you on conundrums?" "Good." "Well, why is an engine like the Mississippi river?" "Give it up." "Because it has grate bars." "Keno."

"WHAT are you going to do with them paper bags?" queried Bob of his engineer. "I am going to wrap up some *dry steam* in them, to help in case of an up grade, when this old wheezer gets tired.

DICK says, "Miss Sal Oon, a bewitching creature, is constantly making love to the boys; that she induces them to drink her health many times a day, in consideration of which, being an artist, she paints their noses red, and gives their eyes a fiery appearance, which she declares 'is very pretty.' Occasionally, she selects some favorite, and draws dainty lines of black and blue under his eyes, which she says are emblems of sorrow

for lost drinks. When she has decorated her favorites in rags, and dirty linen, she laughs hysterically and goes for the fellow who has just drawn his pay and wears good store clothes. She's a dandy, and don't you forget it."

BILL NYE says "humor is a luxury and yet a necessity," and that "everybody is going to have it in some form or other." As Nye as we can guess, Bill is correct. Even undertakers and grave-diggers are humorous sometimes. There are humorous designs in gravestones and monuments, and epitaphs are often facetious. Humor often comes to the relief of railroads, as when the Master Mechanic throttles an engine, or a road rails against the construction crew. When a brakeman gets broke or a fireman is fired, the humor of the thing may be regarded as a luxury or a necessity as best suits the occasion, and when a conductor punches the passenger instead of the ticket it is immensely droll. We simply mention these things to show that Bill Nye is wise as well as witty, and that as a wag he may wagon.

KANSAS CITY, Mo., February 15, 1899.

Editor Firemen's Magazine:

I am not a member of the Brotherhood of Locomotive Firemen, and were it not for reading Brother Fackenthal's article in the February number of the *Firemen's Magazine*, should never have thought of writing anything for your book. But Brother Fackenthal has impressed my mind most seriously by giving expression to his "opinions." I don't allow any one to entertain a higher opinion of the B. of L. E. than I do. I profess to be a true Brotherhood man, but I haven't anything to do with making or unmaking our laws. I don't want to have it understood that I like every law that the engineers have passed, but like a great many others, I don't kick, because kicking most always makes things worse instead of better, but I have a good many times told my brother engineers that some of our laws were bad, and ought to be done away with. You see I came up from the ranks of Locomotive Firemen. I joined the B. of L. E. before the San Francisco convention was held. I think the law passed at that convention about members of the B. of L. F. who were then members of the B. of L. E. was unfortunate. I thought it would create bad feeling, and I wasn't disappointed. It did create unpleasantness. But I was glad to see that the members of the B. of L. F., notwithstanding that law, didn't get very mad about it. They hung on and did the best they could. They remained friendly—but they didn't feel very good about it. But when the B. of L. E. convention passed another law at New Orleans, I certainly thought the B. of L. F. would be pretty indignant about it. But the firemen still tried to be clever, but they felt bad, I know, because I heard them express their sentiments pretty freely, but they didn't jump the track, nor burn their boilers, nor break things. They

held on, and when the C., B. & Q. strike came they showed the engineers that every law they had made unfriendly to the B. of L. F. ought to be repealed. I know just what I am talking about. That strike on the C., B. & Q. was no small affair. It was a cyclone, a tornado, and an earthquake all in one. A coward couldn't have stood it a week. Then the engineers wanted friends, and don't you forget it. They never wanted friends so much in their lives. I know. I was there. I saw with my own eyes. I heard with my own ears. I don't make any mistake in what I say. In that strike the firemen were the friends of the engineers—friends when they didn't have hardly anything to gain and pretty much everything to lose. But they didn't flinch a bit. They stood right up to the rack, and they did it to the last. For this courage and friendship they were told that the laws passed at San Francisco and at New Orleans would be repealed at Richmond. But it wasn't done, and I am satisfied it was a great mistake. It has made a world of bad feeling. It is no use to talk. I am telling the God's truth. It was a great blunder to let those laws stand. While they stand it is foolishness to talk about harmony. There can't be any harmony that don't have mixed in it distrust, and that is not harmony at all. A brother engineer said to me, "Tom, the *Firemen's Magazine* is kicking powerfully in the January and February numbers against the B. of L. E." I said, "Yes, and its just what I expected. We didn't do the right thing at Richmond in not repealing those laws, and we didn't do the right thing in appointing that committee to settle our strike on the C., B. & Q. We didn't treat the firemen right, and somebody's to blame for it." He said, "You're right, Tom." I asked him if he had read Brother Fackenthal's opinions. He said, "Yes, and his piece is bound to have a bad influence on our order. We've been doing wrong. I don't believe another engineer, a member of the B. of L. F., will ever join us. We have piled it on too thick, and we've been rubbing it in with both hands."

Now, Mr. Editor, I want to say there are a great many members of the B. of L. E., who are the friends of the B. of L. F. I want the two brotherhoods to come together in the bonds of peace, and harmony. I want them to federate. If we can keep things from getting very bad, I think at the next convention the laws about which you complain, will be done away with. That sort of feeling I know is spreading. Because I love my Brotherhood I write this, but I don't think the right way to bring about right is to try to hide a wrong. No good ever comes of that way of doing business. I endorse Bro. Frackenthal's way of stating things. The way to do right is to talk right and act right.

C. B. & Q. Engineer.

RICHMOND, VA., January 28, 1889.

MR. EDITOR:—Some times ago an article appeared in the *Locomotive Firemen's Magazine* on the hiring of engineers, all of which I

would cordially endorse, but it went on to say that once an engineer always an engineer could only become a reality, if firemen would preserve patience and wait, not for a prescribed period, but an indefinite one to arrive at promotion. Now, the *Magazine* says firemen are apprentices to the engineers. In all shops, of whatever craft throughout the States, we find large numbers of apprentices, all of whom in the short term of four or five years go out as journeymen, this would be short time for most of us, yet it is strange, the country is not run over with tradesmen. It is true there are more apprentices required to locomotive engineering than any other business, but still, with the large number of engines turned out annually from the different builders, they must need men to operate them even allowing some to take the place of others worn out.

I think the time has come for firemen to stick together. They have no affiliation with the engineers except in name, still, in the eye of the country, the B. of L. F. is the compeer of the B. of L. E. Hardly another set of apprentices could be found to act as those of the C., B. & Q., yet our able and worthy representatives at the convention of engineers, are set aside and their advice cast to the winds. Our Vice Grand Master Hanahan, while here some time ago showed the affection of the B. of L. E. for us so forcibly as not to be soon effaced. I see no tie that binds us to them but that of manhood. I believe in two classes of wages. For an engineer of twelve months' experience is a surer guarantee to his company than one of twelve days. The latter may be as competent on his first trip as the former, but the company incurs that risk. It is also a help to us, and we should stand by it. With best wishes for the prosperity of our noble Brotherhood. I am your fraternally,

W. A. Gore.

FREEMONT, ILL., January 26, 1889.

Editor *Firemen's Magazine*.

Again death has entered the ranks of Union Lodge, No. 138, and robbed us of our Master and Collector, Brothers James A. Flack, and Wm. Brubaker, who met a terrible fate on the night of the 16th of January, in a wreck at Sylvania, a station on the C., M. & St. P. railroad. Again we are reminded of the uncertainty of life and the importance of living so when we fall in the battle of life, we may be admitted to the Grand Lodge above. By the death of these brothers the Brotherhood loses two good and faithful members, their associates true and steadfast friends, their parents dutiful sons and their wives kind husbands. We met with Brothers Flack and Brubaker in the Lodge room on the 13th, little thinking that it was to be the last meeting on earth. But in such an hour as we think not the Son of Man cometh.

In behalf of Union Lodge, No. 138, I desire to extend our sincere and heartfelt thanks to those who so kindly assisted us with the floral offerings and we deeply sympathize with their grief stricken widows and families.

S. S.

Personals.

DIXON is a dandy.

WALTON is a whale.

THERE are no flies on Hugo.

HYNES, Haines and Bryan are making it warm for the Pinkerton plugs.

TOM MEA is still Inspector of Meats at Minneapolis. He recently attempted to put Hannahan "in the soup."

HARRY BARNES, the noted equestrian of the Northwest, is training for the blind horse race which comes off in early spring.

To smoke a cigar is delightful,

To others there is joy in the cup—

But alas, there is something most frightful,

When Sebastian tells the boys to "wood up."

C. E. WARMINGTON, Secretary of Sacramento Lodge, No. 58, Rocklin, Cal., is jubilant over the arrival at his home of a nine pound boy.

I. M. DEAN, Master of Trinity Lodge, No. 83, deservedly has a host of friends in our Order, and for a long time has been known as the "Crown Prince" of the "Lone Star" State. The title is worthily bestowed by his peers.

D. W. J. MAHONEY, Secretary of Adopted Daughter Lodge, No. 3, deserves credit and praise for his activity, efficiency and promptness in business matters. When anything has to be done, straightway Bro. Mahoney goes and does it. With him time is money.

CON S. MCAULIFFE, Receiver of Guiding Star Lodge, No. 130, is not color blind, but the instant he sees a good thing he knows it, nor does he let it slip. Being always wide awake and on the alert, neither his Lodge nor the Brotherhood suffers by his neglect.

T. J. HAYES, Master of F. W. Arnold Lodge, No. 44, by virtue of mind qualities and devotion to the welfare of his Lodge and the Brotherhood is justly regarded as a leading spirit at East St. Louis, and fortunately he is in a position, where he can utilize his zeal for the good of the Order.

P. L. CUTLER, Secretary and Collector of Blooming Lodge, No. 40, is just the man for a blooming Lodge. In holding his two offices, of special importance, he becomes metaphorically in miniature a "twin brotherhood," possibly a "twin rose." At any rate he fills the bill, and makes excellent officers.

ERNEST B. MAYO, Master of Northwestern Lodge, No. 82, has done and is still doing yeoman service for the benefit of the Brotherhood in which he is justly regarded as both "useful and ornamental." He is sound as a nut on all questions and he can state them in a way both convincing and commanding.

WM. J. BRUMAN, Secretary of Buffalo Lodge, No. 12, is one of the men of our Order who understands his business, and in his mental, physical and intellectual make up is a credit to all concerned in giving him to the world and to the Brotherhood. As the cockney said of Niagara, "He's well got up."

OUR esteemed brother, F. X. Holl, is doing yeoman service at St. Paul in looking after the law makers of Minnesota, and in pushing through legislation in the interest of railway employes. Brother Holl is often taken for a member of the august Senate, and for being addressed as "Mr. Senator," proposes to bring suit to recover damages. Better not. You look so much like a state-man that any man has a right to believe you are a Senator, and pity it is that you are not.

CHAS. W. MAIER, Collector of Great Western Lodge, No. 24, is a man whose general utility qualities can't be beat. He knows just what "Collector" means, and he recollects and then collects. He don't forget, you bet. For the right man in the right place, he takes the cake.

THOSE who know Bro. Sam Dixon, of Baraboo, Wis., will regret to learn that in going over the "Q," he struck a blizzard which deprived him of his splendid suit of auburn hair, which erstwhile distinguished him among his comrades, and that he is now in danger of being known as the "Bald head of Baraboo." Let us all pray that his locks may never be shorter nor thinner.

DURING the closing days of January in the Northwest, the temperature suddenly fell several degrees below zero. On January 25th, the following was wired from Washington:

WASHINGTON, January 25.—To Observer Lyons, St. Paul, 9:55 a. m.: Holst cold wave signal. Severe cold. Temperature will fall to zero by 8 a. m., January 26th, and still lower next morning. GREELEY.

About the time stated the Dakota blizzard arrived over the Manitoba, as Greeley reported. It was Hannahan.

THOUSANDS of firemen, throughout the jurisdiction of the B. of L. F., will be glad to learn that Bro. S. H. Quackenbush, member of Golden Gate Lodge, No. 91, has doubled his earthly joys by taking to himself a "better half." Bro. Quackenbush is a stalwart friend of our Brotherhood at all times and everywhere, and his hosts of friends will be delighted to hear of his matrimonial venture, and will wish him and his bride the largest measure of happiness and prosperity that kind Providence vouchsafes to mortals. Bro. Quackenbush is now running a splendid engine on the Southern Pacific, and it requires no wizard gifts to know, when the machine is homeward bound, schedule time will be made.

Obituary.

William Conners Utterback, who died at Vincennes, Ind., at 12:04 o'clock, Wednesday morning, February 13th, and was buried at Highland Lawn cemetery, this city, by the Brotherhood of Locomotive Firemen of the two cities, was a son of Ellsworth and Martha Utterback, of Florida, Ill. The funeral services occurred at Vincennes. He was 34 years of age. Death resulted from kidney disease and complications arising from that trouble. While residing in Terre Haute he had been a brakeman and fireman on the I. & St. L. railroad, an employe of the Wabash Iron Works, a fireman on the Vandalla railroad, and a member of the city fire department. Securing employment as fireman on the O. & M. railroad four years ago, he removed from here to Vincennes, residing in the latter city until his death. He was married to Miss Elizabeth Christy, of this city, April 14th, 1879. His widow, aged parents, and four brothers survive him. Those who knew him intimately, found much in his character to awaken friendship, and those who were bound to him by sacred ties, learned to love him for his affectionate and happy nature. He was a brave and just man and a true and loving husband. On his death bed he prayed: "Oh, God, I would live for my dear wife, but, if it is Thy will that I must die, take me home," and awaited the end with composure.

He had valid reasons to suppose that he would soon be promoted to the position of engineer, and as the cold hand of death was closing upon his vitals, he said to his wife: "I told you that I would get on the right side," and then he made an attempt to manage the "throttle." He imagined that he was an engineer.

He was a man who never deserted a friend and never feared a foe.

TERRE HAUTE, IND., February 19, 1889.

Amusements.

PETROLEUM LODGE, No. 383, at Oil City Pa., gave their first annual ball January 1st at Armory Hall, and according to accounts published it must have been a most delightful affair. The hall was elaborately and beautifully decorated. The music was superb, being under the direction of Prof. Launtz. Seventy-eight couple participated in the "light fantastic" and besides the dancers there were fully one hundred others who enjoyed the occasion. A report before us says: Ed McAbee, of Olean, acted as master of ceremonies. The committee of arrangements was John Hankey, John Davis, Ed Magee and Al Jude. The reception committee consisted of W. B. Smith, Pat Sheehan, William Vannatten, F. Morton, Mike Fahey, Barney Moss and T. Clark; and Messrs. John Quirk, Wm. Sping, Thos. Martin, Fred Matthews, Sam. Lowry, Wm. McQuinn and George Hood officiated as floor committee. The ball was a grand success. We congratulate the brothers of No. 383, and wish for them a career of great prosperity.

THE brothers of Huron Lodge, No. 221, of Point Edward, Ontario, recently gave their fifth annual ball, and we are glad to know it was in all regards a success. A local paper devotes considerable space to an account of the brilliant affair, which came off in Odd Fellows' Hall, and says "the hall had been tastefully decorated by the skillful fingers of Thos. Watman, Geo. Renton, J. T. Henderson and Joe Gray, ably assisted by the ladies, who contributed the artificial flowers which added so much to the beauty of the scene. A large programme, painted with rare dexterity by Joe Gray, was suspended above the front entrance. Under it was perched a locomotive headlight on a bracket hung with bright tri-colored material pulled together at the base so as to form a triangle. Just below the headlight was the word "Huron" in letters of white cotton batting, and across the headlight the number of the Lodge, 221. At either side were gilt horseshoes containing mottoes. Festoons of colored paper and evergreen, and numerous pictures were gracefully arranged around the walls, and over the stage was the motto, "Welcome to the Fifth Annual Ball of Huron Lodge, No. 221, B. of L. F. of N. A." The monograms of the various orders framed in evergreen and placed under the slide lights, completed the artistic interior adornment." The ladies aided the brothers in decorating the hall, and 105 couples participated in the festivities. The music was fine and the supper in the highest degree enjoyable. There were many pleasant episodes, and all were delighted. That's the way to have a ball.

THE *Junction City Tribune*, prints a highly readable account of the musical and literary entertainment given at Pasona, Kan., on the 18th of January last under the auspices of Great Western Lodge, No. 24, B. of L. F. It was a matter of profound regret that the Grand Officers of the Brotherhood could not attend the entertainment owing to business which could not be postponed, and in the case of Grand Master Sargent, the disappointment was specially annoying as he had contemplated attending, but was called to California to adjust grievances. We are glad to know that the entertainment was a brilliant success and came fully up to expectations. The *Tribune* says: "One feature, provoking an enthusiastic encore, was a song entitled 'The Great Kansas Route,' by a double quartette of locomotive firemen, in costume, with caps and overalls, whose neat and tidy debut was herded by the blowing of a locomotive whistle; in obedience to this signal the scenes moved back, disclosing a life size view of a real locomotive, with its headlight and slide lights streaming down the stage. This locomotive was appropriately numbered with a big "24," and displayed the monogram "B. of L. F." elaborately wrought midway between pilot and smoke stack. The combined

effect was startling, and agreeable as well. Space will not permit us to refer to other musical numbers on the program, though some were deserving of special mention. Miss Mamie Pierce of this city rendered 'The Blacksmith's Story' in a manner which brought her immense audience thoroughly in sympathy with its deep pathos; and, later in the evening, acquitted herself admirably, under unforeseen difficulties, in the dramatic recitation of 'The Royal Princess.' Miss Sue Fessenden recited 'Light on Dead Men's Bar' with graceful gesture and pleasure voice giving promise of much latent talent. Miss Anna Smith and Mr. E. Simonson also gave recitations which were well received.

BUFFALO Lodge, No. 12, B. of L. F. recently gave one of their enjoyable entertainments in the way of a ball, in Music Hall, of Buffalo. The hall has a spacious auditorium, but its capacity was severely taxed on the occasion to accommodate the guests of No. 12. The success of the ball, says a local paper, was due largely to the energetic work of the various committees, viz.: Floor Directors—J. J. Knauff, D. E. Barry, W. J. Dodds, W. E. Brunan, J. H. Crossman, D. W. Hanley. Floor Managers—P. Springweller, W. E. Christian, D. Rivers, P. J. M. Namara, George Howell, J. Schufelt, W. J. Miner, H. Edmunds, W. A. Austin, Dan Dugan, D. Tate, H. Malone, T. O'Laughlin, J. A. Hathaway, J. E. Delaney, J. J. O'Neil, J. Barker, C. Dugan, G. A. Welch, G. H. Lyons. Reception Committee—R. Walton, chairman; T. F. Greenan, J. W. Jacobs, George Hagermeyer, T. A. Cole, W. Nalbach, T. Hewler, A. Bickley, A. Boxall, C. Lindenberg, F. Schweir, C. R. Miller, G. Woodward, G. Glassier, J. B. Liddell, G. Welsh, J. Cronyn, W. Kinrade, G. W. Bond. Splendid music enlivened the occasion, and the programme announced twenty-eight dances, in honor of various railroads, Brotherhoods and Grand Officers. Among the guests present were Police Commissioner Shafer, James Macbeth, Master Mechanic of the West Shore; E. A. Benson, Assistant Manager Wagner Car Works; J. Robinson, Master Mechanic Lake Shore; Peter Fowler, foreman Lake Shore shops; J. H. Murphy, Master Mechanic of the Erie; E. Van Etten, Division Superintendent of the Erie; W. B. Heckman, Master Mechanic of the Lehigh Valley; C. L. Sibley, Chief Clerk Master Mechanic's office, Lake Shore; Alderman Williamson and E. P. Murphy, District Engineer Fire Department. And also, G. H. Lyons, B. C. Stanton, wife and daughter, Misses Ann and Maggie Walton, Niagara Falls; Clarence VanZant, New York City; E. J. McNulty, Syracuse; Mrs. Emma Gibbons, G. A. White, Rochester; Mrs. and Mrs. Grant Parkis, Mr. and Mrs. James J. O'Neil, Charles Hevevor, and Miss Mary Bever, Bradford; Mr. and Mrs. George Jackson, of Fort Erie.

Such incidents in the history of a Lodge are always pleasant and cheering, and help amazingly to reconcile the boys to their toils and dangers.

Unknown Addresses.

JNO. ILLER—Is requested to correspond with the Secretary of Success Lodge, No. 33.

ANDREW RAUCH—Is requested to correspond with the Secretary of Success Lodge, No. 33.

DAVID CASEY—Who was a fireman on the Pacific railroad, out of Moberly, Mo., some seven years ago, is requested to correspond with his brother, John Casey, No. 97, James street, New Haven, Conn.

JOHN D. MURPHY—Is requested to correspond with W. F. Brundage, No. 1216 Larimer street, Denver Col. He is a fireman or engineer formerly of Moberly Mo., on the Wabash Railway, and later as fireman on the D. & S. P. Railway, out of Denver, some eight years ago.



Correspondence must in all cases be brief and to the point.

Subscribers must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazine will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

MARCH, 1889.

MR. A. A. ALLEN, General Superintendent of the Wisconsin Central, in his treatment of employes, rounds out to the full dimensions of one of nature's noblemen. In a controversy about a grievance, brought to his attention by switchmen, Mr. Allen ordered that the fight against Association Switchmen must cease. Good.

* *

WE desire to call the attention of our readers, to the advertisement of Messrs. Reardon & Ennis, of Troy, N. Y., who are the manufacturers of the justly celebrated ventilated dinner pail. It is just the thing for railroad men, who have to take their dinners with them, and those desiring to purchase will find the firm reliable, and they need not hesitate to enclose P. O. order as required in the advertisement.

* *

THE *Switchmen's Journal* bears eloquent testimony of the sense of justice and fair dealing, which distinguishes the administration of Assistant General Manager Harahan, of the Lake Shore. Mr. Harahan is a gentleman whose quick perceptions of the right, and high sense of justice, are a guarantee that employes on his road will be dealt fairly with on all occasions, and that the largest measure of prosperity will be secured by his administration.

* *

THE *Minneapolis Tribune*, of January 31, shows that under the leadership of our wide-awake Bro. F. X. Holl, anti-Pinkerton legislation had been begun in the Legislature of Minnesota, similar good work is being done in other States, but final results will be known only when Legislatures adjourn. It is hardly to be expected that the hopes of workmen will be realized at once, but good work has been begun and in the near future, victory will be achieved.

THE Secretary of the Treasury recently reported to the United States Senate that the Government, under the Thurman act of 1878, has received from the Union Pacific Railroad \$7,773,589, and from the Central Pacific Railroad, during the same period, \$3,469,681, making a total for both roads of \$11,243,270. At that rate of "paying up" the debt due the Government will be squared about A. D. 2000.

* *

WE have on our table the constitution and by-laws of the Grand Division of the Brotherhood of Railway Conductors, whose headquarters are at Los Angeles, California. We have read the laws of the new and vigorous Order, and should judge them sufficiently conservative for the times. They provide for grievance committees, and it does not require a professional attorney to discover that the Brotherhood is in accord with the spirit of the times and has a fraternal regard for other brotherhoods of railway employes. The list of Grand Officers is as follows:

GEO. W. HOWARD, Grand Chief Conductor.
C. T. MOORE, Asst. Grand Chief Conductor.
D. J. CARR, Grand Secretary and Treasurer.
W. J. BIGELOW, Grand Senior Conductor.
J. G. WARDE, Grand Junior Conductor.
T. B. WHITESIDE, Grand Inside Sentinel.
J. E. HARTELL, Grand Outside Sentinel.
WM. M. USHER, Grand Chaplain.

It is needless to say that the Brotherhood of Locomotive Firemen wishes the new Brotherhood the largest possible measure of success.

* *

THE *Switchmen's Journal* for February voices sentiments upon the subject of federation with which the *Magazine* is heartily in accord. The *Switchmen's Association* takes no stock in coöperation. Its motto is Federation, and the wisdom of its conclusion can not be gainsaid. The *Journal* says, "Our committee have been waiting and still wait for an invitation to a conference. It occurs to us that it is high time that we move in the matter." We are clearly of the opinion that the time has arrived for a meeting of committees, and we do not doubt that steps for such a meeting will be taken at an early day. Federation is the desideratum, the one thing in which hopes of success center. When it comes it should come to stay. The subject needs to be discussed in all of its bearings. No mistakes should be made, nor does the subject present such obstacles as to suggest doubts. There is a will to federate and there is a way to federate. As the committees of the federating orders approach the subject the way will grow clearer. We think we are justified in assuring the *Switchmen's Journal* that its patience will not be unnecessarily tried, and that the discussions that are going forward are timely and prudent.

THE LUNCH FIEND OF THE DELAWARE.

[Dedicated to the original and only "Lunch Fiend," but not authorized by the Atlanta Convention.]

I have straddled my Pegasus, and I'm galloping up Parnassus, and I'm going to take a drink at the spring,
Where oft the tuneful nine, in the Grecian olden time, used to quench their thirst, and then like angels sing.
I am confident my ambition, will be fruitful of fruition, and I'm spurring up Pegasus to get there,
And when I've drank enough of the muse inspiring stuff, I'm going to sing in honor of the "Lunch Fiend of the Delaware."

To the extent you are able, get your books of fiction, fact and fable; this done, call in your statisticians,
For I'm going to make revelations that will astonish all the nations, their prophets, astrologers, soothsayers and physicians.
I am going to tell a tale, stranger than Jonah and the whale, a story that would make Munchausen tear his hair,
And yet, it is as true as that the skies above are blue, and 'tis all about the "Lunch Fiend of the Delaware."

I am going to tell the feats of this wonderful lunch fiend when he eats, how everything in sight disappears,
How, when he has a hunger spasm, his mouth opens like a chasm, and beholders become palely with fears.
That a famine he'll create in every territory and state, a calamity that calls loudly for fasting and for prayer,
For God knows there ne'er was seen, since the day that grass was green, such an eater as the "Lunch Fiend of the Delaware."

In the name of every glutton that ever died of eating mutton, beef, beans, pork, pickles, poultry, possum, goose or quail,
I am willing to assert, to say nothing of dessert, that since Noah built his ark and set sail,
That no one e'er beheld the sight, of such an amazing appetite, such a stomach and digestion, and I'll swear,
That since the dawn of creation, no kindred tribe or nation has produced the equal of the "Lunch Fiend of the Delaware."

Entering a restaurant, feeling a little gaunt, his eye takes in the situation quick as a flash,
Then his wonderful stomach capacity, and astonishing rapacity, suggests the query, will the hash,
The sandwiches and the eggs, frog and chicken legs, crackers and cheese, in fact, the entire bill of fare
Be sufficient to stuff the fiend till he cries enough, this *sui generis* "Lunch Fiend of the Delaware?"

By all the pagan gods, this lunch fiend is by odds, a gormandizer, whose consuming powers are without a parallel,
And often friends relating (as if under oath were stating) have forced the exclamation, "Wonderful to tell!"
And as the story they were telling of the dishes, kept on swelling, the listeners would exclaim, "Well, I declare,
There ought to be a law, for a time to close the maw of this monster 'Lunch Fiend of the Delaware.'"

But the imagination confesses prostration, fancy folds its wings and fiction meekly surrenders,
And as in dazed contemplation, angels demand an explanation, Great Jove makes an effort and bursts a suspender,

And declares he never hurled into space a world that has produced an eater who can in any wise compare

With the man, who, when he eats, all competitors defeat as easy as does the "Lunch Fiend of the Delaware."

And now, my hungry Pegasus, having galloped up Parnassus, and halted where the muses used to meet,

I set me down and wonder what in the name of thunder there is left in the wide world fit to eat?

For where'er my vision roams, I see nothing but trees and stones, there is nothing left to eat anywhere,

And I have a notion that in earth, air and ocean, All things have been devoured by this "Lunch Fiend of the Delaware."

But there is no use in squealing at this terrible revealing, let us die like heroes, singly, or in gangs.

True, 'tis pretty bad, there's not a crawfish, frog or shad left to mitigate the sharpness of our pang,

Still, as we waste away, growing thinner day by day, let future generations take warning, and beware

Of such strange, monster eaters, such all devouring creatures as the prodigious "Lunch Fiend of the Delaware."

—C. H. Ophouse.

THE ENGINEERS ON THE "Q."

The *Beacon of Progress*, published in Boston, Mass., prints the following:

Perhaps it is "taking ground against labor and in favor of capital" to say it, but we confess that we cannot discover what is the logical position of the former engineers of the Chicago, Burlington & Quincy road, what claims they have been urging on the company, or what questions they were which were reported in yesterday's dispatches to be near a settlement. They held positions which they risked when they went on a strike. If there was any weapon in their armory which they did not employ in their conflict with the company, what was it? They tried boycotting as long as they dared. While they were not collectively responsible for the use of dynamite, and did not collectively approve its use, dynamite was nevertheless employed to help them. Having tried everything, they failed. Their places are all filled. The road owes them nothing. Yet they still act and talk as though they are to-day employees of the company, temporarily out of work, who are unjustly treated because they are not re-employed. They forced the company into a contest; they decided what should be the stakes and the reward of victory; they lost the game; and now they treat it as a grievance that they cannot have things as they were before the game began. When the contest was fiercest they enlisted every engineer of every other road whom they could influence, to help them in their cause. They even called to their help brakemen and switchmen of the Burlington and other lines. Yet they profess to regard their suspicion that other companies helped the Burlington company as an atrocious outrage. Is not sauce for the goose sauce also for the gander? Is it a part of the contention for the cause of labor that workmen may combine, but that every combination on the side of capital shall be an unpardonable offense?

The foregoing is about what we would expect of a *Beacon of Progress* in the Yankee metropolis of pork and beans. It smells of codfish, but is more characteristic of a shark. The writer is correct—he "takes ground against labor and in favor of capital." His sentiments are those of a cold, calculating, callous defender of the wrongs which capital

perpetrates upon workmen and women, and nowhere is this hard heartedness more conspicuous than in Boston and Massachusetts. If all that it says of the engineers on the C., B. & Q. were true, they are entitled to the sympathy of all right thinking men. The engineers and their coemployes had made the C., B. & Q. one of the richest corporations in the land, and it was, in its treatment of its engineers, the meanest corporation in the land. It had no sense of justice, and so implacable was its hatred that it preferred to sink \$10,000,000 or more of money than to do an act of justice, and that it might make a point against the engineers, it outraged all laws, human and divine, by employing Pinkerton liars who care no more for perjury than they do for murder, and would commit either, or both, a dozen times a day for pay. The striking engineers did hold positions which "they risked," but they did not take the risk until every other honorable means had been exhausted to secure justice and fair dealing, and Bunker Hill monument, in sight of the *Beacon of Progress*, is an everlasting advocate of resistance to tyranny, of risking all, everything, to overthrow oppression. The *Beacon of Progress* says the C., B. & Q. owes these engineers "nothing." That is infamously mendacious. It owes them and their co-strikers everything. They were its faithful employes who gave the corporation prestige, wealth and which it used to crush them, and because it did crush them the *Beacon of Progress* chuckles and glories in the victory of "capital" and in the woes of workmen. It says "they forced the company into a contest." Just the reverse, the company forced the engineers into a contest, just as Great Britain forced the colonies into a contest. The British hired Hessians and savages to kill colonists, and the company hired Pinkertons, worse than Hessians or savages, to commit perjury and forgery, and if necessary, murder, to gain a victory. It won (?) but the victory entails upon the company an eternity of obloquy. "It is a long lane that has no turn," and the C., B. & Q. will eventually have cause for lamenting its triumph.

* * *

The way labor interests are managed in Minnesota, indicates what workmen may do, when in earnest, in shaping legislation. The Minneapolis *Tribune*, of February 7th, gives a lengthy account of what is being done in the interests of workmen. The *Tribune* says: "A good many measures which the laboring men—or, more exactly, the labor organizations—are backing are to be brought up at this session. Representatives of the trades assemblies of the twin cities are on hand watching them, and watching the members, not only when it comes to a final vote when the house and senate journal

will show on which side the members stood, but watching the committee-rooms and listening to the debates, with notebooks in their inside pockets, on which the sentiments and actions of the members are recorded." This is the right way to do. What labor gets, it has got to work for persistently and intelligently, boldly and uncompromisingly. This is being done in the Minnesota legislature, and by no man there or elsewhere, more courageously, than by our brother fireman, F. X. Holl, who is always on hand and able to give a reason for the faith that is in him. He never grows weary of watching. He is always on the alert. The *Tribune* says of him: "F. X. Holl, of Minneapolis, has been a regular guest at the legislative halls for several days, and Labor Commissioner Lamb has been devoting considerable time to the sessions himself. Mr. Holl is just now watching the fate of the bill to shut out Pinkerton men with very solicitous eyes. The bill is backed by the labor organizations, who say they are tired of the interference of hired police, who carry concealed weapons and are sent in squads to shoot down men who would be peaceable if they were not irritated into discord by the very presence of these men. Many bills which the labor organizations back have been prepared and will be introduced at an early date." The workmen of Minnesota by united action have secured a number of members of the legislature who are ready to champion the cause. Among them is Senator Hiram F. Stevens, of Minneapolis. He is known to be the friend of the workman, and is introducing valuable measures. We expect to hear a good account from Minnesota when the legislature has adjourned.

* * *

EDITOR HILL, of the *Locomotive Engineer*, says:

The new dress and size of the *Firemen's Magazine* puts it far ahead of all other labor organs. Editor Debs has a way of showing up wrong and abuse that is at once conclusive and manly. The firemen are justly indignant, that, after all they have suffered and lost in the "Q." strike, the engineers should proceed to call off that battle, without consulting the firemen. And who can justly say that they have not just cause for complaint? What has become of the "twin B's"?

The standard excuse for not "consulting the firemen," is, that the B. of L. F. was "forgotten." The B. of L. F. "twin" was lost to remembrance—had passed out of mind. This assumed obliviousness was simply an insult. The Richmond convention did not forget the B. of L. F., and the pretense only magnifies the affront. For such treatment, the B. of L. F. has a right to be indignant, to be otherwise than justly exasperated. would be proof positive that locomotive firemen, members of the B. of L. F., are totally without self-respect, and so deficient in sensibility, as to accept insult and contempt without protest. Such is not the fact.

A SEPTEMBER DAY.

Sitting alone 'mid the floating shadows,
 Dreaming of hours full of rapture sweet,
 Spent with my love where the fruitful meadows
 Filled up a picture of joy complete,
 Memory vividly brings before me
 Every scene that has passed away,
 And pleasing fancies are floating o'er me,
 Thinking upon a September day.

The hills were brown and the grain was yellow,
 The trees were tinged with an autumn hue,
 The fruit hung down both ripe and mellow,
 Beneath a sky of the deepest blue,
 The air was rich with the scent of clover,
 The zephyrs toyed with the new-mown hay,
 As I sat and rode alongside my lover,
 That long departed September day.

Her eyes with the fires of love were beaming,
 Her form was lithe and of queenly mold;
 Her hair was in graceful ringlets, streaming,
 And o'er her shoulders profusely rolled,
 Her voice like the notes of birds when mating,
 Full of the blooming joys of May,
 Thrilled me and kept my heart dilating
 With new found bliss that September day.

A balmy feeling of perfect pleasure
 Seemed to possess both her heart and mine;
 And rapture filled out a flowing measure
 Of nectar sweeter than richest wine,
 Into our souls through our eyes were flashing
 Glances of love in a ceaseless play,
 Closer and closer our hearts enmeshing,
 That dreamy delightful September day.

Many moons have changed since those hours de-
 parted,
 And time is moving with onward stride.
 But I know my love is as faithful hearted
 As she was the day of our autumn ride.
 And while memory lives she will rise before me,
 A peerless queen in her bright array,
 Shedding the balm of her presence o'er me,
 Just as she did that September day.

Shandy Maguire.

LOAN OF \$25,839.60.

In all matters relating to finances of the B. of L. F., there should be no concealments. Frank and full statements are always in order; and so far as the Grand Lodge of our Order is concerned, such statements are always made promptly and fully when required, or when there appears a necessity for them.

In the month of October, 1888, owing to the exigencies of the strike on the C., B. & Q., money was imperatively demanded to enable our Order to respond to the necessities of members engaged in that notable struggle. The membership was everywhere putting forth its energies to meet the demand, but there was at the time designated, a lack of funds. At this juncture the B. of L. F. accepted a loan, amounting to \$25,839.60 from the B. of L. E.

It appears that an impression has gone abroad that the B. of L. E. *donated* to the B. of L. F. the amount named. Nothing could be further from the truth. Such a donation, had it been tendered, would not have been accepted. The transaction was the result of obligations assumed by the B. of L. F. to pay its members certain stipulated

amounts monthly, and as assessments had been suspended until the convention met and took action upon the subject, the exigency arose, that money must be borrowed, or the striking firemen on the C., B. & Q. must suffer. The money was borrowed, *not donated*, and the amount so obtained, has been *paid back in full*. In making payment, interest was tendered, but not accepted.

In the foregoing statement the Brotherhood has all the facts. The money was borrowed to bridge over an emergency. It was borrowed to meet pay-rolls promptly and at a time when every consideration of justice to the heroic strikers demanded prompt action. The obligation to the men was met, and now the money due the B. of L. E. has been paid in full.

The B. of L. E. is entitled to our thanks for the timely assistance rendered. It is fully appreciated, and the B. of L. F., not less magnanimous, holds itself in readiness to reciprocate the favor at any time, and at all times, when it is in its power.

* * *

THE *Railway Conductors' Monthly*, in its February issue, referring to the fact that the strike on the "Q." has been declared off, injects into the article the following sentences: "It will be a long time before those who are still out of employment can hope to secure situations of any kind, much less the old ones." * * * "It seems to us that the outlook for these poor misguided men is anything but bright, and *from the bottom of our heart, we pity them.*" We have italicized a few words because we desire to say that

"Notes of sorrow, out of tune, are worse
 Than priests and fanes that lie."

When the firemen on the "Q." were seeking an honest redress of their wrongs, what was the position of the *Conductors' Monthly*? It was to help a great and powerful corporation to crush and degrade its employés and advocate scabbing. "Pity!" By all the shrines where men of honor and integrity worship, the declaration of the *Monthly* is a Judas Iscariot kiss. It talks about its "heart," an organ more like the gizzard of an ostrich filled with scrap-iron, the waste of a tin shop and gravel, than a human heart, capable of feeling for the woes of oppressed workingmen. "Pity them!" Yes, as a wolf pities the lamb or a vulture its prey. Besides, no one is appealing to the *Conductors' Monthly* for pity. In the day of workingmen's trial and peril, it takes the side of the strong against the weak, and that there may be no mistake in regard to its ineffable degeneracy, advocates scabbing, as an evidence of its sorrow over the woes of honest toilers. In the temple of hypocrisy, the *Conductors' Monthly* would stand a fair chance of obtaining the position of High Priest.

THAT LAW!

The B. of L. E. some years ago, enacted a law, which is still in force, providing that no engineer, a member of the B. of L. E. shall be eligible to membership in the B. of L. E.

It is ostracism, pure and simple.

It is a standing insult to the members of the B. of L. E.

It is an intimation that in some mysterious way, the B. of L. E. stamps upon its members such an insufferable stigma, that the B. of L. E. cannot and will not tolerate the stain.

For the passage of such a law, the B. of L. E. must have had what it supposed were good and sufficient reasons.

We desire the *Engineers' Journal* to state the reasons for the passage of the law, to which we have referred.

We invite any member of the B. of L. E. to give the reasons for the passage of the law in question.

The columns of the *Locomotive Firemen's Magazine*, are open to every Locomotive engineer, members of the B. of L. E. to give any and all reasons for the passage of the odious law.

We want plain talk—words that weigh a pound, fired directly at the law. No gush—of that we have had enough—no hedging, no coverts, no subterfuges, but reasons, if there are any reasons to be given.

Locomotive firemen, members of the B. of L. E. demand with ever increasing emphasis to know the reason or reasons, why their Brotherhood, which is constantly engaged in instructing and graduating firemen to the position of engineers, is made to appear before the world, as unworthy of recognition by the Brotherhood of Locomotive Engineers.

Be it remembered that the B. of L. E. is the only organization that has issued an edict against the members of the B. of L. E. A locomotive engineer, a member of our Brotherhood, can join any organization, social, political, religious or fraternal in the world without renouncing his allegiance to his Brotherhood, *except the B. of L. E.*

Let it be understood that all the gush about the "Twin Brotherhoods" does not explain the B. of L. E.'s law, by which members of the B. of L. E. are consigned to perpetual banishment from the B. of L. E. We can not understand why an engineer is prohibited from joining the B. of L. E. simply because he belongs to our Order. In what respect is an engineer who is a member of the B. of L. E. worse than one who isn't? Why are the doors of the B. of L. E. barred against all applicants who happen to belong to the B. of L. E.? Our columns are open to any one who can or will answer these interrogatories.

* * *

The Trades Assemblies of Colorado are wide awake and are making strenuous efforts

to have the General Assembly of that State to enact laws for the general welfare. In a memorial to the legislature there is a demand for the enactment of eight hour laws, as follows:

1. Regulating the instruction of children in our public schools.
2. To secure the adoption of a uniform standard of text-books for the different school districts of the State, thereby reducing an unjust and injudicious source of constant expense.
3. The enactment of a law which will prevent or regulate the employment of children in manufacturing establishments.
4. Regulating the duties and relations of employers and employes.
5. The passage of a law controlling the carriage and shipment of persons on or by railroads in this State.
6. An act requiring sleeping or refreshment car companies to pay their employes sufficient salaries to justify service without insult or neglect to passengers.
7. Requiring companies employing uniformed servants to protect employes from loss on liveries.
8. To secure payment for mechanics and laborers when employed by contractors upon State, county and city buildings and institutions.
9. The establishment of employment bureaus under supervision of State officers.
10. The better regulation of employment agents through city charters.
11. The enactment of a law for liability of employers for injuries received by employes in the performance of duty. Recent fatal accidents occurring through neglect of corporations to provide precautionary measures of safety, appeal for a stringent law covering damages for loss of life and bodily injury.
12. Requiring the payment of wages in coin or currency and abolishment of the truck system.
13. A law regulating usury and establishing a maximum rate of interest.
14. A lien law in the interest of the mechanic and laborer as well as the contractor and furnisher of material.
15. The establishment of an eight-hour working day for officials and citizens.
16. Repeal of the conspiracy law.
17. Regulating the business of private detectives and agencies in Colorado, to the exclusion of foreign concerns.
18. Making Saturday afternoon a legal holiday.

Such action on the part of workingmen indicates very conclusively that workingmen throughout the country are waking up to the importance of the ballot.

* * *

NEXT to the *Locomotive Engineer*, which is indeed the engineman's own paper and which is sure to win its way to favor wherever introduced, our friends of the *American Machinist* commend themselves to the engineman's attention by the many articles of interest which they are giving to that class of men and by the practical papers on drawing and modern locomotive building and other subjects which must prove of incalculable value to the student of mechanics. Besides this, the editors are ever to be found advocating a fair remuneration for intelligent labor and the recognition of a worker as a man, and these principles will be sure to be recognized by railroad men as possessing the true ring and will no doubt be appreciated accordingly.

THE NEW YORK AND BROOKLYN STREET CAR STRIKE.

The somewhat notable street car strikes in Brooklyn and New York are worthy of more than a passing notice. The Brooklyn strike began January 25th, and the New York strike on January 29th. The men who were by these strikes thrown out of employment numbered about 7,000. *Harper's Weekly* of February 7th, said:

The gist of the double dispute is as follows: The street railroad men in New York City demand \$2.25 a day for "ten hours of work to be performed in twelve"—an expression which means that the time in which the cars shall be in motion shall be ten hours, and that the two hours over shall be counted in for waits, meals, and in taking the car and its horses to the stable. But the principal grievance is that the companies refuse to recognize the committees of the Knights of Labor as mediators between themselves and the men; they will deal with the men directly or not at all. On the other hand, the demand in Brooklyn of the strikers is for \$2 a day for ten hours' work to be performed in twelve—a demand which has been acceded to by every surface road in the city except those of the Atlantic Avenue Company, of which Mr. Richardson is the President. That company offers to compute pay by trips and parts of trips in such a way as to give \$1.71 for ten and about \$2 for twelve actual hours.

The probabilities are that there would have been no strike if the officers of the various companies had been willing to arbitrate the questions at issue, and it is just here that the special significance of the strike appears. The officials have determined not to recognize labor organizations, except in a few cases, and some of them determined not to employ men who were members of labor organizations, and have gone so far as to exact a promise from their employes that they will not join any labor organization while employed on their roads. On some of the roads men are required to sign an agreement that they do not belong to any labor organization and will not join any during their employment. The *New York World*, referring to this phase of the subject, says:

The officials who seek to bind their employes in such a manner may never have heard of the existence of a state law prohibiting such agreements, and that they render themselves liable to fine or imprisonment, or both. Such, however, is the fact, and the *World* prints the law for the information of those men. The act is known as chapter 638, laws of 1887, section 171A, of the penal code:

Any person or persons, employer or employers of labor, and any person or persons of any corporation or corporations, on behalf of such corporation or corporations, who shall hereafter coerce or compel any person or persons, employee or employees, laborer or mechanic, to enter into an agreement, either written or verbal from such person, persons, employee, laborer or mechanic, not to join or become a member of any labor organization, as a condition of such person or persons securing employment, or continuing in the employment, of any such person or persons, employer or employers, corporation or corporations, shall be guilty of a misdemeanor. The penalty for such misdemeanor shall be imprisonment in a penal institution for not more than six months, or by a fine of not more than \$200, or by both fine and imprisonment.

It will be seen that the officials clearly vi-

olated the laws, and the indications are that an effort will be made to enforce the laws. The *New York World*, one of the greatest newspapers in the world, neither subsidized by capitalists, nor blinded by wealth, is of the opinion that the failure of the strike will have a serious effect upon the Knights of Labor for a time, but says that "the history of labor movements, however, shows that while for a time organizations may decline after defeat, the memory of what they effected can never pass, and when grievances are to be righted, they always, Phoenix-like, arise from their ashes. The corporations will take advantage no doubt, of their victory and in time the men will have to work long hours for small wages. Then the recent defeat will be forgotten, the men will join a labor organization in defiance of managers, and agreements, and with experience to teach them, the result may be reversed. In the meantime other trades and callings will be put to the test by their employers. The result will depend very much on the condition of the organizations and the labor market." There can be no doubt but that there is to be a trial of strength all along the lines. Everywhere a purpose is intimated to break down labor organizations—the supreme purpose of which is to secure and maintain fair honest wages, reasonable hours of work, and manly treatment. Such things should secure public approval, for they contemplate no wrong to anyone, only justice to all. The best interests of society are involved, for communities are never so secure and prosperous as when labor is employed at fair wages. The *World* says editorially: "If it be true that some of the street car companies are compelling the men whom they are now employing, to sign pledges not to join any labor organizations, then it is time for the law to intervene. Such an exaction is a gross outrage such as corporations could only demand from slaves. Why have not men who toil a right to organize as well as the men of capital to incorporate themselves? The corporations may induce the needy men to forswear their allegiance to the hated Knights of Labor. But their victory is not conclusive. Organized Capital cannot deny to Labor the right to organize for mutual protection. When Greed combines Need will unite. The form of association may change, but a union will exist. It is a necessity imposed and justified by the first law of nature—that of self defense. And it is a right of American workmen which cannot be permanently annulled by the fiat of any railway boss." It goes without the saying that American workmen will organize, and, after a time, they will federate for their own protection and welfare. The work is progressing, and it is folly to suppose that one, or a dozen defeats, will arrest the movement.

HELP FOR THE C., B. & Q. STRIKERS.

We beg that the caption of this article will not alarm the reader, especially if he be a Brotherhood fireman, for to them it is most particularly addressed. What we mean by "help for the C., B. & Q. strikers," is to help those of them who are unemployed, to find work. There are hundreds of these unemployed strikers, who are members of our Brotherhood. They are in need of aid in finding employment, and the longer they are idle the more strongly do they appeal to the members of the Brotherhood to render them assistance. This can be done in many ways, and no opportunity to render such service should be neglected, but on the contrary should be seized with alacrity.

We realize to the fullest extent that it is not in the power of many to give money, besides, were it in their power, they could claim with great justification, that of cash they have given with such generosity as has been productive of great impoverishment. In this regard the members of our Order have dignified and glorified the term "Brotherhood." They have illustrated its meaning by contributing in lavish amounts their hard earned dollars, until encomiums however highly wrought, scarcely do justice to the subject, and the verdict is, "well done." But it should be remembered that this appeal is not for money. It is for that which every Brotherhood fireman can give without reducing the sum of his wages. In what way then, it may be asked, can a Brotherhood fireman help the unemployed strikers on the C., B. & Q. to better their condition? We answer, first, when one of these victims of corporate oppression comes along in search of work, take him by the hand, let the grip be warm, fraternal, brotherly. Let words be those of kindness and sympathy. Let the eye speak as well as the tongue, and tell the wandering brother that he has found a friend who takes an interest in his welfare. This is not money, but it is often better than money. Kind, cheering words have the power to dispel despondency and banish despair. God knows these can be given, and they are often priceless. But this is not all. When a Brotherhood fireman, a victim of the C., B. & Q. strike, makes his appearance in search of work, a vigorous effort should be made to find employment for him. In doing this every effort possible should be made. Kind words are right, but not enough. The brother should be taken to the Master Mechanic, to the proper official, and special effort made to find work. It may happen that a fireman is not wanted, but that some other job can be obtained, and as almost anything is better than idleness, the man in search of employment could take the position and wait for something better—the supreme demand being work. If all efforts fail and employment

cannot be found and the brother is required to move on, then by all means see that he obtains free transportation to another place, and let this policy prevail throughout the entire jurisdiction, and our word for it, the time will not be long until every Brotherhood fireman who went down in the C., B. & Q. struggle will be at work, earning wages, saved to the Brotherhood by the kindness, sympathy and acts of their brother firemen.

In this connection it is proper to say that every Subordinate Lodge will have a list of every *bona fide* Brotherhood striker on the C., B. & Q., so that there may be no apprehension that the kindness of the members is being bestowed upon an impostor.

We need not remind the members of our Order that we have what is termed an employment bureau, designed to help members of our Order who are unemployed to find work. And here we desire to urge upon the attention of the membership the great importance of promptly forwarding to the Grand Lodge any information relating to vacancies or probable vacancies anywhere, so that we may help an unemployed brother to employment. In this matter let us be in earnest and act promptly and energetically, and great good will be accomplished.

* * *

THE *Switchmen's Journal* says: "The switchman's life is conceded by all familiar with its details to be one of the most hazardous. Their work requires one at all times to have his head clear and the complete control of his nerves." That the switchman may be in a condition to perform his duty safely and satisfactorily, the Switchmen's Mutual Aid Association, declared in its constitution that "any member hereafter engaged in the sale of intoxicating liquors, unless he resigns his membership shall be expelled from this association."

"Any member found guilty of drunkenness shall be suspended for the first offense, and a repetition shall be punishable by expulsion."

Such constitutional provisions are intended to improve the condition of switchmen, and make them better workmen, and is therefore, directly and specially beneficial to the roads upon which they are employed. Their work being hazardous, they should be fairly paid; their purposes being honorable, their petitions and protests should be accorded honorable treatment. When switchmen have just grievances, why should engineers assume superiority and treat their wrongs with "strict neutrality?"

* * *

THE United States has about one-half of the railroad mileage of the world. It is stated that the investment represents \$9,000,000,000 which would be equal to \$56,250 a mile including everything, and about 1,000,000 persons are employed.

MAN'S MORTALITY.

[The following poem is considered a poetical gem of the first order. The original was found in an Irish MS. in Trinity College, Dublin. The reason, says the *Literary*, to think that the poem was written by one of those primitive Christian bards in the reign of Diarmid, about the year 554, and was sung and chanted at the last grand assembly of kings, chieftains and lords, held in the famous halls of Tara.]

Like a damask rose you see,
Or like a blossom on a tree;
Or like the dainty flower in May,
Or like the morning to the day,
Or like the sun, or like the shade,
Or like the gourd that Jonah made;
Even such is man whose thread is spun,
Drawn out and out and so is done.
The rose withers, the blossom blasteth,
The flower fades, the morning hasteth,
The sun sets, the shadow flies,
The gourd consumes, the man—he dies.

Like the grass that's newly sprung,
Or like the tale that's new begun,
Or like the bird that's here to-day,
Or like the pearly dew in May,
Or like an hour, or like a span,
Or like the singing of a swan;
Even such is man, who lives by breath,
Is here, now there, in life and death.
The grass withers, the tale is ended,
The bird is flown, the dew ascended,
The hour is short, the span not long,
The swan's near death, man's life is done.

Like to the bubble in the brook,
Or like in a glass much like a look,
Or like the shuttle in weaver's hand,
Or like the writing on the sand,
Or like a thought, or like a dream,
Or like the gliding of a stream;
Even such is man, who lives by breath,
Is here, now there, in life and death.
The bubble's out, the look forgot,
The shuttle's flung, the writing's blot,
The thought is past, the dream is gone.
The waters glide, man's life is done.

Like an arrow from a bow,
Or like a swift course of water flow;
Or like the time 'twixt flood and ebb,
Or like the spider's tender web,
Or like a race, or like a goal,
Or like the dealing of the dole,
Even such is man, whose brittle state,
Is always subject unto fate.
The arrow shot, the flood soon spent,
The time no time, the web soon rent,
The race soon run, the goal soon won,
The dole soon dealt, man's life soon done.

Like the lightning from the sky,
Or like a post that quick doth lie,
Or like a quaver in a song,
Or like a journey three day's long,
Or like a snow when summer's come,
Or like a pear or like a plum;
Even such is man, who heaps up sorrow,
Lives but this day and dies to-morrow.
The lightning's past, the post must go,
The song is short, the journey so,
The pear doth rot, the plum doth fall,
The snow dissolves, and so must all.

* * *

THE termination of the strike on the "Q." has been commented upon by the press generally, and by papers more or less devoted to railroad interests particularly. The *Locomotive Engineer*, in commenting upon the subject, says:

It has hurt the road, crippled its motive power, undermined its business, and cost it well up in the millions of dollars, and ends by

its officers agreeing not to become criminals by blacklisting the former employes. To the engineers, firemen and switchmen it has been a lesson, and has taught them several things that will make the Orders all the stronger for the trial. Firstly, it has shown that strikes do not pay, that violence will always be attempted in every strike and the strikers blamed for it. It has shown the very bad method of distributing money to strikers—which can be remedied. It has shown the engineers that the firemen are men of their word and honorable to the last degree, fewer firemen having become scabs than engineers. This lesson has long been needed. It has shown organized labor, far and near, what organizations can stand in case of trouble; it has shown that it is better to surrender half licked than to fight it out and get licked anyway—75 per cent. of the men were offered jobs in the proposed settlement, six months ago. * * * It will take the road years to recover its losses; the orders will recover all losses in a year, but individuals will suffer longer.

In estimating strikes to advance wages, or to maintain wages, it would be proper, we think, to consider a number of strikes together; to find out to what extent they have proven a failure, financially. Many strikes are successful, others are failures, while in others compromises are brought about and better understandings between employer and employé are secured. Again, strikes often involve considerations other than wages, as is well known. It has often occurred that employes receive at the hand of some underling official, dressed in a little brief authority, such treatment as ought not to be tolerated for a day, and which cannot be tolerated without the sacrifice of manhood. In every strike a principle is involved—at least such is the rule—the exceptions are rare. Just what sacrifices should be made to defend principle, every man must decide for himself, but the very moment that he realizes that his rights are abridged, that he is the victim of wrong and injustice, just that moment he should protest. He may for a time submit to the wrong upon the principle that discretion is the better part of valor, but no self respecting man, no full blooded American citizen will submit without protest, and if the wrong continues, in spite of protest and all peaceful means to secure redress, he will fight. It is the American way, the American idea, and when it disappears, when men will submit to wrong and injustice without protest and resistance, they are slaves, and no amount of special pleading will in the least change their status. To resist, will cost sacrifice—often of great severity—but they must be made, or serfdom prevails. There can be no spectacle more humiliating than to see American workmen so wedded to dollars, that they will accept any condition, however degrading, to save them. When the time comes in the United States, that the love of money becomes so overmastering, that workmen will not strike to break fetters and yokes, because of the cost, that will be the time when the banner of corporate power and greed will float triumphantly throughout the land.

GEORGE W. HOWARD.

The San Diego *Union and Bee*, of February 2nd, contains an account of the presentation to George W. Howard, Esq., of "an elegant solitaire diamond ring," by the employes of the San Diego Street Car Company, the San Diego and Coronado Ferry Company and the Coronado Railroad Company, of all of which companies Mr. Howard was Superintendent. Such testimonials of esteem, coming from employes at a time when business relations are about to be sundered, have special significance and value. On such occasions, diamonds not only scintillate, but speak, and become memorial tributes ever increasing in value as the ebbing and flowing tides of fate drift giver and receiver apart. Nor did the employes, in bearing testimony of their esteem for Mr. Howard, forget Mrs. Howard. On the contrary, their gallantry was equal to the occasion, and if anything could add to the pleasurable emotions of the recipient of the ring, it must have been to see that the men in his employ remembered the partner of his joys and sorrows, struggles and victories, in the shape of a diamond embellished bracelet.

Mr. Howard severed his connection with the companies we have mentioned to accept the responsible position of Grand Chief Conductor of the Brotherhood of Railway Conductors. In doing this the Brotherhood secures the services of a man whose practical knowledge of railroading, learned in the school of experience, is equal to that of any man within the entire range of our acquaintance. He has served as switchman, brakeman, fireman, conductor, engineer, yard master, train master, and was at one time Division Superintendent of the O. & M. As Grand Chief of the Brotherhood of Railway Conductors, he brings to the position a familiarity with the rights and needs of employes which cannot fail of being in the largest measure valuable, not only to the Order over which he has been called to preside, but to all other Orders of railroad employes, as also to railroad corporations. Such facts will at once give the Brotherhood of Railway Conductors standing and prestige of incalculable value.

It is our good fortune to know Mr. Howard well, and in writing of him and introducing him to the fifty thousand readers of the *Magazine*, we do but respond to our convictions that under his guidance and leadership the Brotherhood of Railway Conductors will at once advance to a front position, and hold it against all opposition.

The motto of the Brotherhood of Railway Conductors is, "Protection, Skill and Integrity." These are ringing words. They are the signs of evangelizing ideas. So far, in the world's history, the skill and integrity of workmen have not been properly rec-

ognized, rewarded nor protected. But a new era is dawning, and new Brotherhoods are being organized. "Protection, Skill and Integrity" are to have new champions, and in the list we hail with pleasure, born of hope, the Brotherhood of Railway Conductors, with George W. Howard as its Grand Chief.

* *

AN anti-Pinkerton bill, introduced in the Minnesota legislature, at once produced some lively sparring, which seemed to show the character of the opposition to the measure. One fellow, by the name of Brown, a man by nature and association qualified to be a Pinkerton himself, thought that the bill would help anarchy and he wanted Pinkertons to come. He was told that his assertion was unwarranted, and that those who wanted the bill passed were not anarchists, but intelligent men. Another senator said the Pinkertons "are just the ones who throw the bombs." Let it be understood that the men who are forever seeking to degrade and oppress labor, are the ones who favor Pinkerton mercenaries and cut throats. In this connection we reproduce an editorial article from the *Minneapolis Tribune* of February 6th. It says:

Senator Bowen's police bill is a meritorious one. Private concerns, which make it a business to perform political functions which are public in their nature, are no less a danger to society than are organized bands of bomb throwers. Lynching mobs, White Caps and Pinkertonism are manifestations of the same spirit, and are alike subversive of law and social order. The business of making laws and enforcing them is not competitive in its nature as some of the members of the senate seem to think. The people, as represented by the state, have a monopoly of this thing, and for once the *Tribune* is disposed to champion the cause of monopoly. We do not want Pinkertons, White Caps or lynchers to do the business of the state in Minnesota, any more than we want anarchists to murder the law and its officers. The people of Minnesota are perfectly able to enforce their laws and protect life and property without the assistance of hired ruffians from other states. They do not want any Pinkertons, and are in favor of a law preventing the agency from doing business in this state.

Everywhere an enlightened public sentiment is opposed to Pinkertonism, but the infamy has a strong foothold, and will require more than ordinary effort to dislodge it, but it can be accomplished. In the language of the *Tribune*, "Pinkertons must go."

* *

A BILL has been introduced in the Legislature of Illinois, providing that no board, commission, or officer acting upon behalf of the State shall employ any one other than an American or naturalized citizen, or one who has in good faith expressed an intention to become a citizen, and that he shall be able to prove such when placing any persons upon the pay-roll. Employment of an alien shall be construed to be a misappropriation of public money, and punished accordingly.

THE *Railway Conductors' Monthly* for February copies from the *New York Dispatch*, a few complimentary remarks as follows: "With conductors there is no grabbing of the throat, with the threat, 'Do this, or we will strike,' but instead, a respectful request is sent to the officers, etc. To this the *Monthly* responds: 'We have nothing to fear and everything to gain from this state of affairs, for we ask for nothing that is not right and just, and we are willing to acknowledge every man's right to govern his own business.'"

This is all whitewash, and very thin at that. The conductors are not willing to "acknowledge every man's right to govern his own business." Conductors do not acknowledge the right of railroad officials to put spotters on their track. They do not believe it is right that a "Thiel crook" should be set to watch them, and that one of these detestable crook spotters should go into court and swear away their characters. No, no, the conductors do not believe in such an infamous proceeding nor should they. The conductors, like other railway employes, have grievances. They don't like the way other men "govern their business," and are constantly making requests for railway officials to change the way they "govern" their business. If, by requests to have the government changed, a change is made, well enough—if not the conductors submit without regard to the indignity offered. If a conductor is told to scab, his very soul may revolt at the indignity, he may feel humiliated and degraded, but he scabs, because he can't strike. He sees a Thiel "crook" on his car, seeking an opportunity to brand him as a thief, and submits because he can't resent the insufferable indignity by striking—but, nevertheless, he is not willing to acknowledge that a man has a right to "govern his own business" that way and the *Railway Conductors' Monthly* in refusing to protest against such a method of "governing" business, condones to the extent of its ability the insult offered the very men whose money contributions support it.

* * *

THE *New York World*, in the late street car strike in the cities of New York and Brooklyn, exhibited from the first a just comprehension of the situation and had the courage of its honest convictions. The *World* said editorially:

The only way fairly to judge the case of the striking street-car employes, is, in imagination, to put yourself in their places.

What would you do if you were a car conductor or driver, compelled by an evasion of the State law to work twelve hours for ten hours' pay?

What would you do if, through a combination of the rich corporations operating the railways chartered by the people for public accommodation, you were paid for the support of your family only from 93 cents to \$1.75 for a long day's

hard and responsible work in all kinds of weather?

What would you do if combined capital, earning for itself dividends or stock-profits which enabled its possessors to live in reckless luxury denied to labor, as represented in yourself and your associates, the right to organize for mutual protection?

You who condemn labor for striking, and insist upon the right of every corporation to "manage its own business in its own way," without regard to the rights of others, would be very apt to view things differently if once you were put in the laborer's place.

It is very easy to say that if you didn't like railroadings at current wages and upon prescribed rules you would "go at something else." What else, for example? What can the greater part of the 7,000 striking men find to do, as a steady employment, which will enable them to better their condition? Would not their entrance in any field crowd other workers out?

What reason is there, except that found in greed and bumptiousness, for not giving the men fair wages for a fair day's work—\$2 for ten hours—and permitting them to act, as their employers do, through whatever agents they may select?

The foregoing is worthy of being committed to memory. Here we have the utterances of the most widely circulated newspaper on the continent, and probably the greatest newspaper in the world, coming to the rescue of over-worked and under-paid men and pointing out their just grievances in the very center of capitalistic arrogance and power. The *World* is not afraid of money bags. It does not cower in the presence of monopolists, trusts and syndicates. It can be just. It has the courage to speak, to ring the alarm bell. Working men should take courage. The press is coming to its rescue. The *New York World* wisely, courageously and opportunely speaks for the rights of the oppressed. Nor is this all, but the *World* promptly goes to work and has a bill drawn up in the interest of arbitration in connection with the strikers, to be presented to the Legislature of New York—which, "after reciting preliminaries places in the hands of of the Mayor the power to appoint two disinterested gentlemen, who, with the Mayor, shall constitute a Board of Arbitration. When trouble shall arise between any corporation and its employes, the arbitrators aforesaid shall be appointed, and inside of forty-eight hours after the corporation where the strike may be has been notified of the appointments made by the Mayor, it must name some disinterested person to represent it, in whom shall be vested full legal powers. Should the corporation fail to make such appointment, the Mayor shall appoint a suitable person to act." The work goes bravely on, and the redemption of labor from the curse of capitalistic oppression draweth nigh. All that is wanted to secure victory is harmony, federated action on the part of organized labor.

* * *

THERE are 25,000 employes in 498 canning houses of Maryland, most of whom are Knights of Labor.

CO-EMPLOYEES.

The legislature of Minnesota enacted the following law:

Every corporation operating a railway shall be liable for all damages sustained by any person, including employes of such corporation, in consequence of the neglect of agents, or by any mismanagement of the employes of such corporation, or in consequence of the willful wrong, whether of commission or omission, of such agents or other employes when such wrongs are in any manner connected with the use and operation of any railway, on or about which they shall be employed, and no contract which restricts such liability shall be legal or binding.

As a matter of course, strenuous efforts were made to defeat the passage of the bill in the legislature, and when it became a law, a further effort was made to have the Supreme Court of the state kill it; all efforts failed. The Supreme Court sustains the law, and the outrageous injustice of co-employe responsibility no longer disgraces the court practice of the great state of Minnesota. It is only required for railroad men to federate in such matters, to have unjust laws repealed, or just laws created, and the case of Minnesota shows what can be accomplished when the right has a fair hearing and fair play.

WE have the Minneapolis *Tribune* of February 11th, which gives a lengthy report of a strike which began February 9th on the Motor road, of Minneapolis. It seems that the officials had discharged their hostlers, and subjected the engineers to other embarrassments which they had determined to have removed. To bring this about the employes respectfully represented to the officials their grievances, and petitioned for redress. They were promptly told that nothing would be done. The officials would not listen to reason nor change their policy. Having received this ultimatum every engine on the road, February 9, at 10 o'clock A. M., was in its stall, and and not a train was running. This sudden change of affairs brought the officials to their senses. The next day at 2 P. M. a conference between the strikers and the officials was held. The hostlers were restored, the embarrassments complained of removed, and at 3 P. M. on the 11th day of February, after twenty-seven hours of strike, business was resumed. The men asked for an advance of ten cents a day, from \$2.90 to \$3.00. This was immaterial, and was not granted, the real grievance related to the discharged hostlers and other matters which was a constant source of annoyance to the men, and the requests of the men in these regards having been granted, the strike was off. It is worthy of remark and is specially mentioned by the *Tribune*, that the men "kept a close guard over the engines to prevent any injury being done them, as they said they were as anxious to prevent any destruction of property as the

management. They intended to commit no violence, but feared parties had been engaged for this purpose, that the damage might be attributed to the strikers. When morning broke they were all ensconced in a car, and not a moment's sleep had been taken by any of them during the night." Such facts are in the highest degree creditable to workingmen. Their demands are, with rare exceptions, just, and in granting them the best interests of society are subserved. The *Tribune* says that "the sympathy of the surrounding community was strongly with the men, and the news that they were about to return to work spread rapidly, and a large crowd collected at the depot to see the cars start once more. Everyone seemed pleased and the engineers received many congratulations on their victory."

THE Bloomington (Ill.) *Pentagraph*, in a recent issue, said: "There was but one millionaire candidate for United States senator before the Illinois legislature—Mr. Sidney Kent, of Chicago; and he received but one vote, that of Senator Burke, of the United Labor party. This is a circumstance worthy of note in view of the opposition the labor party has shown to capitalists and monopolists in the past." In commenting upon this, the Chicago *Knights of Labor* says:

There are millionaires and millionaires. Workingmen have no objection to millionaires as a class; they object to the use they make of their millions. Kent belongs to the small class of millionaires who do not become tyrants when they acquire millions. He was one of the first men in Packingtown to concede the eight-hour day. He not only conceded the eight hours but he conceded the justice of the demand and continued it after all the other packers had refused it, and when he found that he could not compete with other packers who worked their men ten hours sooner than compel his own men to return to the ten-hour system he virtually quit the business. It was a graceful acknowledgment on the part of the only member of the present Legislature who was elected on the labor ticket, and it was well merited on the part of Mr. Kent.

It should be understood that workingmen have no quarrel with millionaires who do not use the power of their money for the unholy purpose of denying labor its just rewards. Workingmen are simply struggling for justice, and they are going to have it in

On December 25th, Mr. Jno. J. Conolley, General Foreman of the machinery department of the Fremont, Elkhorn & Missouri Valley R. R., resigned to accept the position of Master Mechanic of the Duluth, South Shore & Atlantic, under General Manager W. F. Fitch, formerly of the F., E. & M. V. On his departure the firemen presented him with a handsome vest chain and charm as a slight testimonial of their esteem, and the boys regretted very much to part with him. They all wish him great success in his new position.

THE BROTHERHOOD OF RAILWAY CONDUCTORS.

We have informed the readers of this *Magazine* that in November last the Brotherhood of Railway Conductors was organized in the city of Los Angeles, Cal. The movement was consequent upon the fact that the Order of Railway Conductors, long established, had developed into a standing menace of the rights and interests of every other organization of railway employes. The O. R. C. was everywhere recognized as the pliant tool of corporations, without manliness, without courage, without ability to appreciate conditions, as ready and willing to submit to any command however humiliating, making its bread and butter, or bread and water, or its bread without butter, the standard, and the only standard of action.

Thousands of its members realized that the policy of the O. R. C. was vicious and venal and they tried to change it, but being defeated by a majority of *two*, or some other insignificant number of votes, and recognizing the abomination of scabbing, their indignation triumphed over their patience, and as a result, the Brotherhood of Railway Conductors was organized at Los Angeles, Cal., in November, 1888. The new Brotherhood has had, so far, unexampled prosperity, and already has a membership of over six hundred. Why this success? The question is easily answered. There are thousands of railway conductors who in principle and interest are in hearty alliance with other railway employes. They are champions of the right and abhor the wrong, and in every struggle they want to see the right prevail. Such men organized the Brotherhood of Railway Conductors at Los Angeles, and placed at its head Geo. W. Howard, than whom no better man could have been found on the continent.

The Brotherhood of Railway Conductors give special prominence to "Protection" in their declaration of principles, and the word, in the sweep of its significance, includes the dearest rights of workmen, and this being true, every organization of railway employes will wish it the largest possible measure of success, and will labor to disseminate its principles and promote its welfare.

* * *

On December 1st the Hartford, Conn., *Evening Post* announced the fact that all of its type-setting is done by machinery. In making the announcement the *Post* says:

No other daily paper in this country, if indeed in the world, has reached the same stage in its application of machinery to the requirements of its composing room. A few dailies, like the New York *Tribune*, the Chicago *News* and the Washington *Post*, have recently set a part of their type by machinery; but it has remained for the Hartford *Evening Post* to pioneer the new departure from the time-honored usage of newspapers to depend upon hand composition as the only reliable means for presenting their daily or weekly

issues to the public. There is perhaps no branch of mechanical industry in which there has been during the last hundred years so little advance, as in the art of type-setting. While the power printing press has practically revolutionized the publishing business, type-setting by hand is still performed precisely as it was in the days of Franklin, indeed ever since the invention of movable type; and it has long been a matter of very grave doubt whether machinery would ever supplement, much less supersede, the labor of the human "type-sticker." But it now looks as if the unexpected had happened, and the type-setting machine were about to take permanent place among the other labor-saving machinery which the present century has so wonderfully contributed to the material progress of the human race.

The Thorn type setting machine is run by steam or an electric motor and requires three persons to operate it. It can set six thousand and ems per hour, or from five to six times as much as the most rapid compositor. Men are not required to operate the machine, girls, answering every purpose and become, with little training, efficient operators. There are doubtless in the United States 75,000 type-setters. If girls are to be employed to operate the Thorn machine, when universally adopted, as the *Post* believes it will be, the "intelligent compositor's" mission will be gone, and the "art preservative" will be committed to the machine, which, according to the *Post*, does the work, not only more rapidly, but better. We do not object to the coming of the "labor-saving machine." It were useless even if it were prudent, and yet, the labor-saving machine which forces large numbers of men into idleness may not be in the long run an unmixed blessing. It is possible to have too much of a good thing, so much indeed as to create calamities. Men deplore idleness, and even now, men talk glibly of the "labor market" being oversupplied to a degree that makes the surplus a constant menace. With increasing surplus, there will be an increase of idleness, there will be a decrease of wages, and ultimately a condition of things that stout hearted men do not care to contemplate.

* * *

In England there has been among the miners great unrest relating to the low prices paid for mining coals, and a great many men struck for an advance of 10 per cent. In November last all the men working in the more important mines, numbering 200,000 were federating to secure fair wages. Many of the mines were idle and prices of coals at the pit's mouth had advanced enormously. The proprietors were stubborn, but in view of the fact that the miners were federating, and that all of the collieries would soon be idle, they yielded, and 10 per cent. advance was granted. Suppose the 200,000 miners were receiving \$1.00 a day, ten cent advance would be \$20,000 a day, or for 300 days, \$6,000,000 such is the lesson taught by federation. Federation means the triumph of the right for workingman, and don't you forget it.

Railway Life commenting on the "Q." strike says: "Even viewed in the most favorable light this cannot be regarded as a victory for the men, but they have saved enough of what they contended for to keep up the faith of railway employés in labor organizations." * * * * * "And had the victory of the "Q." been complete, had the officials been able to run the road while completely ignoring, as they set out to do, the representatives of the great Brotherhoods, it would have weakened, none can say how much, the hold which these Brotherhoods have upon their members. This would have been disastrous to every interest of the continent, for it would have meant that for a long time hereafter railway employés must either sullenly endure whatever impositions managers sought to put upon them or do what they could singly or in small bands to better themselves." The view *Railway Life* takes of the strike, is that it was a drawn battle, in which neither party gained a victory, and in which both parties, while losing large sums of money, gained immensely in experience. *Railway Life* refers to the "self-control and self-respect shown by the men immediately engaged, and the loyalty of all their comrades to those who had to bear the brunt of the battle," and adds, "Considering the immense body of men vitally interested in the struggle and the intensity of the excitement which prevailed, the record is one of coolness, self-restraint and respect for the rights of others which an equal body of men in the so-called 'intellectual' class would never have shown." The Brotherhoods engaged in the struggle with the "Q." do not claim a victory, nor do they admit a defeat in all the term usually means. They came out of the struggle intact. They paid large sums of money for knowledge obtained, and among other things learned, that the only hope of success in future struggles against corporate power, lies in federation. Had federation been inaugurated, February 27, 1888, the strike would not have continued ten days, and the "Q." corporation would be to-day, at least \$10,000,000 better off, and only simple justice would have been secured by the men. What is now wanted is federation, and with this secured, strikes will disappear.

* * *

THE *Frog*, in its issue of February 1st, has an editorial article captioned "Drifting Apart" in which reference is made to the attitude of the B. of L. F. and the B. of L. E. towards each other. The article in question contains not a few wise and pertinent statements. It says that "The B. of L. E. have been educated into the belief that they are invincible. It is the greatest labor organization in existence to-day, but it would have been better off had its members been kept

ignorant of that fact. What the leaders want to do now, is to educate it right back out of this belief. Without the support of the B. of L. F. the B. of L. E. can do nothing. Every honest man will acknowledge this." It is to be hoped that the advice of the *Frog* will be taken, and that the "right back" education will begin at once. In this drifting apart business, the B. of L. F. has never engaged for an hour; on the contrary it has made constant and strenuous efforts in the other direction, but the B. of L. E. in every instance, has repelled the B. of L. F. and has given indubitable evidence that it did not desire any honorable alliance with the B. of L. F., as a consequence, the "drifting apart" has all been done by the B. of L. E. This the *Frog* sees clearly and remarks: "No paper, except of course, the official organ of the Brotherhood, will fight more fearlessly the battles of the engineers than will this journal. But while we demand justice for them we have a right to expect them to be just to others, and this they have not been. Not one of the four or five orders of railway employés can ever cope with capital single handed. There must be some kind of federation or coöperation of a different nature from that used by the B. of L. E. in the "Q." trouble." Manifestly, the pompous, self-sufficiency of the B. of L. E. is not in the line of success, and it ought, by this time, to see the mistake it is making, and in making the discovery, a great many level-headed engineers, are doing what they can to help it out of the sad consequences of its mistakes. The *Frog*, referring to the committee of nine, remarks, that "The hundreds of loyal firemen who had stepped down from their engines, with the engineers, were all forgotten; yes, worse than that, were ignored. This kind of treatment won't work always."

* * * * * "The great trouble is just this. If the engineers insist on building a barrier between the two Brotherhoods, the young men will refuse to withdraw from the firemen and the result will be the building up of the B. of L. F. at the expense of the B. of L. E." We fully coincide with the *Frog*, the treatment of the B. of L. F. by the B. of L. E. "won't work always," indeed, it won't work at all, from this time henceforth. Injustice, ostracism, contempt, have had their day. Henceforth, equality, in all that the word signifies in treatment, in the consideration of rights and prerogatives, or, go it alone.

The B. of L. F. will federate with other organizations of railway employés, and the B. of L. E. may choose its own policy and pursue it without let or hindrance. But if it should desire federation, a wise and prudent proceeding, it will have to get down from its stilts, for no other organization will climb up to receive its smiles or approbation.

THE COST OF MEMBERSHIP.

It is supreme folly to disguise the fact that firemen contemplating membership in the Brotherhood of Locomotive Firemen, do take into consideration the cost of membership. This is right. It is eminently prudent. Firemen know their income, provided they are not confronted with a request to consent to a reduction of wages. The great body of locomotive firemen are required to study economy. The lesson is up for debate every day of their lives. As a consequence, when they think favorably of joining our Order, they inquire, what does it cost?

To this inquiry there is no difficulty in giving a prompt reply. The cost is not excessive, in fact it is moderate, being all told inside of \$10.00. In this regard, economy has been considered. Having joined the Order, the new member is made acquainted with the laws relating to regular assessments provided for by the laws of the Order, and as they have been subjected to investigation, and are based upon well considered estimates, are made as low as possible. Hence, the question of reducing the cost of membership to the minimum point is not to be considered when discussing initiation fees or regular assessments. But the question of economy comes to the front and demands consideration when the expenses of Subordinate Lodges, apart from matters to which we have referred, demand approval or rejection. Subordinate Lodges are authorized to levy assessments. This may be done in a way to jeopardize the stability, indeed, the very existence of the Lodge. Hence in levying assessments for the use of Subordinate Lodges the study of economy becomes of the greatest importance, and the greatest care should be exercised. It is needless to say the danger is always in the line of excessive expenditures. With money in the treasury, schemes are constantly set on foot to spend it. Under such circumstances men are too apt to forget that heavy taxes is the prolific parent of dissatisfaction everywhere, and that low taxes and rigid economy, met with universal approval. A Subordinate Lodge, in levying an assessment, should first determine that the money is absolutely required to promote the welfare of the Lodge. This done, the assessment, as a general proposition, will meet with a hearty support. If it is not done, dissatisfaction arises, and members will say, "It costs too much to be a member of the Brotherhood," and as a result they will, in numerous instances, abandon the Order. Excessive assessments indicate loose finances, than which nothing is better calculated to breed disturbances and produce disintegration. Any intimation that the money of a Lodge is being squandered is fatal to the prosperity of the Lodge. On the other hand, when it is known that a Lodge levies assessments only, when the money

is absolutely required, and is to be expended with a strict regard for the welfare of the Lodge, there will be found unanimity of sentiment, harmonious action, lodge pride and ambition which invites new members and holds them when initiated.

We do not hesitate to believe that all the Subordinate Lodges of the Order will regard the present as a time for the retrenchment of expenses, thereby making the cost of membership as light as the welfare of the Lodge will permit. Sound financial legislation will be found to be wise. To levy assessments only, when imperative necessity requires the money, will, we think, insure prosperity and harmony. Economy silences faction and begets confidence. Then the verdict is, that the Brotherhood is worth more than its costs, and the future of the Order, freed from doubt and anxiety, becomes an assured triumph.

* * *

THIS *Magazine* long ago championed the movement to establish the eight-hour labor day for all toilers throughout the land. We find in a late issue of the *Chicago Knights of Labor* an article upon the subject from which we make the following extract:

On the 1st of May, 1890, the representatives of 587,000 workmen have said the eight-hour day shall be established. Fifteen months will elapse before the day arrives for the accomplishment of that beneficent object. In that time no effort should be spared to unify the forces of labor. Every man who works for wages has a lively interest in helping the movement. Every man who don't work for wages but who has children that may have to before they die is interested in making the movement a success. Every woman who has a husband and desires that he may have more leisure to devote to his family is interested in the successful accomplishment of the eight-hour day. Every capitalist who is interested in the welfare of the people is interested in bringing this movement to a successful issue with as little loss to the business interests of the country as possible. Every employer of labor who is interested in the welfare and happiness of his employees is interested in solving the problem of how the eight-hour day can be inaugurated with the least friction, but more especially a hundred fold more deeply are the wage workers of whatsoever craft or calling and their wives and children and their children's children interested in reducing the hours of labor to such an extent that all the idle may be employed, that every able-bodied man may have the opportunity to, may be compelled to earn their own living.

The eight-hour working day is coming if workingmen so decree, and we believe the decree will be issued May 1, 1890.

* * *

A WRITER in the *Forum* says that "since 1876 over 400 American railway companies, operating more than 35,000 miles of road, have become insolvent, and over \$2,000,000,000 of capital stock and indebtedness have been readjusted by foreclosure." There is nothing strange about the statement, as in a majority of instances, results were just what was designed when the road was built.

For the Magazine.

ADMONITION.

Do you you know that eighteen hundred and eighty-eight
Has passed the goal of eternity's gate?
And that eighteen hundred and eighty-nine
Is numbering days of yours and mine?
And soon our days on earth will be
Engulfed by vast eternity?

Are you daily preparing as time rolls on,
In traveling the road that others have gone,
To win for your soul at the end of life's race
A passport to heaven your Judge there to face;
And meet your Redeemer, by whose loving grace
The Father says, come, to the soul's resting place?

Or are you content with the joys of this life?
Succeeding in business, the maelstrom of strife
Where the mighty are loved, the weak are despised,
In the vortex of progress the frail are capsize
By the billows of might, regardless of right;
And the joys of the day are the sorrows of night.

For might may be wrong, but right shall be
might

In the day that will come when God sets aright
His accounts with all men for deeds done on
earth;

When the saved and the lost from sepulcher's
hearth

Shall come to be judged by God's rigid law,
Whose infinite justice exposes each flaw

Of a life that is spent in the merry-go-round
Of the world's wicked way, allured by the sound
Of temptation's trumpet, which catches the ear
Of young and old, from year unto year,
And leads them astray from heaven's pathway;
The way that was made for us mortals of clay.

By the sacrifice made upon Calvary's mount,
When Christ, the Redeemer, began the account
Of man's true redemption from Eden of old,
To the city Celestial whose gates are of gold;
And are open to all of the righteous who call
In the name of the Lord, both great and small.

H. J. Fachenthall.

PHILADELPHIA, January 30, 1889.

OUR BROTHERHOOD.

Since we have had charge of the *Firemen's Magazine*, it has been our pleasure to write, as occasion seemed to require, of our Brotherhood. We have not written too often nor have we exhausted the subject. We have written of our Brotherhood in such eulogistic terms as we could command, but when our task was done, like Sheba's Queen, in her exclamation of surprise and admiration upon beholding the riches and wisdom of Solomon, we have said, "the half was not told."

"Our Brotherhood" is an inspiring theme. We like it, and only regret that we do not wield a pen sufficiently graphic to do the subject justice. Our Brotherhood is not old. It is still in its "teens." It has not seen a score of years. It is in the heyday of its youth—in the morning of its hopes and ambitions, and yet, it has a history resplendent with noble deeds, high resolves, earnest endeavors and of victories achieved in the line of moral and intellectual advancement.

Who were the founders of our Brotherhood? Whose hand was it that

—Rounded Peter's dome,
And groined the aisles of Christian Rome.

Did it build "better than it knew?" Did

it work in "sad sincerity?" We say that the ten humble locomotive firemen, who, in 1873, at Port Jervis, N. Y., laid the foundation of our Brotherhood, did more for the world than did "the hand that rounded Peter's dome." They wrought in hopeful sincerity and "builted better than they knew." Were they ambitious men? If so, who of all the hosts that have "trod the ways of glory," "and sounded all the depths and shoals of fame," worked more in the interest of their fellow men? A generation has not passed since, at Port Jervis, our Brotherhood was born. Look at it now. It is grand in its sweep and jurisdiction. It has crossed the continent. You can count its Lodges from one to 400. You can count its membership from ten to 20,000, but you cannot count its noble deeds—of mercy and of benevolence. No one can ever know the griefs it has assuaged, nor the hopes it has inspired; these are recorded only in the book of God's remembrance. Our Brotherhood has a record of the dollars it has paid to disabled brothers, to widows and orphans, but it has no record of the tearful eyes it has dried, of the moanings it has hushed, of the darkened hours it has made bright by its ministry, nor has it a record of the prayers that have been offered for its prosperity and perpetuity. And yet, our Brotherhood is in its infancy. Is it a prodigy in growth? Does it challenge the admiration of beholders by the solidity of its foundation? Does it astonish those who contemplate the majesty of its march and influence? Verily. But its crowning glory, after all, is in the principles it advocates and in the dauntless courage it manifests, in adhering to convictions, and in the performance of deeds of benevolence.

Our Brotherhood is not a Brotherhood of arrogant self-conceit. It glories in the prosperity of other Brotherhoods. In the banqueting halls of its good will there is room enough for all. It envies no Brotherhood of the world's toilers the largest measure of success. Our Brotherhood has a friendly word and a friendly hand for all who are capable of appreciating proffered amenities. It is in alliance with the aristocracy which champions the eternal fitness of things. It wears its labor badges as proudly as a King ever wore a decoration or a coronation jewel. It appreciates the value of dollars, but it values honor, integrity and courage none the less, though found in the cottage where the poor man resides. Our Brotherhood adopts the philosophy of the immortal Burns, when he says:

"What tho' on hamely fare we dine,
Wear hoddin'-grey, and a' that;
Gie's fools their silks, and knaves their wine,
A man's a man for a' that;
For a' that and a' that,
The tinsel show, and a' that;
The honest man, though e'er sae poor,
Is king of men for a' that."

Our Brotherhood challenges the love and

reverence of its members. Its escutcheon is free from such blemishes as arrogance, hypocrisy and cowardice impose. It has been tried in battle and did not flinch. It has been weighed in the balance and was not found wanting. In its banqueting halls no skeleton hand ever appeared to write its doom.

Our Brotherhood, true to duty, in security and in danger, courageous in the battle and in the storm, contemplates its banner with ever increasing love and pride. This being true, why should those who have felt its protecting, fostering arms, desert it for any other Brotherhood? What has any other Brotherhood to offer as an inducement to apostatize? Does any other Brotherhood of railway employes, in beguiling cadence sing to the members of our Brotherhood the song of the "spider to the fly"? Is it true that members of any other Brotherhood of railway employes, dare, in the presence of any member of our Brotherhood, to use language of intimidation as a means of pros-lyting? The very mention of such degenerate tactics is enough to heat a locomotive fireman's blood, a member of our Brotherhood, until it boils. Is there a Brotherhood of railway employes that can hope to win members by means that should mantle every honest man's cheek with a blush of burning shame and indignation? these questions are up for debate, and must be settled. The time has arrived for the final determination. What shall it be?

We do not hesitate to say that the members of our Brotherhood will not apostatize to become members of any other Brotherhood whose laws affix upon them an insufferable stigma. To come to any other conclusion is to render judgment in advance that our Brotherhood has no mission on the earth but to be the tail of some other Brotherhood's kite, a modern incubator to hatch roosters to crow for others, a breeding-pen to rear and train "runners" whose exploits are to be credited to others, and that too, to those whose policy has been that of continuous insult and ostracism.

Was it for this humiliating drudgery that our Brotherhood was organized? Is it for this degradation that it has toiled in summer's heat and winter's cold? Is this the climax of its ambition and the realization of its hopes? We do not believe it. Our Brotherhood has a nobler mission, a higher destiny. It is deserving of better treatment, of a larger share of respect and consideration.

Let us come down to business. The Brotherhood of Locomotive Engineers wants to increase its membership by decreasing the membership of the Brotherhood of Locomotive Firemen. But it demands of the members of our Brotherhood as a prerequisite to membership in the B. of L. E. that they shall cleanse themselves of the

contaminating influence of their connection with the Brotherhood of Locomotive Firemen. Such a proposition is the climax of insult and insolence. It is a proposition embodying shame, humiliation, degeneracy, apostasy, treason and degradation.

The members of our Brotherhood are everywhere awakening to the infamy of the proposition. They are demanding full recognition of their Brotherhood. In this they are right. There should not be, there can be no compromise. Let the shibboleth words of our Brotherhood be, "Equality or Divorce." Let the resolve be as irrevocable as the laws of the Medes and Persians—never to become a member of the B. of L. E. until the laws designed to degrade members of our Brotherhood are repealed. This done, let hatchets be buried while the two great Brotherhoods march in parallel lines to accomplish their high destiny.

* * *

Electric Power, referring to the Sprague Electric road at Cleveland, Ohio, says, it has proved "a most brilliant success." During the month of January last, there was a snow storm throughout which "the cars on the horse railways were delayed, running behind the schedule time but no car on the electric road was delayed. Throughout the greater part of the day, the cars did double duty, by drawing a second car both crowded full, without difficulty. The citizens of Cleveland are enthusiastic over the success of the road, and President Everett has received a great many congratulations in regard to his electrical equipment." The electric railway is coming, in fact, several short lines have already arrived, but to what further extent electricity is to be used in propelling trains, it is too early to predict. Experimenting is going forward hopefully, and the time may come when firemen will be required to lay down the pick and the scoop.

* * *

STATISTICS are always interesting reading, provided they are correct, or approximately so, and the annual statements of several of the Fall River cotton manufacturing establishments are doubtless entertaining to the stockholders. During the past year the Wapamanoag mills, on an investment of \$750,000 earned for their owners, \$157,000, or more than 20 per cent. The Granite mills, with an investment of \$400,000, made for their owner \$136,000 or 34 per cent. The Sagamore mills, capitalized at \$600,000, made for their owners \$133,000, or more than 22 per cent. Such are the earnings of capital. One million seven hundred and fifty thousand dollars earned for the owners \$426,000 or more than 24 per cent. That is the way millionaires are made, but the raw material is not factory employes.



This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

MARCH, 1889.



OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., March 1, 1889. }

Assessment Notice for March.

ASSESSMENT NO. 2—\$2.00.

To Receivers of Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified of the death and disability of the following members who were entitled to all the benefits of the Order, viz.:

CLAIM No. 26. Harry Reynolds, of Welcome Lodge, No. 72, died of Typhoid Fever, September 26, 1888.

CLAIM No. 27. Joseph O'Loughlin, of River View Lodge, No. 330, was declared totally disabled with Chronic Dysentery, November 15, 1888.

CLAIM No. 28. Joseph Henry, of Acme Lodge, No. 223, died of Typhoid Fever, November 16, 1888.

CLAIM No. 29. G. H. Little, of Blooming Lodge, No. 40, died of Spinal Disease, November 18, 1888.

CLAIM No. 30. J. T. Gallagher, of Chicago Lodge, No. 95, was declared totally disabled with Consumption, November 24, 1888.

CLAIM No. 31. John M. Lee, of Midland Lodge, No. 147, died from the effects of an overdose of Laudanum, November 25, 1888.

CLAIM No. 32. J. C. Updike, of Bay State Lodge, No. 73, was declared totally disabled with Consumption, November 26, 1888.

CLAIM No. 33. D. L. Hartsell, of Marvin Hughitt Lodge, No. 132, was declared totally disabled with Spinal Disease, November 28, 1888.

CLAIM No. 34. Joseph Webber, of Pilot Lodge, No. 124, was declared totally disabled with Consumption, November 28, 1888.

CLAIM No. 35. D. A. Goodman, of Salt Lake Lodge, No. 178, was killed by Railroad Accident, November 29, 1888.

CLAIM No. 36. Michael Sherry, of Cataract Lodge, No. 302, was killed by a Railroad Accident, December 3, 1888.

CLAIM No. 37. J. J. Volkert, of Onoko Lodge, No. 211, was killed by Railroad Accident, December 3, 1888.

CLAIM No. 38. Alfred Michener, of United Lodge, No. 60, was declared totally disabled with Consumption, December 8, 1888.

CLAIM No. 39. N. W. Vawter, of C. J. Hepburn Lodge, No. 100, was declared totally disabled with Kidney Disease, December 10, 1888.

CLAIM No. 40. A. A. Buckley, of Just in Time Lodge, No. 149, died of Consumption, December 11, 1888.

CLAIM No. 41. M. F. Higgins, of Violet Lodge, No. 305, was declared totally disabled with Epilepsy, December 12, 1888.

CLAIM No. 42. Chas. Perdien, of Self Help Lodge, No. 80, was killed by Railroad Accident, December 14, 1888.

CLAIM No. 43. W. F. Barker, of Orphans' Hope Lodge, No. 819, was killed by Railroad Accident, December 22, 1888.

CLAIM No. 44. Michael Kirk, of Enterprise Lodge, No. 75, died of Epilepsy, December 30, 1888.

CLAIM No. 45. S. J. Francis, of Pilot Lodge, No. 124, was killed by Railroad Accident, December 31, 1888.

CLAIM No. 46. C. H. Colvin, of Rocky Mountain Lodge, No. 77, was declared totally disabled with Insanity, January 5, 1889.

CLAIM No. 47. John H. Shannon, of Fortune Lodge, No. 120, was declared totally disabled with Consumption, January 5, 1889.

CLAIM No. 48. John Donins, of Anchor Lodge, No. 54, was declared totally disabled with disease of Liver and Spleen, January 5, 1889.

CLAIM No. 49. Edwin Lillierap, of C. J. Hepburn Lodge, No. 100, was declared totally disabled with Heart Disease, January 10, 1889.

CLAIM No. 50. John Dunn, of Cerro Gordo Lodge, No. 29, was declared totally disabled with Paralysis, January 10, 1889.

An Assessment of Two Dollars (\$2.00) has been levied for the payment of the above claims and the Receiver is required to forward said amount for each member, whose name appears on the rolls March 1st, 1889, as provided in Section 52 of the Constitution, said remittance to reach the Grand Lodge not later than March 20th, 1889. Any Lodge failing to make returns as above provided will stand suspended from all the benefits of the Order, as per Section 54 of the Constitution.

Yours, fraternally,

EUGENE V. DEBS, G. S. & T.

OFFICE OF GRAND SECRETARY AND TREASURER }
TERRE HAUTE, IND., March 1, 1889. }

Special Assessment No. 18.

\$3.00.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified that Special Assessment No. 18, amounting to Three (\$3.00) DOLLARS, has been levied this day upon all members whose names appear upon the roll of membership March 1st, 1889, and must be paid to the Collector of your Lodge on or before April 1st, 1889, as provided in the laws governing the Protective Department.

Any member failing to make payment of the foregoing assessment, as above required, will stand expelled, and will be so reported to the Grand Lodge.

Collectors are required to deliver their state-

ments of this assessment to the Receiver, with the amount collected thereon, on or before April 2, 1889, and Receivers are required to forward the same so as to reach the Grand Lodge on or before April 10th, 1889.

Any Lodge failing or declining to make its returns as above required will be subject to the same penalties that are provided for the non-payment of beneficiary assessments.

Yours fraternally,
F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. AND T.

OFFICE OF THE GRAND LODGE, B. OF L. F. }
TERRE HAUTE, IND., March 1, 1889. }

Special Notices.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—Your attention is called to the following notices:

SPECIAL ASSESSMENT.

See notice elsewhere of Special Assessment No. 18, levied for the month of March, and payable on or before April 1st. Expulsion is the penalty for non-payment.

TO RECEIVERS.

Receivers in remitting money for the *Magazine* should invariably specify in their statements to what volume the money is to be credited. Without this specification confusion is inevitable.

TO ALL LODGE OFFICERS.

Examine the names and addresses of your officers in this issue of the *Magazine*. If any correction, alteration or other change is to be made, notify the Grand Secretary at once. This is necessary to insure the safe delivery of the mail.

LODGES LIABLE FOR DELINQUENTS.

Any member who does not hold a receipt for dues for quarter ending April 30, 1889, stands expelled and must be so reported to the Grand Lodge. Failing to make such report a Lodge is liable and will be required to pay the assessments of said members while their names appear on the Grand register. See section 53, page 20, of the Constitution.

OFFICIAL CIRCULARS.

Official Circular No. 13, very important, has been forwarded to each Lodge. Any Lodge having failed to receive it, should promptly notify the Grand Secretary and Treasurer. All official circulars issued by the Grand Lodge should be read in open meeting. This is not done, and in numerous instances we have had trouble because of this fact. We shall hereafter serve notice in the *Magazine* of all circulars that are issued, and if they are not read at Lodge meeting, the members will know who is at fault.

REMITTANCES.

Receivers frequently send money in bulk, by express. This is positively prohibited by law. All remittances must be made by *Bank Draft*, *Postoffice Money Order* or *Express Order*. No remittance should be made by Receivers for any purpose except when they make their regular returns, and the remittance should be invariably accompanied by the regular monthly statements (two in number) as provided by law.

Yours fraternally,
F. P. SARGENT, G. M.
EUGENE V. DEBS, G. S. & T.

Acknowledgments.

LEWISTOWN, PA., February 4, 1889.

To the Brotherhood of Locomotive Firemen:

DEAR SIRS AND BROTHERS:—With feelings of gratitude I wish to acknowledge the receipt of \$1,500 due me on my disability claim. I also wish to return my sincere thanks to the members of Harrisburg Lodge, No. 174, who took such great interest in my welfare.

Yours fraternally,
MAC WERTZ.

NEODESHA, KAN., January 1889.

To the Brotherhood of Locomotive Firemen:

DEAR SIRS:—Allow me to say I have received through the officers of the Fall River Lodge, No. 336, of which my son was a devoted member, a draft for \$1,500.00, the amount of the policy held by my son, J. Q. McPaul. I wish to express my devoted thanks to the members of the Fall River Lodge and for the kindness shown in his sickness and death.

Very Respectfully,
MRS. M. J. MCPAUL.

EASTON, PA., January 26, 1889.

To the Ladies Aid No. 3, B. of L. F.:

I wish to express my thanks to the members of the Ladies Aid No. 3, B. of L. F. No. 11, for the beautiful floral tribute presented for my dear husband, and for the many kind acts especially do I desire to thank the sisters for the kind services rendered at the funeral. Sincerely hoping that no such affliction and sorrow will ever befall any of you, I remain a sister in the good work of the Order.

MRS. JESSE ROSEBERRY.

WASHINGTON, D. C., January 4, 1889.

To the Brotherhood of Locomotive Firemen:

I desire to return my sincere thanks for the payment of \$1,500.00, the insurance due me upon the policy of my son, Louis H. Kettler. I also wish to thank the officers and members of Anchor Lodge, No. 51, for their kind attention to us, and for the respect paid my son after his death. Wishing the noble Brotherhood a prosperous future, I remain, Yours truly,
MRS. WM. KETTLER.

EASTON, PA., January 26, 1889.

To the Members of Excelsior Lodge, No. 11, B. of L. F.:

GENTLEMEN:—I desire through the columns of the *Magazine* to express my sincere thanks to the B. of L. F. of Excelsior Lodge, No. 11, for their beautiful floral tribute and their many acts of kindness to my husband, Jesse Roseberry, through his long illness, and the respect shown him after death. Also, to members of other Lodges who called upon him and showed him acts of kindness. May the blessings of Heaven rest upon you, one and all, is the sincere wish of his widow.

MRS. JESSE ROSEBERRY.

THIBODAUX, LA., December 22, 1888.

To the Officers and Members of Endeavor Lodge, No. 267, Algiers, La.

GENTLEMEN:—I hereby acknowledge the receipt of a draft for fifteen hundred dollars (\$1,500), through Mr. B. Walters, amount of policy due my deceased son, L. C. Thompson. I also desire to return my sincere thanks for the prompt payment of the claim, and for the deep interest and sympathy shown in our loss and heavy bereavement, all of which will be gratefully remembered. May prosperity attend the entire Brotherhood is the sincere wish of

Yours truly,
MRS. E. A. THOMPSON.

NEODESHA, KAN., January 16, 1889.

To the Officers and Members of B. of L. F.:

DEAR SIRS:—I hereby acknowledge the receipt of a draft for \$1,500, the amount of insurance due me on the death of my husband, Richard B. Coble. I desire to return my sincere and heartfelt thanks to the Brotherhood for the money, and I also wish to express my appreciation of kindness and attention shown him after death. Words are inadequate to express the gratitude I feel toward your noble Order. I also tender my heartfelt thanks to the members of Lodge No. 51, also to the railroad officials who so kindly assisted us. With best wishes for the Brotherhood, I remain your sincere friend,

MRS. MOLLY COBLE.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., February 1, 1888.

Beneficiary Statement.

To Subordinate Lodges:

SIBS AND BROTHERS: The following is a statement of the Beneficiary Fund, for the month ending January 31, 1888:

RECEIPTS.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 27.	TOTAL.
1	\$78 00	\$65 00	\$141 00
2	176 00	155 00	331 00
3	55 00	41 00	96 00
4	95 00	92 00	187 00
5	57 00	50 00	107 00
6	23 00	28 00	51 00
7	198 00	86 00	284 00
8	64 00	51 00	115 00
9	100 00	92 00	192 00
10	231 00	205 00	436 00
11	83 00	84 00	167 00
12	151 00	128 00	279 00
13	30 00	30 00	60 00
14	122 00	114 00	236 00
15	33 00	26 00	59 00
16	47 00	33 00	80 00
17	91 00	45 00	136 00
18	33 00	31 00	64 00
19	53 00	53 00	106 00
20	10 00	9 00	19 00
21	69 00	69 00	138 00
22	15 00	40 00	55 00
23	67 00	66 00	133 00
24	79 00	79 00	158 00
25	60 00	46 00	106 00
26	61 00	61 00	122 00
27	28 00	51 00	79 00
28	12 00	76 00	88 00
29	36 00	29 00	65 00
30	65 00	53 00	118 00
31	98 00	42 00	140 00
32	23 00	23 00	46 00
33	1 00	30 00	31 00
34	5 00	53 00	58 00
35	59 00	59 00	118 00
36	50 00	30 00	80 00
37	94 00	17 00	111 00
38	29 00	27 00	56 00
39	4 00	13 00	17 00
40	60 00	90 00	150 00
41	56 00	62 00	118 00
42	12 00	42 00	54 00
43	11 00	117 00	128 00
44	66 00	60 00	126 00
45	43 00	39 00	82 00
46	207 00	95 00	302 00
47	42 00	42 00	84 00
48	118 00	130 00	248 00
49	4 00	21 00	25 00
50	103 00	87 00	190 00
51	24 00	24 00	48 00
52	55 00	20 00	75 00
53	129 00	28 00	157 00
54	58 00	12 00	70 00
55	111 00	61 00	172 00
56	27 00	20 00	47 00
57	61 00	63 00	124 00
58	2 00	48 00	50 00
59	62 00	33 00	95 00
60	63 00	45 00	108 00
61	64 00	17 00	81 00
62	65 00	17 00	82 00
63	66 00	17 00	83 00
64	67 00	17 00	84 00
65	68 00	17 00	85 00
66	69 00	17 00	86 00
67	70 00	17 00	87 00
68	71 00	17 00	88 00
69	72 00	17 00	89 00
70	73 00	17 00	90 00
71	74 00	17 00	91 00
72	75 00	17 00	92 00

Beneficiary Statement—Continued.

Lodge Nos.	Back Assessm'ts.	Assessm't No. 27.	TOTAL.
145	\$52 00	\$52 00	\$104 00
146	8 00	8 00	16 00
147	52 00	52 00	104 00
148	14 00	14 00	28 00
149	53 00	53 00	106 00
150	41 00	41 00	82 00
151	40 00	40 00	80 00
152	22 00	22 00	44 00
153	21 00	21 00	42 00
154	14 00	14 00	28 00
155	71 00	71 00	142 00
156	20 00	20 00	40 00
157	57 00	57 00	114 00
158	31 00	31 00	62 00
159	31 00	31 00	62 00
160	8 00	8 00	16 00
161	99 00	99 00	198 00
162	32 00	32 00	64 00
163	43 00	43 00	86 00
164	50 00	50 00	100 00
165	47 00	47 00	94 00
166	41 00	41 00	82 00
167	56 00	56 00	112 00
168	46 00	46 00	92 00
169	128 00	128 00	256 00
170	43 00	43 00	86 00
171	24 00	24 00	48 00
172	44 00	44 00	88 00
173	76 00	76 00	152 00
174	120 00	120 00	240 00
175	39 00	39 00	78 00
176	15 00	15 00	30 00
177	46 00	46 00	92 00
178	72 00	72 00	144 00
179	62 00	62 00	124 00
180	14 00	14 00	28 00
181	11 00	11 00	22 00
182	60 00	60 00	120 00
183	37 00	37 00	74 00
184	12 00	12 00	24 00
185	15 00	15 00	30 00
186	8 00	8 00	16 00
187	19 00	19 00	38 00
188	8 00	8 00	16 00
189	43 00	43 00	86 00
190	46 00	46 00	92 00
191	34 00	34 00	68 00
192	29 00	29 00	58 00
193	20 00	20 00	40 00
194	41 00	41 00	82 00
195	31 00	31 00	62 00
196	33 00	33 00	66 00
197	71 00	71 00	142 00
198	32 00	32 00	64 00
199	34 00	34 00	68 00
200	154 00	154 00	308 00
201	70 00	70 00	140 00
202	46 00	46 00	92 00
203	50 00	50 00	100 00
204	16 00	16 00	32 00
205	46 00	46 00	92 00
206	49 00	49 00	98 00
207	29 00	29 00	58 00
208	5 00	5 00	10 00
209	29 00	29 00	58 00
210	30 00	30 00	60 00
211	50 00	50 00	100 00
212	31 00	31 00	62 00
213	14 00	14 00	28 00
214	31 00	31 00	62 00
215	50 00	50 00	100 00
216	19 00	19 00	38 00
217	17 00	17 00	34 00
218	16 00	16 00	32 00
219	53 00	53 00	106 00
220	45 00	45 00	90 00
221	34 00	34 00	68 00
222	66 00	66 00	132 00
223	38 00	38 00	76 00
224	35 00	35 00	70 00

Beneficiary Statement—Continued.

Lodge No.	Back Assessm't.	Assessm't No. 27.	TOTAL.	Lodge No.	Back Assessm't.	Assessm't No. 27.	TOTAL.
305	\$14 00	\$18 00	\$32 00	349	\$24 00	\$22 00	\$46 00
306	58 00	54 00	107 00	350	19 00	19 00	19 00
307	41 00	31 00	72 00	351	12 00	12 00	24 00
308	27 00	27 00	54 00	352	50 00	35 00	85 00
309	27 00	27 00	54 00	353	24 00	21 00	44 00
310	29 00	28 00	57 00	354	109 00	50 00	159 00
311	9 00	41 00	50 00	355	14 00	14 00	14 00
312	8 00	37 00	45 00	356	42 00	42 00	42 00
313	2 00	29 00	31 00	357	39 00	39 00	39 00
314	48 00	11 00	59 00	358	18 00	8 00	26 00
315	48 00	44 00	92 00	359	28 00	22 00	50 00
316	36 00	28 00	64 00	360	7 00	27 00	34 00
317	5 00	42 00	47 00	361	40 00	32 00	72 00
318	27 00	13 00	40 00	362	12 00	35 00	47 00
319	27 00	27 00	54 00	363	12 00	35 00	47 00
320	67 00	15 00	82 00	364	23 00	23 00	23 00
321	16 00	16 00	32 00	365	11 00	8 00	19 00
322	5 00	21 00	26 00	366	25 00	8 00	33 00
323	21 00	14 00	35 00	367	20 00	14 00	34 00
324	8 00	14 00	22 00	368	27 00	22 00	49 00
325	5 00	5 00	10 00	369	10 00	10 00	20 00
326	37 00	80 00	117 00	370	10 00	10 00	20 00
327	34 00	28 00	62 00	371	24 00	17 00	41 00
328	11 00	52 00	63 00	372	18 00	20 00	38 00
329	16 00	16 00	32 00	373	18 00	19 00	37 00
330	22 00	14 00	36 00	374	31 00	6 00	37 00
331	23 00	23 00	46 00	375	69 00	69 00	69 00
332	89 00	74 00	163 00	376	57 00	17 00	74 00
333	83 00	26 00	109 00	377	29 00	18 00	47 00
334	18 00	9 00	27 00	378	29 00	22 00	51 00
335	51 00	38 00	89 00	379	26 00	24 00	50 00
336	19 00	19 00	38 00	380	21 00	21 00	42 00
337	30 00	30 00	60 00	381	15 00	15 00	30 00
338	28 00	28 00	56 00	382	22 00	22 00	44 00
339	25 00	24 00	49 00	383	17 00	17 00	34 00
340	25 00	24 00	49 00	384	89 00	29 00	118 00
341	25 00	24 00	49 00	385	30 00	23 00	53 00
342	25 00	24 00	49 00	386	2 00	4 00	6 00
343	25 00	24 00	49 00	387	30 00	11 00	41 00
344	25 00	24 00	49 00	388	30 00	11 00	41 00
345	25 00	24 00	49 00	389	30 00	11 00	41 00
346	14 00	12 00	26 00	390	30 00	11 00	41 00
347	11 00	11 00	22 00	391	30 00	11 00	41 00
348	21 00	18 00	39 00	392	30 00	11 00	41 00

Balance on hand January 1 \$20,313 00
 Received during month 26,689 00
 Reverted to the Beneficiary Fund by
 order of First Biennial Convention:
 Peter George (Lodge No. 203) . . . \$1,000 00
 J. Coughlin (Lodge No. 135) . . . 901 75
 Thos. Sevegnay (Lodge No. 118) . . . 1,500 00—\$3,401 75

Total \$50,383 75
 By claims 313, 314, 315, 316, 317 . . . 7,500 00

By donations made by First Biennial Convention as follows:

A. D. Whitmore (Progress Lodge, No. 105) \$200 00
 Julia Ann Evans, on policy of P. G. Evans (Pride of the West Lodge, No. 6) \$250 00
 Alex. Phillips, on policy of A. Phillips (Northern Light Lodge No. 127) \$200 00
 Chas. W. and Jno. S. Knight, on policy of John Knight (Buffalo Lodge, No. 12) \$500 00
 Mrs. Harrison Davis, on policy of Harrison Davis (Orange Grove Lodge, No. 97) \$200 00
 Mrs. W. L. Kier, on policy of W. L. Kier (Kaw Valley Lodge, No. 313) \$200 00
 Frank Lewis (Trenton Lodge, No. 253) 200 00
 James Hall (Charter Oak Lodge, No. 285) \$200 00

Mrs. Dora Yundt, on policy of T. F. Boock (Magic City Lodge, No. 114) \$200 00
 Mrs. D. S. McJenkins, on policy of D. S. McJenkins (Clark Lodge, No. 297) 500 00

Total \$2,650 00
 Total Disbursements 10,150 00
 Balance on hand February 1 40,233 75

Respectfully submitted,
 EUGENE V. DEBS, G. S. and T.

Grand Lodge.

F. P. SARGENT Grand Master

Terre Haute, Indiana.
 J. J. HANNAHAN Vice Grand Master

Box 655, Englewood, Ill.
 R. V. DEBS Grand Secretary and Treasurer

Terre Haute, Indiana.
 E. V. DEBS Editor and Manager of Magazine

Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

F. P. McDONALD Chairman
 2131 South Eleventh St., St. Joseph, Mo.

C. C. SUTHERLAND Secretary
 Goodland, Kansas.

C. A. WILSON 147 Pacific Ave., Jersey City, N. J.
 GRAND EXECUTIVE BOARD.

HARRY WALTON Chairman
 430 Wyoming St., West Philadelphia, Pa.

W. F. HYNES Secretary
 935 Eleventh St., Denver, Col.

J. J. LEAHY 2627 Fremont St., Philadelphia, Pa.
 SIDNEY VAUGHN 5 Draper St., Toronto, Ontario
 C. J. SINGLETON L. Box 835, Mattoon, Ill.

Subordinate Lodges.

1. DEER PARK; Port Jervis, N. Y.
 Meets in Union Hall at 2 P. M., every Sunday.

James Fordyce, Box 385 Master
 William Uhlman, 18 Crawford St., Secretary
 William Uhlman, 18 Crawford St. Collector
 Charles E. Barkman, Box 28 Receiver
 W. H. Decker Magazine Agent

2. HAND IN HAND; Providence, R. I.
 Meets in Engineers' Hall, 2d Monday of each month, at 8:30 P. M.

C. Anthony Taft, 38 W Exchange St. Master
 Joseph W. Healy, 68 Lippitt St. Secretary
 Willis A. Aldrich, 271 Smith St. Collector
 J. W. Williams, 314 N Main St. Receiver
 Magazine Agent

3. ADOPTED DAUGHTER; Jersey City, N. J.
 Meets in Germania Hall, 140 Newark ave., 2d and 4th Sundays at 2 P. M.

C. W. Martin, 467 Grove St. Master
 D. W. J. Mahoney, 243 Second St. Secretary
 J. B. Sweet, 125 Academy St. Collector
 J. B. Sweet, 125 Academy St. Receiver
 J. H. Voorhis, 243 2d St. Magazine Agent

4. GREAT EASTERN Portland, Maine.
 F. O. Mitchell, 12 Mountfort St. Master

C. D. Getchell, 9 Brattle St. Secretary
 A. E. Dennison, 23 Merrill St. Collector
 F. A. Huff, 47 Hanover St. Receiver
 F. Howard Pember, 30 Lincoln St. Magazine Agent

5. CHARITY; St. Thomas, Ontario.
 Meets in Engineer's Hall every Tuesday at 7:30 P. M.

L. D. Norton, Box 1273 Master
 Wm. Deyell, Box 1273 Secretary
 Robert Tremain, Box 1273 Collector
 Frank Turrill, Box 1273 Receiver
 Joseph R. Odell, Box 1273 Magazine Agent

6. PRIDE OF THE WEST; DeSoto, Mo.
 Meets in K. P. Hall, 2d and Boyd Sts., every Monday at 2 P. M.

J. Christofel, L. Box 196 Master
 Alexander Williams, L. Box 212 Secretary
 Michael Rabbitt, Box 18 Collector
 F. W. Gratiot, Box 238 Receiver
 Alex. Williams, L. Box 212 Magazine Agent

7. POTOMAC; Washington, D. C.

Meets 2d and 4th Sundays in Monumental Building, Pennsylvania avenue, northwest, between 1st and 2d Streets.

A. J. Williams, 327 C St., S. W. Master
H. A. Wilvert, 17 Virginia Ave., S. W. Secretary
Wm. C. Jasper, 500 S Capitol St. Collector
A. J. Williams, 327 C St., S. W. Receiver
John F. Robey, 442 2d St., S. W. Magazine Agent

8. RED RIVER; Denison, Texas.

Meets in I. O. O. F. Hall, Main St., 1st and 3d Saturdays at 7 P. M., and 2d and 4th at 2 P. M.

W. R. Lanam, 227 Munson St. Master
R. E. Sherrill, 717 Nelson St. Secretary
T. W. Weaver, 700 W Munson St. Collector
J. J. Crofton, 308 Houston Ave. Receiver
Jerry Scott, 801 Shepherd St. Magazine Agent

9. FRANKLIN; Columbus, Ohio.

Meets at 64½ N High St., first Monday and third Tuesday evenings.

F. W. Arnold, Box 63 Master
C. C. Colt, 996 Pennsylvania Ave. Secretary
N. T. Beynon, 97 St. Clair St. Collector
F. J. Kistler, 212, 214 South High St. Receiver
Leonard Lawrence, 800 Arsenal Ave. Magazine Agent

10. FOREST CITY; Cleveland, Ohio.

Meets at 182 Ontario St., 1st and 3d Sundays at 1:40 P. M.

Jas. F. Tousley, 24 Alford St., S. S. Master
A. G. Laubscher, Seward St., West Cleveland Secretary
T. P. Curtis, 141 Emmett St., S. S. Collector
John Crouse, 81 Penn St. Receiver
A. G. Laubscher, Seward St., West Cleveland Magazine Agent

11. EXCELSIOR; Phillipsburg, N. J.

Meets in Grimer's Hall, 2d and 4th Sundays.

Frank N. Casley Master
C. A. Stevenson, Box, 106 Secretary
Elvin Teel Collector
E. W. Sinclair, L. Box 96 Receiver
E. F. Stevenson Magazine Agent

12. BUFFALO; Buffalo, N. Y.

Meets at 198 Seneca St., every Tuesday at 8 P. M.

W. J. Knauff, 258 Fifth St. Master
Wm. J. Bruman, 393 Swan St. Secretary
W. J. Minor, 507 Eagle St. Collector
P. J. McNamara, 178 Miami St. Receiver
Jno. S. Bauld, 237 Elk St. Magazine Agent

13. WASHINGTON; Jersey City, N. J.

Meets cor. Maple St. and Pacific Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M.

George E. Hull, 336 Communipaw Ave. Master
Henry Kline, 128 Van Horn St. Secretary
Arthur M. Bogart, 115 Pacific Ave. Collector
Peter C. Quick, Somerville, N. J. Receiver
Edward Rhodes, 154 Whiton St. Magazine Agent

14. EUREKA; Indianapolis, Ind.

Meets at 34 W Washington St., fourth floor, every Tuesday at 8 P. M.

Geo. P. Kern, 77 E Morris St. Master
Wm. F. Smith, 690 E Washington St. Secretary
E. J. Kline, 635 North West St. Collector
W. J. Hugo, 172 Blake St. Receiver
H. Zink, Vandalia Yard Office Magazine Agent

15. ST. LAWRENCE; Montreal, Canada.

Meets in St. Charles Club Room, Point St. Charles, every alternate Sunday.

James Murphy, 65 Mullen St. Master
James Ashcroft, 9 Edinburg St., Point St. Charles, Montreal Secretary
Samuel Edwards, 212½ Bourgeois St. Collector
H. J. Clarke, 154 Charron St., Point St. Charles, Montreal Receiver
Richard Burke, 60 Mullins St. Magazine Agent

16. VIGO; Terre Haute, Ind.

Meets 2d and 4th Mondays, at 7:30 P. M.

E. V. Debs Master
J. F. O'Reilly, 624 N 5th St. Secretary
Henry Baiersdorf, 203 N 12th St. Collector
C. A. Bennett, 1004 N 9th St. Receiver
Ralph Sherburne, 602 N 8th St. Magazine Agent

17. PINE RIDGE; Chadron, Neb.

Meets in Masonic Hall, 1st and 3d Sundays.

J. H. Royce, L Box 307 Master
L. V. Bowman Secretary
E. M. Wiles, L Box 321 Collector
Rufus E. Chandler, L Box 315 Receiver
D. H. Coyle Magazine Agent

18. WEST END; Slater, Mo.

Meets in I. O. O. F. Hall, 1st and 3d Sunday nights.

Charles McMillan Master
J. J. Day Secretary
Albert Disney, Box 19 Collector
George W. Michel, Box 145 Receiver
F. S. Adams Magazine Agent

19. TRUCKEE; Wadsworth, Nevada.

Meets every Friday at 7 P. M.

J. S. Raltt, Box 8 Master
W. E. Cobb, Box 437 Secretary
F. W. Voughans, Box 8 Collector
Edgar Shepley, Box 8 Receiver
Charles Short, Box 8 Magazine Agent

20. STUART; Stuart, Iowa.

Meets in Engineer's Hall every Monday at 7:15 P. M.

Ed. Cahow Master
George C. Wells, Box 117 Secretary
George Morse Collector
A. H. Copeland Receiver
Pat Quinn, Box 183 Magazine Agent

21. INDUSTRIAL; St. Louis, Mo.

Meets at 902 South 4th St., 2d and 4th Tuesdays at 8 P. M.

Eli Gehlas, 944 Chouteau Ave. Master
D. C. McLintock, 2120 Randolph St. Secretary
William Merkle, 816 Chambers St. Collector
William C. Linck, 1420 Sullivan Ave. Receiver
Wm. C. Linck, 1420 Sullivan Ave. Magazine Agent

22. CENTRAL; Urbana, Ill.

Meets in I. O. O. Hall, 2d and 4th Sundays.

Daniel O'Connor Master
George Richter Secretary
Alexander McLennan Collector
Daniel O'Connor Receiver
George Brash Magazine Agent

23. PHOENIX; Brookfield, Mo.

Meets 2d and 4th Tuesdays, in Odd Fellow's Hall.

Louis LeClair Master
John S. Ott, Box 381 Secretary
H. A. Dick, Box 284 Collector
John S. Ott, Box 381 Receiver
A. P. Josselyn Magazine Agent

24. GREAT WESTERN; Parsons, Kansas.

Meets in I. O. O. Hall, on Johnson Ave., every Wednesday at 2:30 P. M.

J. E. Powell, L Box 144 Master
F. E. Green, Box 413 Secretary
Charles W. Maier, Box 514 Collector
J. E. Powell, L Box 144 Receiver
Wm. J. Mathis, Box 568 Magazine Agent

25. CONNECTING LINK; Boone, Iowa.

Meets 1st and 3d Sundays at 2 P. M.

Aaron Starke, Box 349 Master
Ed. C. Brownson, Box 34 Secretary
James F. Bills Collector
Simon Rogers Receiver
William J. Webster Magazine Agent

26. ALPHA; Baraboo, Wis.

Meets in B. of L. E. Hall., 2d and 4th Mondays
 William H. Pobjoy Master
 Thomas Williams Secretary
 William H. Pobjoy Collector
 Frank R. Melcher Receiver
 E. M. Terry Magazine Agent

27. HAWKEYE; Cedar Rapids, Iowa.

Meets in Room 13, O'Hara's Block, 2d Sunday at
 2:30 P. M., and 4th Mondays at 7:30 P. M.
 Fred. McArdle, 353 G Ave., West Master
 J. E. Collins, 165 A Ave. Secretary
 L. Jennings, 328 G Ave., West Collector
 Fred. McArdle, 353 G Ave., West Receiver
 Chas. G. Jones, 69 2d Ave Magazine Agent

28. ELKHORN; North Platte, Neb.

Meets every Wednesday at 7:30 P. M.
 Thomas Burney, L Box 285 Master
 Reed M. Hindman, L Box 322 Secretary
 John T. Stuart, L Box 367 Collector
 Frank D. Winn, L Box 232 Receiver
 Reed M. Hindman, L Box 322 Magazine Agent

29. CERRO GORDO; Mason City, Iowa.

Meets 1st and 3d Tuesday evening of each month,
 corner Second and Main Sts.
 Charles O. Burkhardt, L Box 1-7 Master
 J. H. Fulton, Box 706 Secretary
 Max Newbowers Collector
 J. H. Fulton, Box 706 Receiver
 S. A. Trine Magazine Agent

30. CEDAR VALLEY; Waterloo, Iowa.

Meets in Black Hawk Hall, Lafayette St. and E
 Waterloo, 1st and 3d Sundays at 2 P. M.
 E. T. Gregory, 514 Saxon St. Master
 R. A. Corson, Box 1154 Secretary
 H. P. Esty Collector
 R. A. Corson, Box 1154 Receiver
 F. Fern, care J. C. R. R. Shops Magazine Agent

31. R. R. CENTRE; Atchison, Kansas.

Meets corner 3d and Commercial Sts., 1st and 3d
 Sundays, at 2 P. M.
 H. L. Clark, cor. Roberts and Commer-
 cial Sts. Master
 S. S. Hamrick, 1303 Main St. Secretary
 Chas. Bennington, 14th and Santa Fe St. Collector
 John O'Connor, 1303 Main St Receiver
 Frank Short Magazine Agent

32. BORDER; Ellis, Kansas.

Meets in I. O. O. F. Hall, Tuesday evenings at
 7:30.
 George F. McClure, Box 205 Master
 Gustave Ebeling Secretary
 A. M. Petrie, Box 103 Collector
 A. Waters, Box 105 Receiver
 Harry Stigall Magazine Agent

33. SUCCESS; Trenton, Mo.

Meets in Engineer's Hall, over Union Bank, 1st
 and 3d Mondays at 2 P. M., and 2d and 4th
 Mondays, at 7 P. M.
 Thomas E. Torpey Master
 Thomas Griffin, Box 145 Secretary
 Chas. W. Gallup Collector
 Frank M. Park Receiver
 C. H. Torpey Magazine Agent

34. CLINTON; Clinton, Iowa.

Meets in Engineer's Hall, 4th St., 1st and 3d Sun-
 days at 2:30 P. M.
 Frank A. Kinch, 522 7th Ave Master
 M. Wheeler, 515 Comanche Ave Secretary
 Frank A. Kinch, 522 7th Ave Collector
 Thomas E. Bulen, 619 6th Ave Receiver
 A. J. Hemstead, 424 8th Ave Magazine Agent

35. AMBOY; Amboy, Ill.

James Lavell Master
 Thomas Monahan, Box 458 Secretary
 James Bersley Collector
 Thomas Monahan, Box 458 Receiver
 James P. Duggan Magazine Agent

36. TIPPECANOE; Lafayette, Ind.

Meets in Red Men's Hall, at 2 P. M., Sundays.
 Charles Ernst, 164 Salem St., over U. S.
 Express Co Master
 Albert H. Kelley 98 Green St. Secretary
 Louis Raub, 126 N 8th St Collector
 W. R. Johnson, 110 S 4th St Receiver
 M. S. Hewes, 82 Smith St Magazine Agent

37. NEW HOPE; Centralia, Ill.

Meets every Thursday at 8 P. M.
 H. G. Cormick, Box 151 Master
 W. D. Holton, Box 244 Secretary
 W. D. Holton, Box 244 Collector
 C. W. Styles Receiver
 T. J. Prickett Magazine Agent

38. AVON; Stratford, Ontario.

Meets 1st and 3d Sundays at 2 P. M.
 James Harvey, Box 318 Master
 J. T. Burke, Box 318 Secretary
 William O'Brien, Box 318 Collector
 George Nursey, Box 318 Receiver
 S. J. Spencer, Box 318 Magazine Agent

39. TWIN CITY; Rock Island, Ill.

Meets in Engineer's Hall, 2d and 4th Sundays
 at 2 P. M.
 George H. Hinkley Master
 Daniel H. Moroney, 8th Ave. & 27th St. Secretary
 John C. Kane, cor. th Ave. and 25th St., Collector
 George H. Hinkley Receiver
 James Griffin, cor. 9th Ave. and 27th
 St Magazine Agent

40. BLOOMING; Bloomington, Ill.

Meets at 910 W Chestnut street, Tuesdays at 7:30
 P. M.
 Joseph Turpin, 707 W Locust St. Master
 P. L. Cutler, 707 W Locust St. Secretary
 P. L. Cutler, 707 W Locust St. Collector
 Ed. J. Spreen, 608 N Mason St. Receiver
 Thomas Powderly, 1208 Western Ave.,
 Magazine Agent

41. ONWARD; Dickinson, Dakota.

Meets in Odd Fellow's Hall, every Thursday at
 7:30 P. M.
 W. F. Cunningham, L Box 215 Master
 O. A. Dosskey, Box 17 Secretary
 O. A. Dosskey, Box 17 Collector
 Joseph Crosthwaite, L Box 158 Receiver
 W. R. Williams, Box 32 Magazine Agent

42. ELMO; Madison, Wis.

Meets in Good Templar's Hall, 2d and 4th Sun-
 days.
 Alfred H. Tyler, 312 Lake St Master
 Jno. L. Cashen, cor. Clymer & Broom St. Secretary
 John Harrington, 520 W Main St. Collector
 Byron B. Wilber, 720 W Dayton St Receiver
 Alfred Tyler, 312 Lake St Magazine Agent

43. ST. JOSEPH; St. Joseph, Mo.

Meets in I. O. O. F. Hall, 10 Pacific St., 1st and 3d
 Thursdays.
 F. O. Porter, N. E. Cor. 13th and Penn St. Master
 James Hyndman, 2216 S Sixth St Secretary
 James Hyndman, 2216 S Sixth St Collector
 W. E. Sullivan, 2303 S Sixth St Receiver
 W. E. Sullivan, 2303 S Sixth St Magazine Agent

44. F. W. ARNOLD; East St. Louis, Ill.

Meets in Jackiesch Hall, corner Missouri and Main Sts., alternate Tuesdays at 7:30 P. M.
 T. J. Hayes, Box 375 Master
 J. P. Collins Secretary
 Chas. E. Long, Box 354 Collector
 Phil. C. Cramer, Box 68 Receiver
 C. E. Long, Box 354 Magazine Agent

45. ROSE CITY; Little Rock, Ark.

Meets in Quapaw Hall every Monday night.
 P. H. Williams, 1114 Water St. Master
 Ed. Chamberlain, Box 174, Argenta, Ark. Secretary
 William Smith, 206 Cross St. Collector
 George Emery, 802 North St. Receiver
 Ed. Chamberlain, Box 174, Argenta, Ark. Magazine Agent

46. CAPITAL; Springfield, Ill.

Meets in Engineers' Hall, 217 South 5th St., 1st and 3d Sundays, at 2 P. M.
 A. Cunningham, 1125 N Fifth St Master
 E. W. Rowland, 421 S 9th St Secretary
 E. W. Rowland, 421 S 9th St Collector
 James Allen, S 11th St Receiver
 E. W. Anderson, 1007 Cook St. Magazine Agent

47. TRIUMPHANT; Chicago, Ill.

Meets in Prosperity Hall, N. E. corner State and 18th Sts., 1st Monday evening and 3d Sunday afternoons.
 W. E. Burns, 122 Newberry St. Master
 William Keeler, 3830 LaSalle St Secretary
 William Keeler, 3830 LaSalle St Collector
 C. W. Watson, 153 E 22d St., Flat 12 Receiver
 Thos. O'Connor, 1240 Indiana Ave. Magazine Agent

48. W. F. HYNES; Peoria, Ill.

Meets in G. A. R. Hall 1st Saturday at 7:30 P. M., and 3d Sunday at 2 P. M.
 George C. Watt, 617 1st St Master
 J. V. Johnson, 412 Spencer St Secretary
 W. A. McMillan, 206 State St Collector
 George C. Watt, 617 1st St Receiver
 John Watt, 617 First St Magazine Agent

49. J. M. RAYMOND; Decatur, Ill.

Meets in Engineers' Hall, E Eldorado St., 2d and 4th Sundays at 3 P. M.
 Charles Hockery, 1113 N Calhoun St Master
 George Horner, 1021 Cerro Gordo St Secretary
 William Murphy, 921 E Eldorado St Collector
 A. H. Sutton, 975 N Water St Receiver
 Wm. Langelt, 903 N Morgan St Magazine Agent

50. GARDEN CITY; Chicago, Ill.

Meets 1st and 3d Saturdays at 7:30 P. M.
 John J. Coffey, Kendrick's School, 143d and Tracy Ave., Town of Lake Master
 Calvin M. Wolcott, 5001 State St., corner 50th St Secretary
 C. D. Dickerman, 5142 Dearborn St. Collector
 John J. Delancy, 4339 Halstead St Receiver
 James T. Lee, 4703 State St., Adams House Magazine Agent

51. FRISCO; North Springfield, Mo.

Meets in Masonic Hall, 2d and 4th Saturdays of each month at 7:30 P. M.
 John S. Carson, Box 437 Master
 Michael Gaffney, Box 277 Secretary
 George Hasler Collector
 John S. Carson, Box 437 Receiver
 L. S. Wolfe, Box 418 Magazine Agent

52. GOOD WILL; Logansport, Ind.

Meets corner 4th and Market Sts., every Sunday at 2 P. M.
 Charles Truman, 1318 Spear St Master
 W. A. McDonald, 1216 Sinead St Secretary
 John T. Maloy, 715 W Ottawa St Collector
 M. W. Jamison, Market and 4th Sts. Receiver
 J. A. Holland, corner George and 15th Sts. Magazine Agent

53. EMPORIA; Emporia, Kansas.

Meets in A. O. U. W. Hall, cor. 5th and Commercial Sts., 1st and 3d Sundays at 2:30 P. M.
 John C. Haupson, 118 Congress St Master
 Louis D. Brigham, 108 Rural St Secretary
 John McGaha, Moline, Kan Collector
 John Turnpaugh, 2 Pine St Receiver
 Edward Fithen, Strong City Magazine Agent

54. ANCHOR; Moberly, Mo.

Meets in Supple Bros.' Hall, Tuesdays at 7 P. M.
 James A. Robertson Box 34 Master
 J. T. Grimes, L Box 113 Secretary
 M. Sullivan, Box, 1551 Collector
 Luther B. Chamblin, Box 284 Receiver
 M. Sullivan, Box 1551 Magazine Agent

55. BLUFF CITY; Memphis, Tenn.

Meets at No. 16 Johnson Ave., 2d and 4th Thursday evenings.
 Jacob Fuchs, L. & N. Shops Master
 Jacob Wagner, L. & N. Shops Secretary
 Jacob Wagner, L. & N. Shops Collector
 Laurence Fox Receiver
 J. E. McFadden, 196 Johnson Ave. Magazine Agent

56. BANNER; Stanberry, Mo.

Meets every Saturday night at 7:30 P. M.
 W. E. Baldwin, L Box 400 Master
 Charles H. Runyan Secretary
 Charles H. Runyan Collector
 T. A. Newcomb Receiver
 Joseph J. Smith Magazine Agent

57. BOSTON; Boston, Mass.

Meets in Odin Hall, 47 Hanover St., 1st and 3d Sundays of each month.
 F. F. Derby, Fitchburg R. R. Engine House
 Charlestown, Mass. Master
 T. H. Haines, Ocean View St., Winthrop, Mass. Secretary
 A. W. Spurr, 66 Hammond St Collector
 T. H. Haines, Ocean View St., Winthrop, Mass. Receiver
 H. E. Stevens, 5 Davis St Magazine Agent

58. SACRAMENTO; Rocklin, Cal.

Meets in Masonic Hall, every Monday and Thursday at 1:30 P. M.
 C. C. Brown Master
 C. E. Warmingtton Secretary
 George B. Clark Collector
 M. H. Tuttle Receiver
 Frank J. Peacock Magazine Agent

59. ROYAL GORGE; South Pueblo, Colo.

Meets every Monday evening at 7:30.
 A. M. McMurray, Box 58 Master
 John Gallagher, 27 Block 8 Secretary
 C. B. Walker, 124 Mechanic St., Pueblo Collector
 M. C. Donnelly, 610 E 3d St., Pueblo Receiver
 John T. DeJersey, Pueblo Magazine Agent

60. UNITED; Philadelphia, Pa.

Meets in Dover Hall, Marshall St., above Susquehanna Ave., alternate Sundays.
 James Wertz, 2013 N 3d St Master
 B. F. Pettit, 2055 N 9th St Secretary
 J. R. Race, 521 Diamond St Collector
 B. F. Pettit, 2055 N 9th St Receiver
 Chas. H. Reihner, 529 Butler St., Franklinville, Pa Magazine Agent

61. MINNEHAHA; St. Paul, Minn.

Meets in Druid's Hall, corner Jackson and 7th St., 2d and 4th Sundays.
 James V. Piper, corner Jackson St., and Como Ave Master
 P. McLaughlin, 76 Sycamore St Secretary
 H. E. Kemp, 233 Granite St Collector
 Theo. T. Hart, 709 Tuscarora St Receiver
 J. F. Mullany, Cor. Como Ave. and Jackson St Magazine Agent

62. VANBERGEN; Carbondale, Pa.

Meets in Odd Fellows' Hall, cor. 7th and Church
Sts., 2d and 4th Sundays at 3 P. M.,
John P. McCawley, Box 608 Master
U. S. Van Dermark, Box 41 Secretary
W. H. Brokenshire Collector
A. M. Banks, Box 479 Receiver
D. N. Swan Magazine Agent

63. HERCULES; Danville, Ill.

Meets in K. of H. Hall, West Main St., 1st and
3d Sundays.
John Myers, 808 N Jackson St. Master
Bernard Manion Secretary
John Wakely, Box 772 Collector
H. J. Bohn, 501 E Main St. Receiver
T. A. Hudson Magazine Agent

64. SIOUX; Sioux City, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at 2:30
P. M.
D. L. Davenport, 1521 E 6th St Master
James Griffin, 419 Clark St Secretary
Sidney Weir, 506 Iowa St Collector
D. L. Davenport, 1521 E 6th St Receiver
Warren Bennett Magazine Agent

65. FORT RIDGELY; Waseca, Minn.

Meets in Engineers' Hall, 1st and 3d Sundays.
James B. Newcomer Master
G. Bennett Secretary
J. A. Robinson Collector
W. D. Grimes, Box 488 Receiver
George Woskie Magazine Agent

66. CHALLENGE; Belleville, Ontario.

Meets in B. of L. F. Hall, 2d and 4th Sundays at
2:30 P. M.
Robert Milne, Belleville Station Master
F. C. Link, Belleville Station Secretary
W. J. Logue, Box 9, Belleville Station Collector
Timothy Daly, Jr., Belleville Station Receiver
R. Snell, Belleville Station Magazine Agent

67. DOMINION; Toronto, Canada.

Meets in I. O. O. F. Hall, 2d and 4th Sundays, at
2:30 P. M.
W. Brent, 85 Spadina Ave. Master
Sidney Vaughan, 5 Draper St Secretary
James Pratt, 172 Huron St Collector
Sidney Vaughan, 5 Draper St Receiver
Robert Reid, 31 Leonard Ave. Magazine Agent

68. EAU CLAIRE; Altoona, Wis.

Meets 2d and 4th Sundays at 2 P. M.
Joseph Thomas Master
Timothy Anglin, Box 12 Secretary
Patrick E. Keating, Box 62 Collector
E. W. Brogan Receiver
Charles Dinneen Magazine Agent

69. ISLAND CITY; Brockville, Ontario.

Meets in the Merrill Block, every Thursday at
7:30 P. M.
Thomas Shields, Box 558 Master
A. W. Dales, Box 206 Secretary
J. G. Goodison, Box 206 Collector
I. J. Beehler, Box 558 Receiver
Francis Flanigan Magazine Agent

70. LONE STAR; Longview, Texas.

Meets in I. O. O. F. Hall, every Tuesday at 2
P. M.
I. H. Stout, Box 411 Master
Lorenzo D. Oden, Box 411 Secretary
Albert N. Oden, Box 411 Collector
Lorenzo D. Oden, Box 411 Receiver
C. W. Slayter, Box, 421 Magazine Agent

71. SUSQUEHANNA; Oneonta, N. Y.

Meets in B. of L. E. Hall, 2d and 4th Sundays at
3 P. M.
Willard Robinson, 6 Micklely Ave. Master
W. W. Rowe Secretary
R. W. Mills Collector
Irvin Baker Receiver
James Walters, 82 W Broadway Magazine Agent

72. WELCOME; Camden, N. J.

Meets at N. E. corner 3d and Federal Sts. 1st and
3d Sundays of each month.
John Colton, 508 Benson St. Master
James L. Gibbs, Collinswood, N. J. Secretary
Garret M. Weston, 565 Bridge St Collector
James L. Gibbs, Collinswood, N. J. Receiver
G. W. Austermuhl, 437 Mickle St. Magazine Agent

73. BAY STATE; Worcester, Mass.

Meets at 302 Main St., 2d and 4th Sundays.
E. Brewer, 27 Houghton St Master
Charles A. Smith, 124 Central St Secretary
J. J. Cunningham, 29 Prescott St Collector
Charles A. Smith, 124 Central St Receiver
W. N. Holland, 87 Prospect St. Magazine Agent

74. KANSAS CITY; Kansas City, Mo.

Meets in Forrester's Hall alternate Mondays.
D. McDonnell, 2114 Bellevue Ave Master
J. M. Tierney, Box 73, Station "A" Secretary
R. Haslett, 2117 Madison Ave. Collector
W. B. Roberts, 1722 Holly St Receiver
G. B. Campbell, Argentine, Ark Magazine Agent

75. ENTERPRISE; Philadelphia, Pa.

Meets in Erickson's Hall, 3947 Lancaster Ave.,
2d and 4th Sunday afternoons
Charles H. Hawman, 620 N 38th St., West
Philadelphia Master
C. W. Reeves, 620 N 38th St., West Phila-
delphia Secretary
John Finley, 3604 Fairmount Ave Collector
C. W. Reeves, 620 N 38th St., West Phila-
delphia Receiver
J. T. Findley, 3604 Fairmount Ave Magazine Agent

76. NEW ERA; Breckenridge, Minn.

Meets in Masonic Hall, 2d and 4th Sundays at 2
P. M.
George W. Sebastian, Box 134, Grand Forks,
Dakota Master
W. C. Hall Secretary
Harry Pearce Collector
W. W. Hurd Receiver
Frederick Whitbred, Box 84 Magazine Agent

77. ROCKY MOUNTAIN; Denver, Colo.

Meets in Neef's Hall, 15th St., every Thursday at
7:30 P. M.
Charles D. Lane, 2646 Lawrence St Master
W. F. Brundage, 1216 Larimer St Secretary
D. L. Marrs, 445 Beecher Ave., N side Collector
W. F. Brundage, 1216 Larimer St Receiver
H. M. Johns, 940 11th St Magazine Agent

78. GOLDEN EAGLE; Sedalla, Mo.

Meets in Hart's Hall, E 13th St., every Thursday
at 7 P. M.
John Laybourne, 318 Engineer St Master
H. D. Boult, 1223 E 6th St Secretary
Edward J. Moore, 109 E Boonville St. Collector
Henry Meyer, 318 Engineer St Receiver
G. H. Lyons, 318 Engineer St Magazine Agent

79. J. M. DODGE; Roodhouse, Ill.

Meets in Engineer's Hall, 1st and 3d Mondays
and 2d and 4th Sundays.
John Underwood Master
Charles E. Stone Secretary
Charles E. Stone Collector
Walker Watson Receiver
J. A. Wells Magazine Agent

80. SELF HELP; Aurora, Ill.

Meets over 26 and 28 Broadway, every 2d Sunday
George Goding, 428 Benton St. Master
William Mitchell, 222 Jefferson Ave. Secretary
Frank Richardson, 499 S Broadway Collector
Frank G. Boomer, 95 LaSalle St. Receiver
Chas. Kelly, 308 Fox St Magazine Agent

81. PINE CITY; Brainord, Minn.

Meets in I. O. O. F. Hall, 6th St., South, 2d and
4th Sundays 2 P. M.
Emery Scott Master
George Watts, Box 1831 Secretary
W. J. Bain, Box 1763 Collector
Rowland Arundel, Box 599 Receiver
S. W. Green Magazine Agent

92. NORTHWESTERN; Minneapolis, Minn.

Meets 2d Saturday evening and 4th Sunday afternoon of each month, at 68870 6th St S
 Ernest B. Mayo, 424 1st Ave South . . . Master
 W. E. Richmond, 820 N Girard Ave . . . Secretary
 Robert J. Watson, 716 4th Ave. North . . . Collector
 W. E. Richmond, 820 N Girard Ave . . . Receiver
 Ernest B. Mayo, 424 1st Ave. S. . . Magazine Agent

93. TRINITY; Fort Worth, Texas.

Meets in B. of L. F. Hall every Wednesday, at 8 P. M.
 I. M. Dean, Box 406 . . . Master
 George H. Tucker, Box 406 . . . Secretary
 I. M. Dean, Box 406 . . . Collector
 J. M. Russ, Box 406 . . . Receiver
 D. A. Carver, Box 301 . . . Magazine Agent

94. CALHOUN; Battle Creek, Mich.

Meets in Whitcomb's Block, N Jefferson St., 2d and 4th Sundays at 2:30 P. M., and 1st Monday at 7:30 P. M.
 E. C. Wilder, 50 South Ave . . . Master
 James Burgess, 76 Bennett St. . . Secretary
 Frederick Voss, 103 Green St. . . Collector
 E. C. Wilder, 50 South Ave . . . Receiver
 R. E. James, 209 Marshall St. . . Magazine Agent

95. FARGO; Fargo, Dakota.

Meets 2d and 4th Sundays in I. O. O. F. Hall, corner Robert St. and 2d Ave.
 W. W. Sturman, Box 825 . . . Master
 Eugene McAuliffe, Box 688 . . . Secretary
 Wash. Terrett . . . Collector
 R. Roggeveen, 324 13th St. North . . . Receiver
 Thomas A. Kelly, Jamestown . . . Magazine Agent

96. BLACK HILLS; Laramie City, Wyoming.

Meets in K. of L. Hall, Friday evening at 7:30.
 George W. DeForest, Box 455 . . . Master
 James C. Love, Box 517 . . . Secretary
 George W. DeForest, Box 455 . . . Collector
 William N. Roth, Box 346 . . . Receiver
 George M. Harris . . . Magazine Agent

97. SUMMIT; Rawlins, Wyoming.

Meets in I. O. O. F. Hall, 1st and 3d Thursdays, at 7:30 P. M.
 Thomas F. Croake, Box 87 . . . Master
 Ed. Smyth . . . Secretary
 Charles Sullivan . . . Collector
 Frank J. Keefe, Box 152 . . . Receiver
 Myles Scallan . . . Magazine Agent

98. MORNING STAR; Evanston, Wyoming.

Meets in I. O. O. Hall, Thursdays at 7:30 P. M.
 J. C. Bowman . . . Master
 Kenneth G. McLean, Box 150 . . . Secretary
 William L. Gray . . . Collector
 J. C. Bowman . . . Receiver
 Samuel Carpenter . . . Magazine Agent

99. CHEHAU; Montgomery, Ala.

Meets every Sunday in K. of P. Hall, over National Bank, Commerce St.
 E. L. Cranford, Box 524 . . . Master
 Ed. Austin, 115 Dexter Ave . . . Secretary
 A. F. Grubbs, Box 524 . . . Collector
 George I. Fuller, 26 N Perry St . . . Receiver
 E. L. Cranford, 408 Clay St . . . Magazine Agent

100. SAN DIEGO; San Bernardino, Cal.

Meets in Odd Fellows' Hall, 1st and 3d Monday evenings.
 George A. March, Box 645 . . . Master
 F. H. Bennett . . . Secretary
 Harvey Smith, Box 645 . . . Collector
 J. W. Hilliard, Box 645 . . . Receiver
 J. E. Culey, Box 645 . . . Magazine Agent

101. GOLDEN GATE; San Francisco, Cal.

Meets corner Valencia and 16th Sts., 1st Sunday at 1 P. M., and 3d Tuesday at 7 P. M.
 Wm. Lockwood, 24 Mission Ave . . . Master
 Fred. W. McCune, 1119 Shotwell St . . . Secretary
 W. J. Allen, 24 Julian Ave., near 15th . . . Collector
 James Doyle, 537, 18th St . . . Receiver
 Fred. McCune, 1119 Shotwell St . . . Magazine Agent

92. FRONTIER CITY; Oswego, N. Y.

Meets 2d and 4th Sundays in N. Y., O. & W. Ry. Depot.

Charles Spath, 39 W Talman St . . . Master
 Myron H. Counsell, 16 E 5th St . . . Secretary
 M. H. Murphy, E Mercer St . . . Collector
 S. C. Forsyth, 166 W Utica St . . . Receiver
 S. C. Forsyth, 166 W Utica St . . . Magazine Agent

93. GATE CITY; Keokuk, Iowa.

Meets in Horn's Hall, corner 8th and Main St., 2d and 4th Sundays at 2 P. M.
 John Cronin, corner B and Bluff St . . . Master
 Ed. J. Kelly, 519 Ridge St . . . Secretary
 E. J. Kelley, 519 Ridge St . . . Collector
 John H. Carter, 507 Main St. . . Receiver
 Henry Montgomery, Centerville, Magazine Agent

94. CACTUS; Tucson, Arizona.

Meets in B. of L. F. Hall, corner Tool Ave. and Pennington St., every Tuesday at 7:30 P. M.
 W. E. Butler, Box 218 . . . Master
 Jacob Hettrick . . . Secretary
 F. M. Blaney . . . Collector
 N. H. Cramer . . . Receiver
 W. D. Anderson, Box 218 . . . Magazine Agent

95. CHICAGO; Chicago, Ill.

Meets at 257 Milwaukee Ave., 2d Tuesday at 8 P. M., and last Sunday of each month, at 9:30 A. M.
 D. M. Leavitt, 36 Temple St . . . Master
 Vernon L. Culver, 174 N Halstead St . . . Secretary
 J. F. Cantlon, 142 Front St . . . Collector
 E. W. Wallbaum, 224 Larrabee St . . . Receiver
 Wm. R. Stuart, 174 N Halstead St. Magazine Agent

96. ALEXIA; Wellsville, Ohio.

Meets 1st and 3d Sundays in B. of L. E. Hall, Main St.
 G. Leibtag . . . Master
 Frank Ray, Box 695 . . . Secretary
 William M. King . . . Collector
 Joseph Quinn, Box 239 . . . Receiver
 John Leibtag, Box 366 . . . Magazine Agent

97. ORANGE GROVE; Los Angeles, Cal.

Meets at 512 San Fernando St., every Tuesday evening at 7:30.
 George C. Morton, Box 72 . . . Master
 J. D. DeFrees, Box 72 . . . Secretary
 William T. Curl, Box 72 . . . Collector
 Ed. Whitney, 46 Ann St . . . Receiver
 A. V. Blackburn, 35 Railroad St. Magazine Agent

98. PERSEVERANCE; Terrace, Utah.

Meets in Engineers' Hall every Tuesday.
 F. C. Stokes . . . Master
 E. G. White . . . Secretary
 J. H. Neven . . . Collector
 R. W. Shields . . . Receiver
 E. G. White . . . Magazine Agent

99. ROCHESTER; Rochester, N. Y.

Meets at No. 33 Market St., every Friday evening.
 E. E. Pruyn, 41 1st Ave . . . Master
 W. P. Couch, 99 Broadway . . . Secretary
 George Kingsley, 22 Upton Park . . . Collector
 Mathias S. Dubelbeiss, 94 Bay St . . . Receiver
 Wm. H. Rice, 9 Howard St . . . Magazine Agent

100. ADAIR; Bowling Green, Ky.

Meets in Wright's Hall, corner Main and Adams Sts., every Monday at 2 P. M.
 William Coleman . . . Master
 Woods L. Miller, Box 446 . . . Secretary
 Woods L. Miller, Box 446 . . . Collector
 Wesley Alsip . . . Receiver
 Richard A. Potter . . . Magazine Agent

101. ADVANCE; Creston, Iowa.

Meets in Firemen's Hall, 222 Pine St., every Monday at 7:30 P. M.
 J. W. Crouch, Box 288 . . . Master
 Geo. A. Amos . . . Secretary
 J. W. Crouch, Box 288 . . . Collector
 J. F. Bryan, L Box 319 . . . Receiver
 H. H. Carter . . . Magazine Agent

102. CONFIDENCE; East Des Moines, Iowa.

Meets in I. O. O. F. Hall, S. E. corner Sycamore and 6th Sts., alternate Sundays at 2 P. M.,
 F. S. Payne, 1221 Court Ave. Master
 C. M. Krull, 717 Lyon St. Secretary
 John Loveless, 1208 Fillmore St. Collector
 J. W. Combs, 1321 Buchanan St. Receiver
 C. M. VanHorn, 225 E 6th St., Des Moines Magazine Agent

103. FALLS CITY; Louisville, Ky.

Meets in Colgan's Hall, corner 10th and Walnut Sts., every Thursday at 2 P. M.
 William C. Abbey, 1017 Story Ave. Master
 James J. Lawson, 1108 12th St. Secretary
 John B. Reynolds, 1017 13th St. Collector
 James J. Lawson, 1108 12th St. Receiver
 John H. Patrick, 939 10th St. Magazine Agent

104. "OLD KENTUCKY"; Ludlow, Ky.

Meets in I. O. O. F. Hall, 1st and 3d Thursdays at 7:30 P. M.
 Frank Robertson Master
 M. J. Connelly Secretary
 Charles Heimberger Collector
 Frank Robinson Receiver
 Charles Heimberger Magazine Agent

105. PROGRESS; Galesburg, Ill.

Meets in B. of L. E. Hall every Thursday evening at 7:30 P. M.
 William Heath, 351 E Main St. Master
 J. L. Nelson, 327 N Seminary St. Secretary
 J. L. Nelson, 327 N Seminary St. Collector
 M. J. Buckley, 122 W Knox St. Receiver
 C. G. Nelson, 522 Seminary St. Magazine Agent

106. KEY CITY; Dubuque, Iowa.

Meets over Master Mechanic's office, 2d and 4th Sundays at 2 P. M.
 Joseph Chaloupka, 1470 Cedar St. Master
 D. W. Mason, 438 High St. Secretary
 Joseph Chaloupka, 1470 Cedar St. Collector
 Laverett Douglass, 179 High St. Receiver
 Edward A. Forster 434 High St. Magazine Agent

107. ECLIPSE; Gallon, Ohio.

Meets in Zimmermans Hall every Thursday evening.
 August Gerhart, Box 106 Master
 Ed. W. Armor, Box 701 Secretary
 Ed. W. Armor, Box, 701 Collector
 J. A. Farnsworth, Box 283 Receiver
 George Canaan, Box 386, Magazine Agent

108. PIONEER; Chama, New Mexico.

Meets in D. & R. G. Passenger Depot, every Wednesday at 7:30 P. M.
 Geo. A. Riddle Master
 Edward Bradley Secretary
 Charles Schonefeld, Box 16 Collector
 Herman Berndt, Durango, Colo Receiver
 John A. Simon Magazine Agent

109. PEACE; St. Louis, Mo.

Meets in Summit Hall, corner Ewing Ave. and Market St., 2d and 4th Fridays of each month at 7:30 P. M.
 W. M. White, 944 Chouteau Ave. Master
 J. L. Pate, 2919 Caroline St. Secretary
 Charles Durnell, 1303 S Compton Ave. Collector
 J. L. Pate, 2919 Caroline St. Receiver
 J. L. Pate, 2919 Caroline St. Magazine Agent

110. OLD GUARD; Bucyrus, Ohio.

Meets in Engineers' Hall, cor. Sandusky & Mansfield St., every 2d and 4th Sundays at 2 P. M.
 J. R. Gordon, L Box 235 Master
 C. P. Collins, Corning, O. Secretary
 William Fitzmaurice Collector
 W. C. Bruce Receiver
 C. P. Collins, Corning, O. Magazine Agent

111. BEACON; Mattoon, Ill.

Meets in K. of L. Hall, Sunday at 2:50 P. M.
 C. J. Singleton, L Box 395 Master
 T. F. Barrett, Box 427 Secretary
 F. W. Neidheiser Collector
 C. J. Singleton, L Box 395 Receiver
 George S. Norris Magazine Agent

112. EVENING STAR; Mt. Vernon, Ill.

Meets in Heiserman's Hall, 1st and 3d Tuesdays at 7:30 P. M.
 S. R. Wild Master
 John C. Branham Secretary
 John C. Branham Collector
 E. F. Lynch Receiver
 G. T. Colvin Magazine Agent

113. CLARK-KIMBALL; Pocatello, Idaho.

Meets in Masonic Hall every Monday at 7:30 P. M.
 W. J. Ingling Master
 Ed. Anderson Secretary
 John H. Shannon Collector
 Frank Walton, Allerdice, Mont Receiver
 John Futz Magazine Agent

114. MAGIC CITY; Cheyenne, Wyoming.

Meets in Engineers' Hall, Idleman's Block, every Wednesday at 8 P. M.
 John F. Bingham, Box 250 Master
 Thomas O. Jones, Box 250 Secretary
 Thomas O. Jones, Box 250 Collector
 Ernest Heenan, 1010 Central Ave. Receiver
 James J. Keelan Magazine Agent

115. GULF CITY; Galveston, Texas.

Meets 1st and 3d Wednesdays in the Temple of Honor.
 H. L. Briggs, Cor. 8th and Market Sts. Master
 Charles F. Harritt, W Ave. L, bet. 35th and 36th Sts. Secretary
 G. E. Labbit, 76 W Ave. and L Sts. Collector
 H. L. Briggs, Cor. 8th and Market Sts. Receiver
 Wm. Powell, N E Cor. 39th St. and Broadway Magazine Agent

116. ST. CLAIR; Fort Gratiot, Mich.

Meets in Engineers' Hall, 1st and 3d Sundays at 1:30 P. M.
 William Dingwall, 2004 Stone St., Port Huron, Mich Master
 R. S. Gee, 1604 Poplar St., Port Huron Secretary
 R. S. Gee, 1604 Poplar St., Port Huron Collector
 E. G. Hubbard, Box 127 Receiver
 J. J. Jackson, 2202 Stone St, Port Huron, Mich Magazine Agent

117. BEAVER; London, Ontario.

Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.
 Edwin S. Chapman, 151 Clarence St. Master
 George Black, 460 Simcoe St. Secretary
 S. T. Fletcher, 221 Maitland St. Collector
 John Dickson, 367 Simcoe St. Receiver
 Robert Lister, 411 Hill St. Magazine Agent

118. STAR OF THE EAST; Richmond, Quebec.

Meets in Pearson's Hall every Wednesday at 7:30 P. M., and 1st and 3d Sundays at 2 P. M.
 R. A. Leonard Master
 Geo. A. Pearson, Richmond Station Secretary
 Geo. A. Pearson, Richmond Station Collector
 John Kelly, Richmond Station Receiver
 Geo. A. Pearson, Richmond Station, Magazine Agent

119. COLONIAL; River du Loup, Quebec.

Meets Wednesday and Thursday nights, alternately, in English School Room.
 W. H. Rougeau, River du Loup Station Master
 Louis D. Poulin, I. C. Ry. Station Secretary
 Louis D. Poulin, I. C. Ry. Station Collector
 Joseph Scott, I. C. Ry. Station Receiver
 John Gallan Magazine Agent

120. FORTUNE; Syracuse, N. Y.

Meets in C. M. B. A. Hall, Cor. Fayette and Salina Sts., 1st and 3d Sundays at 3 P. M. and 2d and 4th Tuesdays at 7 P. M.
 E. F. McNulty, 266 W Fayette St. Master
 Simon Mangun, 196 Shonnard St. Secretary
 L. G. Rousson, 161 1/2 Richmond St. Collector
 F. H. Livingston, 59 Jackson St. Receiver
 W. A. Jacobson, 224 Gifford St. Magazine Agent

121. FELLOWSHIP; Corning, N. Y.

Meets in Odd Fellows' Hall, 1st and 3d Sundays
of each month at 8 P. M.
James F. Roody Master
Isaiab B. Wolcott, 2 Magee St Secretary
Isaiab B. Wolcott, 2 Magee St Collector
E. E. Everts, 159 E Erie Ave Receiver
Chas. J. Boylan Magazine Agent

122. FEDERATION; Beardstown, Ill.

Meets over Eberwein's grocery store, Main St.,
every Tuesday evening at 7:30.
Jerry W. Flickwir Master
E. J. Summers, L Box 48 Secretary
John E. Hurley, Box 692 Collector
E. J. Summers, L Box 48 Receiver
E. H. Greenmeyer, Box 133 Magazine Agent

123. OVERLAND; Omaha, Neb.

Meets in K. of P. Hall, Cor. 14th and Douglass
Sts., every Wednesday at 8 P. M.
William Dolan, 1123 S 7th St Master
E. S. Emmons, 1820 Mason St Secretary
William Anderson, 811 Pacific St Collector
Albert Cole, 636 S 17th St Receiver
E. S. Emmons, 1820 Mason St Magazine Agent

124. PILOT; Perry, Iowa.

Meets in Odd Fellows' Hall, 2d and 4th Sundays
at 9:30 P. M.
H. A. Draper Master
Wm. L. Johnston, Box 554 Secretary
H. C. DeGroat Collector
B. W. Zillecy Receiver
E. G. Benson Magazine Agent

125. GUIDE; Marshalltown, Iowa.

Meets in B. of L. F. Hall, S Center St., 2d and 4th
Sundays,
W. M. Gallup, 512 S 3d St Master
J. P. Boyce, 311 W Nevada St Secretary
J. S. Smedes, 307 S Center St Collector
J. M. Larimer, 307 S 3d Ave Receiver
J. O. Rose, 410 W Church St Magazine Agent

126. COMET; Austin, Minn.

Meets in Hays' Hall, 1st and 3d Mondays and 2d
and 4th Sundays.
A. A. Harriman Master
J. B. Lawrence, Box 473 Secretary
J. E. Gilbert Collector
August Olson Receiver
C. J. Erickson Magazine Agent

127. NORTHERN LIGHT; Winnipeg, Manitoba.

Meets in Assinaboline Hall, 133 Ross St., 1st Tues-
day and 3d Sunday.
John Wellington, 14 Patrick St Master
W. H. Woods, 14 Patrick St Secretary
Thomas Reese, 226 McWilliams St Collector
J. G. Jonah, 226 McWilliams St Receiver
George M. Vansickle, 31 Isabel St. Magazine Agent

128. LANDMARK; Glendive, Montana.

Meets in Coleman's Hall, every Tuesday at 7
P. M.
Arthur Todd Master
James McKenzie, Box 55 Secretary
Martin E. Colbert, Box 55 Collector
James McKenzie, Box 55 Receiver
J. C. Sorenson Magazine Agent

129. MINERAL KING; Escanaba, Mich.

Meets in B. of L. E. Hall 2d and 4th Sundays at
1 P. M.
Richard Letcher, Box 123 Master
James S. Hill, L Box 116 Secretary
George H. Valentine, Box 541 Collector
J. S. Rogers, Box 622 Receiver
William Finnegan Magazine Agent

130. GUIDING STAR; Milwaukee, Wis.

Meets in Engineers' Hall, 2d and 4th Sundays at
2 P. M.,
Thomas Dwyer, 335 Jackson St Master
Bernard J. Fahl, cor. 34th and Wells St. Secretary
Frank E. Search, 430 Barclay St Collector
Con. S. McAuliffe, 561 Washington St Receiver
James D. Dwyer, 99 6th St. Magazine Agent

131. GOLDEN RULE; Stevens Point, Wis.

Meets in Redfield's Hall, 1st and 3d Fridays at
7:30 P. M., and 2d and 3th Sundays at 2:30 P. M.
Arthur T. Willett Master
George L. Gearhart Secretary
A. R. Johnson, Box 8 Collector
R. J. Luxan, Box 386 Receiver
R. J. Luxan, Box 386 Magazine Agent

132. MARVIN HUGHITT; Eagle Grove, Iowa.

Meets in Opera House, 1st and 3d Sundays and
last Wednesday at 2 P. M.
Fisher Wressell, Box 13 Master
W. R. Hammond, Box 406 Secretary
James H. Long, Box 6 Collector
John H. Howell Receiver
Frank A. Schaeffer Magazine Agent

133. SPRAGUE; Sprague, Washington, Ty.

Meets in Postoffice Hall, 2d and 4th Sundays at
7 P. M.
J. D. Irby, Box 10 Master
H. A. Moore, Box 10 Secretary
A. E. Bowman, Box 10 Collector
Arthur Herider Receiver
J. C. Smith Magazine Agent

134. EASTMAN; Farnham, Quebec.

Meets 1st and 3d Sundays and 2d and 4th Mon-
days.
E. W. Gibson Master
H. E. Cowan Secretary
J. H. Cunningham Collector
E. W. Gibson Receiver
Louis Lepine Magazine Agent

135. NEW YEAR; El Paso, Texas.

Meets in Firemen's Hall, 1st and 3d Tuesdays at
7 P. M.
Colin McArthur Master
F. L. Fitch Secretary
William T. Fields Collector
Colin McArthur Receiver
W. P. Sirsion Magazine Agent

136. J. SCOTT; Lindsay, Ontario.

Meets in S. O. E. Hall, alternate Saturdays at
7:30 P. M.
Laughlin McIntosh, Box 454 Master
Robert N. Johnston, Box 454 Secretary
Joseph Kelcher, Box 454 Collector
J. Jefferies, Box 454 Receiver
Jos. Kelcher Magazine Agent

137. PROTECTION; Eldon, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at
2:30 P. M.
C. W. Friend Master
J. T. Hull, Box 196 Secretary
George W. Trott, Box 185 Collector
A. Shunterman Receiver
Geo. W. Wright Magazine Agent

138. UNION; Freeport, Ill.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at
2 P. M.
Thomas Cummisford Master
Samuel Shaunnassy, 16 Crocker St. Secretary
Samuel Shaunnassy, 16 Crocker St. Collector
George Showalter Receiver
George Showalter Magazine Agent

139. MT. WHITNEY; Tulare, Cal.

Meets in Schultz's Hall, 1st and 3d Sundays and
2d and 4th Fridays at 2 P. M.
Clark Hewitt, Box 233 Master
George Landes, Box 31 Secretary
G. G. Hutchings Collector
John J. Norton Receiver
Frank Zuber Magazine Agent

140. MOUNT OURAY; Salida, Colo.

Meets in Fraternity Hall every Monday at 7:30
P. M.
G. W. Miller Master
C. C. Warman, Box V Secretary
J. W. Hardy, L Box 509 Collector
Henry Wise, L Box 509 Receiver
N. A. Worden, Box 130 Magazine Agent

141. A. G. PORTER; Fort Wayne, Ind.

Meets in Grand Army Hall every Wednesday at 7:30 P. M.

A. J. Kohler, 461 Calhoun St. Master
Patrick C. Lupton, 33 E Williams St. Secretary
J. H. Westerman, 20 Buchanan St. Collector
W. R. Fredericks, 415 S Lafayette St. Receiver
T. E. Short, 29 Boone St. Magazine Agent

142. C. R. WHIPPLE; Toledo, Ohio.

Meets in Johnson's Hall, 1st and 3d Sundays at 1:30 P. M., and 2d and 4th Thursdays at 7 P. M.
Henry Harms, 446 Forte St., E Toledo Master
Benjamin I Ross, Penn. Engine House, E Toledo Secretary

George Bittman, 713 S Erie St. Collector
Fred. E. Bittman, 713 S Erie St. Receiver
B. I. Ross, Penn. Eng. House Magazine Agent

143. E. C. FELLOWS; West Oakland, Cal.

Meets in Odd Fellows' Hall, Cor. 11th and Franklin Sts., Oakland, Cal. 2d and 4th Wednesdays.
T. J. Roberts, 752 Willow St. Master
R. H. Potts, 1792 7th St. Secretary
Ed. Johnson, 1714 8th St. Collector
T. J. Roberts, 752 Willow St. Receiver
C. Sellander, 993 4th Ave., East Oakland, Cal. Magazine Agent

144. SUGAR LOAF; Campbellton, New Brunswick.

Meets in Patterson's Hall, I. C. R. Depot, 2d Sundays at 9 A. M., and 4th Sunday afternoons.
William A. Thompson Master
William Hamilton Secretary
James Thompson Collector
John Deveraux Receiver
William Smallwood Magazine Agent

145. DAVY CROCKET; San Antonio, Texas.

Meets in Jonas' Hall, 601 Austin St. every Tuesday at 8 P. M.
J. H. Humphrey 1115 Ave. E. Master
Edward Beere, cor. Cherry and Burleson Sts. Secretary
O. H. Cole, 1112 Ave. D. Collector
Frank L. Taylor, cor. Mesquit and Burleson Sts. Receiver
J. D. Kennedy, 815 Ave. D. Magazine Agent

146. BAYOU CITY; Houston, Texas.

Meets 1st and 3d Mondays at 7 P. M., and 4th Mondays at 2 P. M.
John F. Broughton, S. P. Shops Master
J. P. Monaghan, N. W. cor. Vine and Shea Sts. Secretary
H. A. Spear, S. P. Shops Collector
D. M. Moody, 109 Elysian St. Receiver
D. M. Moody, 109 Elysian St. Magazine Agent

147. MIDLAND; Temple, Texas.

Meets every Monday at 8 P. M.
John McBride, Box 105 Master
T. J. Robbins, Box 105 Secretary
James Conney, Box 105 Collector
Howard Covington, Box 105 Receiver
W. R. Brown, Clebourne, Tex. Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.

Meets in K. of P. Hall, every Friday at 1:30 P. M.
W. Z. Thompson, Box 416 Master
S. E. James, Box 416 Secretary
J. R. Paskell, Box 416 Collector
Ed. Kendrick, Box 416 Receiver
J. W. Deaciel, Box 416 Magazine Agent

149. JUST IN TIME; New York, N. Y.

Meets at 110 East 125th St., 2d and 4th Saturdays at 8 P. M.
James F. Hough, 1424 Ave. A. Master
P. A. Donahue, 311 W 55th St. Secretary
Robert T. Roscoe, 1858 3d Ave Collector
P. A. Donahue, 311 W 55th St. Receiver
Charles Johnson, 318 E 120th St. Magazine Agent

150. S. M. STEVENS; Marquette, Mich.

Meets in Mack's Hall, cor. Washington and 8d Sts., 2d and 4th Sundays at 2 P. M.
Arthur C. Bishop, 146 Main St. Master
Fred. Fletcher, 212 Garden St. Secretary
John Munroe Collector
Wm. D. Reany, 416 W Washington St. Receiver
Wm. J. Turner Magazine Agent

151. MAPLE LEAF; Hamilton, Ontario.

Meets 1st and 3d Sundays at 2:30 P. M.
Alexander McGilvery, N. & N. W. Shops Master
J. E. Painter, 135 John St. N. Secretary
William F. Baines, 118 Queen St., N. Collector
Robert Martin, 15 Mayill St. Receiver
William Broughton, 14 Inchbury St., S. Magazine Agent

152. NORTH POLE; West Bay City, Mich.

Meets in Odd Fellows' Hall, 1st and 3d Sundays.
Patrick J. Roach, Box 845 Master
Frank E. Ayers, Box 104 Secretary
Frank Potter, Box 762 Collector
John Hatchard, Box 377 Receiver
Frank E. Ayers, Box 104 Magazine Agent

153. H. C. LORD; Fort Scott, Kansas.

Meets in I. O. O. F. Hall, Market St., between Wall and 1st Sts.
H. L. Wright, 11 S Barbee St. Master
J. M. Parmley, 618 Wall St. Secretary
J. M. Parmley, 618 Wall St. Collector
C. T. Helman, 114 N Broadway Receiver
J. M. Parmley, 618 Wall St. Magazine Agent

154. McKEEN; Ottawa, Kansas.

Meets in K. of P. Hall, on 2d and 4th Sundays 2 P. M.
Chas. C. Northway, 916 N Oak St. Master
E. Eshnaur, 629 N Poplar St. Secretary
J. E. Flint, 128 N Cedar St. Collector
M. A. Lea, 903 N Hickory St. Receiver
James M. Jones, Chanute, Kan. Magazine Agent

155. J. F. BINGHAM; New York, N. Y.

Meets in Schrader's Hall, 147 W 32d St., 1st Saturday at 8 P. M., and 3d Sunday at 10 A. M.
Ed. S. Wetherbee, 417 W 48th St. Master
William J. Campbell, 2362 8th Ave. Secretary
William J. Campbell, 2362 8th Ave. Collector
S. Baines, 824 Quincy St., Brooklyn Receiver
William P. Green, Dutchkill P. O., Long Island City, N. Y. Magazine Agent

156. NECHES; Palestine, Texas.

Meets in Engineers' Hall every Saturday night.
L. T. Branham, Box 256 Master
O. A. Stetzel, Box 256 Secretary
T. C. Imrie, Box 256 Collector
R. F. Wright, Box 256 Receiver
J. C. Potter Box 256 Magazine Agent

157. ECHO; Peru, Ind.

Meets in Echo Hall 1st and 3d Sundays at 2 P. M., and 2d and 4th Tuesdays at 7 P. M.
B. E. Flaherty Master
H. P. Matthews, L Box 201 Secretary
H. P. Matthews, L Box 201 Collector
B. E. Flaherty Receiver
G. H. Smith Magazine Agent

158. STANDARD; Detroit, Mich.

Meets at No. 47 Monroe Ave., up stairs, 2d and 4th Sundays at 1:30 P. M.
Alban Doane, W Detroit St. Master
A. Edmiston, 298 Riopelle St. Secretary
Louis Groscaup, 251 Labrosse St. Collector
Ed. Heidenrich, 124 Hastings St. Receiver
Peter Sewell, 109 Orleans St. Magazine Agent

159. W. H. THOMAS; Nashville, Tenn.

Meets in Simmons' Hall, cor. Summer and Union Sts., every Monday at 9 A. M.
Ed. G. Junk, cor. Chestnut and Market Sts., South Nashville Master
D. J. Singleton, 471 Humphrey St. Secretary
J. H. Ballentine, N. C. & St. L. Round House Collector
J. L. Enoch, 17 N 2d St E Nashville Receiver
W. D. Bledsoe, 11 Joseph Ave. Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.

Meets in A. O. U. W. Hall, 3d and Main Sts., 2d and 4th Sundays at 2 P. M.
 Frank W. Hunter, 1044 Main St. Master
 E. A. McGriff, 17 Chandler Ave. Secretary
 Edgar G. Hitch, 931 Canal St. Collector
 John K. Taylor, 100 Lincoln Ave. Receiver
 John Z. Fairchild, 516 Upper 11th St.,
 Magazine Agent

161. HERALD; Burlington, Iowa.

Meets in Knights of Pythias Hall every other Sunday at 2 P. M.
 J. A. Richards, 417 S 8th St. Master
 S. A. Eads, 515 Market St. Secretary
 S. J. Eccles, 906 Angular St. Collector
 J. D. Hawksworth, 208 Madison St. Receiver
 W. A. Flannery, 1212 N 8th St. Magazine Agent

162. PROSPECT; Elkhart, Ind.

Meets in B. of L. F. Hall, 505 Main St., every Tuesday night 7:30, and 1st Sunday at 2 P. M.
 D. F. Wagner, 208 4th St. Master
 W. W. Howard, 1200 S Main St. Secretary
 D. F. Wagner, 208 4th St. Collector
 William J. Hunt, 104 Prairie St. Receiver
 Charles White, 1008 S Main St. Magazine Agent

163. ETNA; Pine Bluff, Ark.

Meets in Masonic Hall, every Friday at 7 P. M.
 Charles McWilson, Box 56 Master
 D. B. Rathfon, Box 56 Secretary
 H. Peelle, Box 56 Collector
 D. B. Rathfon, Box 56 Receiver
 J. Flaherty Magazine Agent

164. EEL RIVER; Butler, Ind.

Meets Tuesday evenings in I. O. O. F. Hall, on Broadway.
 R. H. Mosshammer, 19 20th St., Detroit, Mich. Master
 C. E. Blair Secretary
 R. H. Mosshammer, 19 20th St., Detroit, Mich. Collector
 John J. Derek, Box 202 Receiver
 Ed. Eldridge Magazine Agent

165. ROBERT ANDREWS; Andrews, Ind.

Meets in Firemen's Hall every Monday at 7 P. M.
 J. E. Brombaugh Master
 James Van Riper Secretary
 George B. Richardson Collector
 Albert I. Routh Receiver
 J. N. Wright Magazine Agent

166. WM. HUGO; Huntington, Ind.

Meets in Engineer's Hall, 1st and 3d Wednesdays and 2d and 4th Tuesday at 7 P. M.
 Jacob A. Hoover Master
 James W. VanEman, Box 488 Secretary
 John S. Dolan, Box 915 Collector
 C. E. Wallace, L Box 933 Receiver
 A. W. Beaver, Box 529 Magazine Agent

167. MOUNT HOOD; The Dalles, Oregon.

Meets in K. of P. Hall, 1st and 3d Wednesdays at 2 P. M., and 2d and 4th at 7 P. M.
 John Anderson Master
 N. B. Whyers Secretary
 H. P. Smith, L Box 347 Collector
 James W. Ashton Receiver
 H. P. Smith, L Box 347 Magazine Agent

168. GUARD RAIL; North La Crosse, Wis.

Meets in B. of L. F. Hall, 129 Rose St., 1st and 3d Sundays at 2 P. M., and 2d and 4th Mondays at 7:30 P. M.
 J. Moriarity, Portage, Wis. Master
 Frank Krouse, Box 206, Portage, Wis. Secretary
 George Brewer, 403 cor. Avon and Gould St., LaCrosse, Wis. Collector
 Frank Krouse, Box 206, Portage, Wis. Receiver
 Frank Krouse, Box 206, Portage, Wis. Magazine Agent

169. H. G. BROOKS; Hornellsville, N. Y.

Meets in Washington Hall, Broad St., every Monday at 7:30 P. M.
 W. E. Smith, 22 Taylor St. Master
 C. F. Stone, 6 South Division St. Secretary
 H. H. Sweet, 26 Erie Ave. Collector
 A. H. Spencer, 18 Elm St. Receiver
 C. S. Graham, 37 S Division St. Magazine Agent

170. PRAIRIE; Huron, Dakota.

Meets in Odd Fellows' Hall on 2d and 4th Sundays at 3 P. M.
 George E. White, 357 E 3d St. Master
 Frank Booth, Room 1, Houghton blk. Secretary
 John J. Conley, Box 899 Collector
 John Mills, 651 Beach St. Receiver
 William A. Brown Magazine Agent

171. SUNBEAM; Truro, Nova Scotia.

Meets in Caledonia Hall 2d Saturdays and 4th Thursdays.
 F. W. White, Box 606 Master
 D. W. Duncan, Box 167 Secretary
 Frederick Geddes, Box 167 Collector
 T. W. Hennessy, Box 167 Receiver
 R. A. Sutherland, Box 173 Magazine Agent

172. F. G. LAWRENCE; Ottawa, Ontario.

Meets alternate Sundays in Manchester Hall, cor. Sparks and Wellington Sts.
 Horatio Hymers, Rochesterville, Ont. Master
 J. G. Armstrong, Richmond Lodge Secretary
 F. W. Morrison, C. P. R. Shops Collector
 Hugh Handyside, Hintonbury, via Ottawa, Ont. Receiver
 Mills Foster, 544 Wellington St. Magazine Agent

173. PACIFIC; Winslow, Arizona.

Meets in B. of L. F. Hall, every Sunday at 7:30 P. M.
 Simeon Frost Master
 Isaac C. Heustis Secretary
 John C. Bull, Williams, Ariz. Collector
 C. F. Evans, Albuquerque, New Mex. Receiver
 Elmer E. Ward, Albuquerque, New Mex. Magazine Agent

174. HARRISBURG; Harrisburg, Pa.

Meets cor. 3d and Cumberland Sts., over Merchant's Bank, 2d and 4th Sundays at 1 P. M.
 H. S. Gingrich, 1413 Wallace St. Master
 H. O. Motter, 1720 N Third St. Secretary
 H. J. Roberts, 503 Riley St. Collector
 William Blessing, 422 Riley St. Receiver
 H. S. Gingrich, 1413 Wallace St. Magazine Agent

175. TAYLOR; Newark, Ohio.

Meets in O. R. C. Hall at 12½ N 2d St., every Wednesday at 7 P. M.
 A. A. Hickerson, 283 E. Main St. Master
 James Kelsey, 348 E. Main St. Secretary
 John Callahan, 118 Valandingham St. Collector
 Lorin C. Hogue, 58 N Arch St. Receiver
 C. D. Tomlinson Magazine Agent

176. MAIN LINE; Clinton, Ill.

Meets in Warner's Hall, 1st and 3d Wednesday evenings.
 G. C. Turley, Box 61 Master
 W. F. Gorman, Box 295 Secretary
 W. F. Gorman, Box 295 Collector
 C. H. Porter, Box 41 Receiver
 C. H. Porter, Box 41 Magazine Agent

177. SUNSET; Marshall, Texas.

Meets in Firemen's Hall, every Thursday at 7:30 P. M.
 T. P. Davis Master
 H. M. Worthington, Box 184 Secretary
 William Kane Collector
 T. P. Davis Receiver
 H. M. Worthington, Box 184 Magazine Agent

178. SALT LAKE; Salt Lake City, Utah.

Meets in Emporium Hall Tuesdays, at 8 P. M.
 Leonard W. Kessler, 223 N 3d St. W. Master
 E. W. Foote, 466 W 3d South St. Secretary
 Richard Mace, D. & R. G. Shops Collector
 W. C. Wightman, 50 N 3d St. W. Receiver
 J. F. Keim, D. & R. G. Round House,
 Magazine Agent

179. BEE-HIVE; Lincoln, Neb.

Meets in K. of P. Hall, 2d and 4th Sundays.
 J. W. Barber, 901 N 15th St. Master
 J. K. Robinson, 718 H St. Secretary
 J. W. Barber, 901 N 15th St. Collector
 J. K. Robinson 718 H St. Receiver
 E. L. Fuller, Box 682 Magazine Agent

180. THREE STATES; Cairo, Ill.

Meets cor. 12th St. and Washington Ave., 2d and 4th Sundays.
 M. J. Kiley, 714 Cedar St. Master
 Robert Stevenson, 438 8th St. Secretary
 David Meehan, I. C. R. R. Shops Collector
 M. J. Kiley, 714 Cedar St. Receiver
 Robert Stevenson, 438 8th St. Magazine Agent

181. WELLINGTON; Palmerston, Ontario.

Meets in Odd Fellows' Hall, 1st and 3d Sundays at 2 P. M.
 Wilson Munro Master
 James Combs Secretary
 Alexander Dunbar Collector
 James Nicholson Receiver
 Alexander Dunbar Magazine Agent

182. GOOD INTENT; Erie, Pa.

Meets in Firemen's Hall, Zuck's Block, 1st and 3d Tuesdays.
 H. E. Hilliker, Miles' Grove Master
 A. H. Gifford, 1815 Myrtle St. Secretary
 A. H. Gifford, 1815 Myrtle St. Collector
 William Fitzmorris, 63 W 18th St. Receiver
 Charles Fitzmorris, 63 W 18th St. Magazine Agent

183. LAKE SHORE; Collinwood, Ohio.

Meets in Engineers' Hall alternate Thursdays at 7 P. M., and alternate Tuesdays at 1:30 P. M.
 W. R. Gaines, Box 152 Master
 F. R. Rosekrans, Box 108 Secretary
 T. Wade, 49 Maplewood Ave Collector
 H. I. Miller, 133 W 13th St. Receiver
 James H. Mason, 75 Artesian Ave, Magazine Agent

184. LIMA; Lima, Ohio.

Meets every Sunday at 1:30 P. M., in Irish Block.
 E. L. Melhorn Master
 M. R. Lacy Secretary
 Joseph Bowsher, 496 S Tanner St. Collector
 John E. Myers, 630 S Main St. Receiver
 S. H. Hartsing, 601 N Union St. Magazine Agent

185. FIDELITY; Delphos, Ohio.

Meets in Beyer's Hall every Sunday at 2 P. M.
 W. S. Miller, Box 311 Master
 Arthur T. Hogarth, Box 153 Secretary
 J. B. Grove, Box 143 Collector
 F. A. Drolett, Box 153 Receiver
 J. B. Grove, Box 143 Magazine Agent

186. CHAMBERLIN; Chicago, Ill.

Meets in Walther's Hall, 3934 State St., 1st and 3d Sundays of each month.
 J. E. Callaghan, 2538 Butterfield St. Master
 Jas. Manning, S. W. cor. School St. and Dunkin Park, Town of Lake Secretary
 Geo. M. Blackburn, S. W. cor. School St. and Dunkin Park, Town of Lake Collector
 Frank Lamb, 4085 Butterfield St. Receiver
 F. J. Northrup, 1522 Wabash Ave.,
 Magazine Agent

187. LITTLE GIANT; Charleston, Ill.

Meets in Firemen's Hall, 1st and 3d Sundays at 2:30 P. M.
 Harry Douglass, Box 142 Master
 Charles V. Wilson Secretary
 Frederick L. Patton Collector
 John F. McDougle Receiver
 Morgan Callahan Magazine Agent

188. S. S. MERRILL; Chicago, Ill.

Meets cor. Western Ave. and Indiana St., 1st and 3d Sundays at 2 P. M.
 James Taylor, 10½ Artesian Ave Master
 Wm. O. Cleveland, 100 Washtenaw Ave., Secretary
 Chas. Benjamin, 49 Maplewood Ave Collector
 George Ford, 919 a Fulton St. Receiver
 Jas. H. Mason, 75 Artesian ave Magazine Agent

189. BALDWIN; Ft. Howard, Wis.

Meets in Narris' Block, Green Bay, Wis., 2d and 4th Sundays.
 H. L. Nichols Master
 D. E. Hogan, Box 87 Secretary
 Jay Parkinson, Box 373, Green Bay, Wis., Collector
 Martin Sheehy Receiver
 George Shequin Magazine Agent

190. FERGUSON; Mitchell, Dakota.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M.
 Emmet Wentworth, Box 102, Sanborn, Ia., Master
 Albert D. Perry Secretary
 William Phillips, Box 781 Collector
 Oscar W. Merwin, Sanborn, Iowa Receiver
 Edward Smith, Sanborn, Iowa Magazine Agent

191. CUSTER; Livingston, Montana.

Meets in Thompson's Hall every Wednesday at 7:30 P. M.
 T. H. Wade Master
 George N. Martin, L Box 16 Secretary
 C. E. Huffman Collector
 Hannibal Mayhew, Box 162, Billings Receiver
 J. Martin, L Box 16 Magazine Agent

192. MT. TACOMA; Tacoma, Washington Ter.

Meets 2d and 4th Sundays of each month.
 Sam. R. Thomas, 321 26th and E. D. St. Master
 John Cartwright, Box 223 Secretary
 Frank S. Stephens, 1201 A. Ave Collector
 Phillip Green, 1526 R. R. St. Receiver
 William F. Lawton, 1702 Jefferson St. Magazine Agent

193. J. B. MAYNARD; East Portland, Oregon.

Meets in Ross's Hall, 2d and 4th Sundays.
 J. R. Clark Master
 H. W. Hall, Box 287 Secretary
 D. J. Byrne, Box 287 Collector
 H. W. Hall, Box 287 Receiver
 Wm. A. Ransom, Box 287 Magazine Agent

194. BONANZA; Missoula, Montana.

Meets in I. O. O. F. Hall 1st and 3d Thursdays.
 E. L. Hollister, Box 124 Master
 Charles S. Cranston, Box 107 Secretary
 W. F. Coppenhaver, 1537 Rose Ave. Collector
 Charles S. Cranston, Box 107 Receiver
 Samuel Gardner Magazine Agent

195. RE-ECHO; Montpelier, Idaho.

Meets in Montpelier Hall, Fridays at 7:30 P. M.
 Michael Malone Master
 Peter Layng Secretary
 James Duffy Collector
 Martin King, Glenns Ferry Receiver
 Magazine Agent

196. CLOUD CITY; Leadville, Colo.

Meets in B. of L. F. Hall, 125 E 6th St., every Friday at 8 P. M.
 H. A. Huddleston, Box 330 Master
 J. C. Hale, Box 330 Secretary
 Daniel Glvens Collector
 Jacob Switzer, Box 330 Receiver
 Harry C. Newell, 214 E 10th St. Magazine Agent

197. RIVERSIDE; Savanna, Ill.

Meets 1st and 3d Sunday of each month.
 Clarence Latham, Box 446 Master
 Ira M. Hurlless, Box 79 Secretary
 Ira M. Hurlless, Box 79 Collector
 William K. Lord, Box 147 Receiver
 F. L. Collier, Sabula, Iowa Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.

Meets 1st and 3d Sundays.
 V. C. Fitzsimmons, 35 Newton St. Master
 H. P. Bayley, 152 Whittlesey Ave. Secretary
 James Burns, 44 State St. Collector
 W. Y. Dennis, 37 W Seminary St. Receiver
 H. G. Ferris, 37 Newton St. Magazine Agent

199. MAHONING; Youngstown, Ohio.

Meets every other Sunday evening in Union Veterans Hall, Federal St.
 D. Heinselman Master
 W. B. Wiseman, Oak St. Secretary
 W. B. Wiseman, Oak St. Collector
 H. W. Clark, McGuffey St. Receiver
 Wm. Jas. Reese, 7 First St. Magazine Agent

200. GREAT SOUTHERN; Meridian, Miss.

Meets in B. of L. E. Hall every Monday evening at 7:30.
 David McBee, N. O. & N. E. Shops Master
 L. E. Evans, N. O. & N. E. Shops Secretary
 James M. Adams, 3319 -- 5th St. Collector
 John P. Young, N. O. & N. E. Shops Receiver
 Charles R. Lewis, 650 Rampart St., New Orleans, La Magazine Agent

201. FRIENDLY HAND; Jackson, Tenn.

Meets every in K. of P. Hall Saturday at 7 P. M.,
 J. D. Bledsoe Master
 James Gaffney Secretary
 Robert McKinley Collector
 J. L. Jones Receiver
 J. L. Jones Magazine Agent

202. SCIOTO; Chillicothe, Ohio.

Meets in Clough's Hall, 1st Sunday at 2:30 P. M., and 3d Monday at 7 P. M.
 Sehon B. Cook, 338 E 2d St. Master
 Lewis Gettle, Jr., 86 N Sugar St. Secretary
 Albert Maunsel, 364 2d St. Collector
 Frank Willis, 345 E 5th St. Receiver
 C. W. Sanders, Box 1231 Magazine Agent

203. GARFIELD; Garrett, Ind.

Meets every Friday at 7:30 P. M.
 M. W. Smith, Box 169 Master
 J. W. Stoner Secretary
 I. M. Whiteman Collector
 Valentine Moughlor, Box 27 Receiver
 H. Wohlford Magazine Agent

204. COTTON BELT; Jonesboro, Ark.

Meets in Stacy Hall, every Wednesday at 7:30 P. M.
 Geo. B. Youch, L. D. R. Master
 L. D. Roberts, L Box 165 Secretary
 William E. Dixon Collector
 L. D. Roberts, L Box 165 Receiver
 J. H. Lambert, Box 100 Magazine Agent

205. FLOWER OF THE WEST; Topeka, Kansas.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.
 E. H. Powell, 400 Chandler St. Master
 John F. Mills, 201 Monroe St. Secretary
 John K. Mullin, 12 1/2 Adams St. Collector
 W. H. Jones, 135 Adams St. Receiver
 George Tittley, 206 Kline St. Magazine Agent

206. FORT PICKERING; Memphis, Tenn.

Meets in Miller's Hall, Cor. 5th and Jackson Sts., 1st, 2d and 4th Saturday nights of each month
 D. L. Forsyth Master
 Martin Glancy, 588 Main St. Secretary
 Martin Glancy, 588 Main St. Collector
 Daniel S. Ramsey, 138 Union St. Receiver
 John D. Franklin, 159 Tennessee St., Magazine Agent

207. LOYAL; Meadville, Pa.

Meets in Arcanum Hall, 1st and 3d Thursdays and 2nd and 4th Wednesdays.
 C. W. Brown, 99 Poplar St. Master
 F. H. Nichols, 1025 Water St. Secretary
 Thomas Newberry, 35 E Center St. Collector
 George A. Oster, 1025 Water St. Receiver
 H. J. Prenatt, 783 Garden St. Magazine Agent

208. KEYSTONE; Susquehanna, Pa.

Meets in C. M. B. A. Hall alternate Tuesday and Saturday evenings.
 John Hill Master
 J. J. Lannan, Box 131 Secretary
 J. J. Buckley Collector
 W. P. Emery, Box 877 Receiver
 C. A. Allen Magazine Agent

209. SARATOGA; Whitehall, N. Y.

Meets in Engineers' Hall, Breet's Building, alternate Sundays
 W. J. Herbage, Box 188 Master
 John McCarthy Secretary
 Henry W. Collins, Box 274 Collector
 W. R. Combs Receiver
 Mike Bradshaw Magazine Agent

210. 18-K; Schenectady, N. Y.

Meets in McCamus Hall every other Thursday.
 Charles W. Vedder, Box 497 Master
 John W. Vrooman, Box 497 Secretary
 John W. Vrooman, Box 497 Collector
 J. E. VanVranken, Box 497 Receiver
 John W. Vrooman, Box 497 Magazine Agent

211. ONOKO; South Easton, Pa.

Meets in Bragg's Hall, 1st and 3d Sundays at 7 P. M.
 Charles Long, 716 Main St. Master
 C. L. McKee, 200 S 5th St., Easton Secretary
 James R. Morris, 711 Wilkesbarre St. Collector
 A. J. Mickley, 725 Berwick St. Receiver
 E. A. Seek, 823 Berwick St. Magazine Agent

212. EMPIRE; Watertown, N. Y.

Meets in Good Templars' Hall, 2d and 4th Sundays.
 T. H. Lynch, 101 Factory St. Master
 H. A. French, 31 Center St. Secretary
 H. A. French, 31 Center St. Collector
 George B. Walker, 19 Orchard St. Receiver
 Clarence Dixon, 25 Meadow St. Magazine Agent

213. WEST SHORE; Frankfort, N. Y.

Meets in Joslin Block, alternate Sundays
 D. P. Gillen, 80 Lode St., Syracuse Master
 Ed. Davis, 3 Henderson St., Syracuse Secretary
 D. P. Gillen, 80 Lode St., Syracuse Collector
 Boeman Flansburg, Coeyman's Junction Receiver
 D. P. Gillen, Canajoharie Magazine Agent

214. ORIOLE; Baltimore, Md.

Meets in Lehman's Hall, 861 Garden St., 2d and 4th Sundays.
 Albert F. Gibbons, 415 5th St. Master
 J. W. Akehurst, 42d Federal St. Secretary
 F. B. Hall, 308 E Lanvale St. Collector
 John N. Jones, 1100 Barclay St. Receiver
 F. Gibbons, 1336 Wirt St. Magazine Agent

215. EAST ALBANY; East Albany, N. Y.

Meets in Vaughn's Hall, 2d and 4th Sundays at 12:30 P. M.
 W. R. Taber, 222 4th St. Master
 J. W. Reel, 92 2d St. Secretary
 C. P. Lowell, 355 Broadway Collector
 F. P. Brooksbay, 80 Washington St., Greenbush Receiver
 W. A. Buckbee, 65 Third St. Magazine Agent

216. W. A. FOSTER; Fitchburg, Mass.

Meets in Grand Army Hall, 2d and 4th Sundays of each month at 11:30 A. M.
 George W. Alden, 30 Crescent St. Master
 Thomas Lamber, 31 Nashua St. Secretary
 W. H. Cone Collector
 George W. Alden, 30 Crescent St. Receiver
 Elmer E. Huff, Box 81, Williams-town Magazine Agent

217. HEADLIGHT; Brazil, Ind.

Meets in K. P. Hall, 2d and 4th Sunday afternoons.
 Elmer P. Collins Master
 Frank Fox Secretary
 Geo. L. Cook Collector
 W. S. Cook Receiver
 William H. Johnson Magazine Agent

- 218. PIKES PEAK; Colorado City, Colo.**
Meets every Sunday at 12:30 P. M.
Richard Griffiths Master
E. R. Hall Secretary
Amos Allen Collector
Clayton Colvin, Box 60 Receiver
William Walker Magazine Agent
- 219. SMOKY CITY; Allegheny, Pa.**
Meets in Engineers' Hall, cor. Bidwell and Penn
sylvania Aves. every Monday at 2:30 P. M.
D. W. Triem, 171 Sheffield St Master
W. A. Walker, Jr., 315 Allegheny Ave. Secretary
Samuel Overlander, 258 Allegheny Ave. Collector
H. B. Shaffer, 237 Franklin St Receiver
John T. Sweeney, 227 Washing-
ton Ave Magazine Agent
- 220. PROVIDENT; Sunbury, Pa.**
Meets in Masonic Hall, 3d St. 1st and 3d Sundays.
Joseph S. Bowen, Box 212 Master
J. E. Bowen, Box 212 Secretary
H. W. Shoffstall, Box 212 Collector
C. C. Bowen, Box 212 Receiver
Charles F. Kline, Box 212 Magazine Agent
- 221. HURON; Point Edward, Ontario.**
Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at
8 P. M.
T. Elliott Master
Ed. Everett, Box A Secretary
J. McMillan Collector
William K. Forbes Receiver
D. Morrison Magazine Agent
- 222. WEBSTER; Fort Dodge, Iowa.**
Meets in G. A. R. Hall, Child's Block. 1st and 3d
Sundays at 2 P. M.
Charles E. Taff Master
O. G. Anderson, Box 49 Secretary
Charles E. Taff Collector
O. G. Anderson, Box 49 Receiver
Joseph Kelly Magazine Agent
- 223. ASHLAND; Lexington, Ky.**
Meets in I. O. O. F. Hall 1st and 3d Thursdays.
Thomas J. Kane, 299 E Main St Master
Frank Brandt, 227 E Main St Secretary
S. W. Malick, 199 E Main St Collector
Frank Brandt, 227 E Main St Receiver
S. W. Malick, 199 E Main St Magazine Agent
- 224. T. C. BOORN; St. Cloud, Minn.**
Meets in Odd Fellow's Hall 2d and 4th Sundays
at 3 P. M.
Abe Vogel, L Box 944 Master
J. A. Dickinson, L Box 1128 Secretary
John Mournan Collector
Abe Vogel, L Box 944 Receiver
Marcellus Hill, Box 527 Magazine Agent
- 225. SUPERIOR; Fort William West, Ontario.**
Meets in Smith's Hall every Monday night.
Harry Poole Master
Burton Wheatley Secretary
Isaac Maxwell Collector
William Blannerhassett Receiver
Burton Wheatley Magazine Agent
- 226. MAGNOLIA; Corsicana, Texas.**
Meets 2d and 4th Wednesdays. 2d at 1 P. M. and
4th at 7 P. M.
J. H. Dunkin, 1,017 E Sixth Ave Master
W. M. Nicol, L Box 230 Secretary
J. Barry Collector
W. M. Nicol, L Box 230 Receiver
W. L. Blount, 1,6 W 4th Ave Magazine Agent
- 227. MAGNET; Binghamton, N. Y.**
Meets in Stevens' Hall, North Chenango St. 1st
Wednesday and 4th Saturday at 7:30 P. M.
William A. Wrigley, 23 Doubleday St Master
T. W. Campion, 42 Robinson St Secretary
William A. Wrigley, 23 Doubleday St Collector
Theodore Haskins, 3 Birdsall St Receiver
G. B. Warner, 80 Lewis St Magazine Agent
- 228. ACME; Scranton, Pa.**
Meets in G. A. R. Hall, No. 332 Lackawana Ave.,
1st and 3d Sundays at 2 P. M.
Albert J. Thomas, 317 S Hyde Park Ave.,
Hyde Park Master
J. G. Burnett, 405 N Main St., West
Scranton Secretary
C. S. Depeux, 1014 Price St., Hyde Park Collector
Ed. H. Heldin, 1239 Academy St., Hyde
Park Receiver
Wm. Frothingham, 342 Franklin
Ave Magazine Agent
- 229. RICKARD; Utica, N. Y.**
Meets in Post Bacon Hall 2d and 4th Sundays at
2 P. M.
William A. Keene, 145 Blecker St Master
J. G. Agans, Box 383 Canastota, N. Y. Secretary
John A. Weigand, 32 Hubble St Collector
Alonzo E. Pease, 42 Mohawk St Receiver
J. G. Agans, Box 383, Canastota,
N. Y. Magazine Agent
- 230. ALBANY CITY; Albany, N. Y.**
Meets at 206 Washington Ave., 1st, 3d and 5th
Mondays each month, at 7:30 P. M.
William H. Bagley, 687 Clinton Ave Master
Courtland Maher, 95 West St Secretary
E. F. Markhart, 30 Lexington Ave Collector
George M. Jeffers, 36 Ontario St Receiver
L. C. Montague, 15 Hunter Ave, Magazine Agent
- 231. DELAWARE; Wilmington, Delaware.**
Meets corner 3d and King Sts. 1st and 3d Sundays
at 2:30 P. M.
F. D. Mount, 117 King St Master
G. H. Larimore, 405 Lombard St Secretary
L. L. Sargent, 618 W 4th St Collector
E. M. Sargent, 618 W 4th St Receiver
Jacob Z. Orr, 300 E 2d St Magazine Agent
- 232. LUCKY THOUGHT; Middletown, N. Y.**
Meets in K. of H. Hall 2d and 4th Sundays of
each month, at 1 P. M.
D. H. Smith, Box 1431 Master
Tim Farrell, 19 West St Secretary
H. B. Weeden, 231 North St Collector
Sherman Gildersleve, Box 1431 Receiver
James T. Hare Magazine Agent
- 233. GLAD TIDINGS; Moncton, New Brunswick.**
Meets in Victoria Hall 1st Saturday evening and
3d Sunday afternoon.
George W. Speer Master
Thomas McL. Rippey, Box 83 Secretary
William H. Gay Collector
Alfred Wood Receiver
John Stewart, Jr. Magazine Agent
- 234. NORTH BAY; North Bay, Ontario.**
Meets in B. of L. F. Hall, every Tuesday
John Mitchell Master
Adam Beattie Secretary
James Devine Collector
John Clemenson Receiver
Adolphus Christink Magazine Agent
- 235. THREE BROTHERS; Pittsburg, Pa.**
Meets at cor. 26th St. and Penn Ave., every Sun-
day, at 2 P. M.
James Griffith, Burnett P. O Master
Isaac Miller, 2512 Penn Ave Secretary
William J. Adams, Jones Ave., above
28th St Collector
Henry B. Duff, 68 26th St Receiver
Henry B. Duff, 68 2:th St Magazine Agent
- 236. HINTON; Hinton, West Virginia.**
Meets every Saturday at 7:30 P. M.
Charles E. Tyler Master
Thomas E. Cobbs Secretary
Thomas E. Cobbs Collector
William H. Hardy Receiver
John P. Steele Magazine Agent

227. CENTRAL PARK; Central Park, Ill.

Meets in Tilton Hall 1st and 3d Sundays,
 Benjamin Dean, Box 101 Master
 M. J. O. L. Kennedy, 549 W Ohio St.,
 Chicago Secretary
 Herbert L. Brink Collector
 Thaddeus Chew Receiver
 Horace Brink Magazine Agent

228. PLAIN CITY; Paducah, Ky.

Meets every Wednesday at 7:30 P. M.
 Ambrose E. Mercier, 1,412 Broadway,
 Louisville Master
 Jas A. Weeks, 1902 12th St., Louisville Secretary
 Ambrose E. Mercier, 1,412 Broadway,
 Louisville Collector
 Henry Kortz, 817 5th St. Receiver
 T. H. Long, 4th St., bet. Madison
 and Monroe Magazine Agent

229. BUCKEYE; Delaware, Ohio.

Meets in Reed & Powell's Hall 2d and 4th Sun-
 days at 1 P. M.
 Benjamin Dettleback, 381 E Central Ave. Master
 T. E. Maloney, 219 E Central Ave. Secretary
 John Hirsch, 216 E Central Ave. Collector
 F. S. Volk, 16 Hammond St. Receiver
 James J. Quinlan, Box 405 Magazine Agent

240. GILBERT; Jackson, Mich.

Meets every Monday at 7:30 P. M.
 Frank H. Lederer, 211 Elm Ave., N. Master
 William Barrett, 822 E Main St. Secretary
 M. A. Henry, 3 7 Quarry St. Collector
 D. Green, 211 Orange St. Receiver
 Edward J. Coy, 523 E Main St. Magazine Agent

241. MOUNTAIN CITY; Hazleton, Pa.

Meets in Liberty Hotel, Laurell Stt. 2d and 4th
 Sundays of each month, at 1:30 P. M.
 John Gleam, Box 300 Master
 George W. Dipple Secretary
 John McCall, Box 300 Collector
 Andrew Krapf, 260 N Church St. Receiver
 P. C. Hagerty Magazine Agent

242. LIBERTY; Elmira, N. Y.

Meets in G. A. R. Hall, 1st and 3d Sundays at 2
 P. M.
 W. J. Drake, 351 Central St. Master
 Harry Millins, 851 Magee St. Secretary
 W. B. Carpenter, 714 E Oak St. Collector
 Judson Hungerford, 1815 Lake St. Receiver
 Daniel Keefe, 360 W 5th St. Magazine Agent

243. J. H. SELBY; Texarkana, Texas.

Meets 1st and 3d Friday evenings over National
 Bank, State line.
 E. H. Christman, L Box 124, Texarkana,
 Ark Master
 Louis Smith, Texarkana, Ark Secretary
 W. S. Allison, Texarkana, Ark Collector
 E. H. Christman, L Box 124, Texarkana,
 Ark Receiver
 W. F. Rowe, Box 210, Texar-
 kana, Ark Magazine Agent

244. T. P. O'BROURKE; Chicago, Ill.

Meets at cor. 14th and Jefferson Sts. 1st Thursday
 at 8 P. M., and 3d Sunday 2:30 P. M.,
 E. Atkins, 180 Maxwell St. Master
 Charles Naylor, 5520 Wentworth Ave. Secretary
 E. Atkins, 80 Maxwell St. Collector
 Louis Zunkle, 109 Johnson St. Receiver
 Elmer E. Crawford, 5,360 School
 St. Magazine Agent

245. GEORGIA; Savannah, Ga.

Meets every Thursday at 7:30 P. M., and 3d Sun-
 day at 2:30 P. M.
 George L. Kempf, Sims and Guerdar Sts. Master
 Adam Hutton, 371 Bull St. Secretary
 F. L. Kempf, Sims and Guerdar Sts. Collector
 Fleming Goolsby, 212½ Harris St. Receiver
 J. J. Gordon, 101½ Montgomery St
 Magazine Agent

246. MACON; Macon, Ga.

Meets in M. & W depot every Sunday.
 I. M. Poole Master
 A. J. Vining, 15 2d St. Secretary
 E. T. Adams, 718 Pine St. Collector
 G. F. Skinner, 816 Arch St. Receiver
 E. B. Shell, 1815 4th St. Magazine Agent

247. KENNESAW; Atlanta, Ga.

Meets in K. of P. Hall, every Sunday at 2 P. M.
 J. M. Baird, 94 Powers St. Master
 F. C. Adamson, 178 Luckie St. Secretary
 C. L. Bixby, care Atlanta Cotton Mill Collector
 Chas. W. Fisher, 108 E Simpson St. Receiver
 Ed. L. Milan, care W. & A. R. R. Magazine Agent

248. WESTERN RESERVE; Ashtabula, Ohio.

Meets in G. A. Hall, 1st and 3d Sundays at 1:30
 P. M.
 William Rose Master
 J. S. Brown, Box 704 Secretary
 Charles D. Weisell, Box 530 Collector
 A. T. Hill, Box 855 Receiver
 Frank Bolmer, Harbor Magazine Agent

249. CALUMET; South Chicago, Ill.

Meets in Engineers' Hall, South Chicago 2d Sun-
 day at 2:30 P. M., and 4th Sunday at 7:30 P. M.
 William Muldoon Master
 Alexander Melville Secretary
 Ernest Ingram Collector
 O. J. Austin, Judd, Cook County, Ill. Receiver
 Hugo Logan Magazine Agent

250. GOLDEN LINK; Wilkesbarre, Pa.

Meets in Senior Mechanic's Hall, 1st and 3d Sun-
 days of every month.
 E. A. Reiley, Ashley, Pa. Master
 R. H. Digory, Box 130, Kingston, Pa. Secretary
 G. P. Hanks, 5 Railroad St., S Wilkes-
 barre Collector
 Charles VanWhy, Ashley Pa. Receiver
 Elmer E. Butz, Ashley, Pa. Magazine Agent

251. LEHIGH Mauch Chunk, Pa.

Meet in Stahl's Hall, 1st and 3d Sundays.
 H. B. Fulton, East Mauch Chunk Master
 John McAllister, Box 275 Secretary
 Lafayette Wildonner, Box 275 Collector
 Charles Roberts, Box 275 Receiver
 Wm. H. Spencer Magazine Agent

252. COLUMBIA; Columbia, Pa.

Meets in Fendrich's Hall, 2d and 4th Sundays at
 1 P. M.
 William Coughaugh Master
 Lafayette Friday Secretary
 Joseph Dennison Collector
 Martin M. Hinkle Receiver
 H. A. Bennett, Box 531 Magazine Agent

253. TRENTON; Trenton, N. J.

Meets in Bayard Post, No. 8, G. A. R. Room, 24 E
 State St., 1st and 3d Sundays of each month.
 William C. Massey, 157 Passaic St. Master
 Robert Stackhouse, 697 Broad St. Secretary
 Thomas A. Decator, 47 Hart Ave. Collector
 Frank P. Parsons, 175 Brunswick Ave. Receiver
 Wm. C. Massey, 157 Passaic St. Magazine Agent

254. CLIMAX; Missouri Valley, Iowa.

Meets in Masonic Hall, 2d and 4th Sundays at 7:30
 P. M.
 W. T. Mahoney Master
 John T. Heatwoil Secretary
 H. F. Reineohl, Box 524 Collector
 P. J. Farrell Receiver
 L. T. Nelson, Box 230 Magazine Agent

255. NEIGHBOR; McCook, Neb.

Meets in Masonic Hall, 1st and 3d Wednesdays
 and 2d and 4th Saturdays.
 I. W. Jackson Master
 J. V. Dailey, Box 248 Secretary
 John Perry, Box 119 Collector
 G. A. Tolander, L Box 521 Receiver
 Frank McAdams, Box 216 Magazine Agent

256. HIGH LINE; Como, Colo.

Meets in McFarlin Hall, every Thursday at 7:30
 P. M.
 George W. McAleer, Box 47 Master
 M. D. Finn Secretary
 William Dunning Collector
 Alford L. Blanchard Receiver
 G. A. Milroy Magazine Agent

257. KIT CARSON; Raton, New Mexico.

Meets in Engineers' Hall, on 1st St., every Sunday at 2 P. M.
 John W. Cullen Master
 Alfred R. Cullen Secretary
 Charles Miller, Box 56 Collector
 James McPherson, Box 173 Receiver
 Charles Miller, Box 56 Magazine Agent

258. RENO; Nickerson, Kansas.

Meets in Odd Fellows' Hall every Thursday evening at 7:30.
 Frederick Shirk, Box 102 Master
 C. W. Arnold, L Box 29 Secretary
 William F. Smith Collector
 A. S. Ritenour Receiver
 Oliver Newland Magazine Agent

259. D. J. CHASE; Ashland, Wis.

Meets in Good Templars' Hall, cor. 2d and 4th Ave. W., 1st and 3d Sundays at 2 P. M.
 William Buckley, 409 Prentice Ave. Master
 N. J. Poulson, 321 8th Ave. W. Secretary
 Ferd Godfrey, Box 929 Collector
 William Buckley, 409 Prentice Ave. Receiver
 J. M. Rummel, 622 4th Ave. W. Magazine Agent

260. CALIFORNIA; Sacramento, Cal.

Meets in Red Men's Hall, Masonic Building, 6th and K Sts., 2d and 4th Tuesdays.
 E. Kunz, Box 107 Master
 G. E. Hanford, 1703 O St. Secretary
 Dan McIntyre, Box 107 Collector
 G. E. Hanford, 1730 O St. Receiver
 G. E. Hanford, 1730 O St. Magazine Agent

261. MAGDALENA; San Marcial, New Mexico.

Meets in Masonic Hall, 1st Sunday and 3d Tuesday.
 L. V. McLaughlin Master
 John J. McInnis Secretary
 W. G. Matthews, Box 52 Collector
 Frank Ewing Receiver
 Charles Martin Magazine Agent

262. QUEEN CITY; West Toronto Junct., Ont.

Meets in Carlton Hall 1st and 3d Thursdays at 8 P. M., and 2d and 4th Thursdays at 8 P. M.
 John Donaldson Master
 James Lewis Secretary
 William Hyndman, Box 61 Collector
 John Price Receiver
 T. R. Bain Magazine Agent

263. ALAMO; Taylor, Texas.

Meets in Alamo Hall every Thursday, 1st and 3d at 8 P. M., 2d and 4th at 8 P. M.
 John C. Askew Box 10 Master
 S. M. Bridgewater, L Box 10 Secretary
 Samuel D. Moore Collector
 W. S. Carter Receiver
 T. R. Bain Magazine Agent

264. J. K. GILBREATH; Butte City, Montana.

Meets in Cobban Hall, South Butte, Mont., every Thursday at 8 P. M.
 C. H. DeCamp, Box 190 South Butte Master
 George Cross, South Butte Secretary
 George Boomer, South Butte Collector
 J. S. Sweeney, South Butte Receiver
 Mac. Haskins, South Butte Magazine Agent

265. GRAND RIVER; Grand Rapids, Mich.

Meets in I. O. O. F. Hall, 1st and 3d Sunday at 2:30 P. M.
 E. E. Decker, 447 S Division St. Master
 George Schaufele Secretary
 H. E. Brown, 47 Cass St. Collector
 L. A. Ogden, 233 Center St. Receiver
 E. E. Decker, 447 S Division St. Magazine Agent

266. JOHN HICKEY; South Kaukauna, Wis.

Meets 1st and 3d Tuesdays at 7:30 P. M., and 2d and 4th Sundays at 1:30 P. M., in Duggan Hall.
 Matthew Nilan, L Box 31 Master
 William H. Buntin Secretary
 Martin O'Donnell Collector
 Wilbur A. Francis, L Box 31 Receiver
 R. B. Nichols, Box 120 Magazine Agent

267. ENDEAVOR; Algiers, La.

Meets in Castle Hall every Thursday at 7:30 P. M.
 M. H. Brown, 78 Webster Ave. Master
 A. G. Donely, 88½ Pacific Ave. Secretary
 A. H. Flynn, 93½ Alix St. Collector
 W. T. Douner, 115 Pacific Ave. Receiver
 A. H. Flynn, 93½ Alix St. Magazine Agent

268. CHICKAMAUGA; Chattanooga, Tenn.

Meets every Friday at 2 P. M.
 D. V. Cahill, 301, cor. McCreary and Hines St., Nashville, Tenn. Master
 D. V. Cahill, 301, cor. McCreary and Hines St., Nashville, Tenn. Secretary
 James Harrington, 310 Long St. Collector
 Timothy O'Leary, 1805 Patterson St., Nashville, Tenn. Receiver
 Magazine Agent

269. O. K.; Cincinnati, Ohio.

Meets in Eagle Hall, S. W. cor. 8th St., and Central Ave., 1st and 3d Sundays.
 J. S. Shehan, 1110 W 8th St. Master
 W. C. Conn, Hawthorne Ave., Price's Hill Secretary
 E. Hathorn, Loveland Collector
 George W. Snyder, 1006 W 8th St. Receiver
 Ed. Cullen, 27 Budd St. Magazine Agent

270. MINNEAPOLIS; Minneapolis, Minn.

Meets in A. O. U. W. Hall, 2006 Cedar Ave. South, 1st Sunday of each month at 2 P. M., and 3d Saturday at 7:30 P. M.
 Oliver Johnson, 821 11th Ave. S. Master
 C. D. Fultz, 2808 17th Ave. S. Secretary
 D. D. Campbell, 1415 25th St., S Minn. Collector
 George Cavanaugh, 2426 Fort Ave. Receiver
 Wm. Henderson, 2424 23th Ave S., Magazine Agent

271. BYRAM; Port Morris, N. J.

Meets at Wm. Weller's residence, 2d and 4th Sundays at 2 P. M.
 R. A. Trezise Master
 William Weller, Box 25 Secretary
 J. F. Schappell Collector
 William Weller, Box 25 Receiver
 M. T. Dickerman, Box 31 Magazine Agent

272. WILSON; Junction, N. J.

Meets in Wells' Hall, 1st and 3d Sundays.
 John S. Eveland Master
 John E. Dineen Secretary
 James P. Butler Collector
 John B. Everett Receiver
 John S. Eveland Magazine Agent

273. DENVER; Denver, Colo.

Meets every Monday night in P. O. S. of A. Hall, cor. 15th and Holladay Sts.
 C. H. Curtis, 458 Clark St. Master
 Edgar F. Ballow, 1272 S 9th St. Secretary
 C. S. Hull, 1018 S 9th St. Collector
 Samuel Fowler, Lindell Hotel Receiver
 Geo. Cordingly, 1120 S. 10th St. Magazine Agent

274. JACKSON; Clifton Forge, Va.

Meets in Odd Fellows' Hall, 2d and 4th Saturdays at 7:30 P. M.
 R. R. Johnson Master
 J. H. Housman Secretary
 R. B. Donovan Collector
 A. P. Wilt, Staunton, Va. Receiver
 James C. Eades Magazine Agent

275. LEE; Richmond, Va.

Meets in Thorn's Hall, cor. 17th and Main Sts., 1st and 3d Sundays at 1:30 P. M.
 William J. Bourke, C. & O. Round House, Master
 W. A. Demaine, C. & O. Round House. Secretary
 W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va. Collector
 William J. Burke, C. & O. Rnd House. Receiver
 W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va. Magazine Agent

276. REGINA; Vancouver, B. C.

Meets 1st Sunday and 3d Monday of each month.
 D. A. Morton Master
 Angus Morton Secretary
 Angus Morton Collector
 Frederick Clutterbuck Receiver
 Harry Andrews Magazine Agent

277. ALABAMA; Mobile, Ala.

Meets in B. of L. E. Hall, every Sunday at 1 P. M.
 O. E. Adams, L. & N. Shops Master
 T. W. Kerns, L. & N. Shops Secretary
 T. W. Kerns, L. & N. Shops Collector
 C. W. Bernard, L. & N. Shops Receiver
 R. E. Williams, M. & O. R. R., Okolona, Miss Magazine Agent

278. ANDERSON; Vicksburg, Miss.

Meets 1st and 3d Tuesdays at 2 P. M., and 2d and 4th Fridays at 7 P. M.
 H. V. Nevill, 1107 S Washington St Master
 W. E. Stiner, 1107 S Washington St Secretary
 D. P. Weaver, 1107 S Washington St Collector
 C. H. Prince, 1107 S Washington St Receiver
 E. R. Wright, 1107 S Washington St. Magazine Agent

279. METEOR; McComb City, Miss.

Meets in Odd Fellows' Hall, every other Sunday at 3 P. M.
 Samuel B. Devine Master
 Eddie C. Fordish Secretary
 Thomas A. Long Collector
 Isaac H. Martin Receiver
 George McIntyre Magazine Agent

280. OZARK; Thayer, Mo.

Meets alternate Sundays in Boyd's Hall.
 Charles McCarthy Master
 Chas. D. Crane Secretary
 James Kinney Collector
 Curtis D. Rice Receiver
 Mat Frith Magazine Agent

281. TUNNEL HILL; New Albany, Ind.

Meets in Hedden's Hall, 1st and 3d Sundays at 2 P. M.
 Walter Ashcroft, Box 75 Master
 Benjamin Goedecker, Box 75 Secretary
 John Kean, Box 75 Collector
 W. H. Stephens, Jr., Box 75 Receiver
 John S. Kean, Box 75 Magazine Agent

282. BUENSIDA; Mt. Carmel, Ill.

Meets in Lotta Hall, on 1st and 3d Sundays at 2:30 P. M.
 J. T. Worsham Master
 Calvin Minnear Secretary
 William Murphy Collector
 Calvin Minnear Receiver
 J. T. Worsham Magazine Agent

283. LACKAWANNA; Great Bend, Pa.

Meets in Red Men's Hall, 2d Sunday at 9:30 A. M., and 4th Sunday 3 P. M.
 F. J. May, Box 139, Halstead, Pa Master
 E. Edenger, Box 67 Secretary
 W. B. Trowbridge, Halstead, Pa Collector
 H. P. Trowbridge, Halstead, Pa Receiver
 S. H. Wells, Halstead, Pa Magazine Agent

284. ELM CITY; New Haven, Conn.

Meets in Elk's Hall, 852 Chapel St., 1st Saturday and 3d Sunday afternoon.
 Edward A. Ferrell, 159 Rosette St Master
 Eugene S. Alling, 123 Cedar St Secretary
 Gilbert O. Hall, Box 1124 Collector
 William A. Pyle, 40 Arthur St Receiver
 Charles A. Baldwin, 243 Greenwich Ave Magazine Agent

285. CHARTER OAK; Hartford, Conn.

Meets in Bliss Hall, cor. Pratt and Main Sts., 1st and 4th Sundays.
 Henry L. Stearns, 4 Wooster St Master
 Emery E. Bill, 27 Vine St Secretary
 A. M. Porter, East Hartford Collector
 Henry L. Stearns, 4 Wooster St Receiver
 Henry L. Stearns, 4 Wooster st Magazine Agent

286. SAGINAW VALLEY; East Saginaw, Mich.

Meets in B. of L. E. Hall, 2d and 4th Sundays at 2 P. M.
 John C. Kull, Meyers' Hotel, cor. Wash- ington and Astor Sts Master
 Adolphus Fixel, 1214 Miller St Secretary
 Robert Steiner, 224 N 4th St Collector
 Wesley Beck, 124 Sears St Receiver
 Will F. Carll, 609 north Washing- ton ave Magazine Agent

287. ALTOONA; Altoona, Pa.

Meets in Ott's Hall, 12th St., every Sunday at 2 P. M.
 F. A. Davis, 1903 Union Ave Master
 W. E. Burkert, 2008 10th Ave Secretary
 E. K. Gerhard, 1903 Union Ave Collector
 F. A. Davis, 1903 Union Ave Receiver
 O. S. Dixon, 510 7th Ave Magazine Agent

288. EMMET; Estherville, Iowa.

Meets in Masonic Hall, 1st Sunday and 3d Monday at 7:30 P. M.
 George Godden, Box 76 Master
 P. J. Sullivan, Box 48 Secretary
 A. L. Houltshouser, Box 5 Collector
 R. S. Robinson, Box 102 Receiver
 Frank Little, Box 62 Magazine Agent

289. GRAND ISLAND; Grand Island, Neb.

Meets in Odd Fellows' Hall, cor. 3d and Pine Sts., 2d and 4th Sundays at 2:30 P. M.
 John W. Allwine Master
 George Morgan, Box 575 Secretary
 William H. Anvan Collector
 William Edwards Receiver
 William Edwards Magazine Agent

290. MARION; Hannibal, Mo.

Meets in Emmet Hall, 2d and 4th Sundays at 7 P. M.
 William Edson Miles, 1'01 Church St Master
 John Kenna, 140 Market St Secretary
 J. T. Hart, 412 Washington St Collector
 William J. Kelly, 135 Riverside St Receiver
 L. R. Bieckel, 120 3d St., S Magazine Agent

291. ATLANTIC; Brooklyn, N. Y.

Meets in Pythian Hall, 2d Saturday evening and 4th Sunday morning.
 Thomas H. Smith, 707 Madison St Master
 William J. Riker, 46 Williams Ave Secretary
 Thomas J. Riker, 40 Williams Ave, 20th ward Collector
 Thomas H. Smith, 709 Madison St Receiver
 Ed. Locke, Sackman St. near Liberty Ave. Magazine Agent

292. LAFAYETTE; Philadelphia, Pa.

Meets in Hall, cor. Frankfort Road and Sargent St., 2d and 4th Sundays of each month at 2:30 P. M.
 J. J. Leahy, 2827 Fremont St Master
 John Holton, 1357 Warnock St Secretary
 J. J. Leahy, 2827 Fremont St Collector
 Lewis S. Faber, 808 Buttonwood St Receiver
 G. W. Nevill, 1541 Palmer St Magazine Agent

294. OHIO RIVER; Huntington, W. Va.

Meets in Engineers' Hall, cor 3d Ave. and 8th St., 1st Saturday and 3d Thursday at 7 P. M.
 James T. Looney, 199 E Main St., Lexing- ton, Ky Master
 Lee A. D. Tate Secretary
 E. L. Newcomb Collector
 James T. Looney, 199, E Main St., Lexing- ton, Ky Receiver
 E. A. T. Watkins, Box 282 Magazine Agent

295. U. S.; Davenport, Ia.

Meets 1st and 3d Sunday of each month.
 Martin L. Mitchell, 80, Swift St Master
 John J. Shehan, 522 Esplanade St Secretary
 John J. Shehan, 522 Esplanade St Collector
 Martin Gillin, 813 Swift St Receiver
 F. W. Duncan, 506 Brady St Magazine Agent

296. IRON RANGE; Duluth, Minn.

J. A. Daigleish, 1916 W Michigan St. . . . Master
 Robt. R. Thomas, 525 Garfield Ave. . . . Secretary
 Alfred Dahl, 2132 W 2d St. . . . Collector
 John G. Defond, 1812 W 2d St. . . . Receiver
 Alfred Dahl, 2132 W 2d St. . . . Magazine Agent

297. CLARK; Jeffersonville, Ind.

Meets in Beck's Hall, 2d and 4th Mondays.
 J. Wilson, Box 392 . . . Master
 C. E. Buehler . . . Secretary
 W. J. Hannan, cor. 27th St. and Gifford
 Ave., Louisville, Ky . . . Collector
 B. M. Bennett . . . Receiver
 M. S. Bennett . . . Magazine Agent

298. SNOW FLAKE; Minot, Dakota.

Meets 2d Sunday at 7 P. M., and 4th Sunday at 8
 A. M.
 Joseph R. Key . . . Master
 Robert M. Gilkey . . . Secretary
 Robert M. Gilkey . . . Collector
 Henry Neate . . . Receiver
 John R. Seiber . . . Magazine Agent

299. CENTRAL OHIO; Crestline, Ohio.

Meets in Newman's Hall every Monday night.
 W. W. Ogline, Alliance . . . Master
 George W. Reed, Box 93 . . . Collector
 Henry B. Ellett, Alliance . . . Collector
 Charles H. Ridge, L Box 87 . . . Receiver
 J. W. White . . . Magazine Agent

300. HARBOR CITY; Michigan City, Ind.

Meets in I. O. O. F. Hall alternate Mondays at 2
 P. M.
 William Campbell, Box 737 . . . Master
 W. H. Roe, L Box 644 . . . Secretary
 Charles Brown, Box 449 . . . Collector
 William Williamson, Box 153 . . . Receiver
 Harry F. McLean, Box 331, . . . Magazine Agent

301. GREEN MOUNTAIN; Lyndonville, Vt.

Meets in Engineers' Hall, 1st Sunday at 10 A. M.,
 and 3d Friday at 7 P. M.
 Samuel J. Norris . . . Master
 W. C. Baldwin . . . Secretary
 Frank W. Thompson . . . Collector
 William M. Weeks . . . Receiver
 W. C. Baldwin . . . Magazine Agent

302. YOUGHIOGHENY; Connellsville, Pa.

Meets in Reisinger's Hall, Main St., 1st and 3d
 Sundays at 2 P. M.
 J. P. Smith, Box 261 . . . Master
 Louis Weihe, Box 365 . . . Secretary
 S. A. McPhee, Box 377 . . . Collector
 Louis Weihe, Box 365 . . . Receiver
 W. J. Keenan, Box 38 . . . Magazine Agent

303. VILLA PARK; Streator, Ill.

Meets in Schlitz' Hall, cor. Main and Vermillion
 St., 2d and 4th Sundays at 2 P. M.
 J. J. Corcoran, 5 Grant St. . . . Master
 T. W. White, 261 N Wason St. . . . Secretary
 Moses Cantlin, 160 N Monroe St. . . . Collector
 James H. Nance, 118 N Everett St. . . . Receiver
 J. D. Menough, 118 N Everett St. . . Magazine Agent

304. THREE BRANCH; Argenta, Ark.

Meets in Lemmer's Hall every Saturday evening
 at 7:30 P. M.
 John E. Powers . . . Master
 Joseph J. Hicks . . . Secretary
 G. J. Scaggs . . . Collector
 Robert G. Curtis . . . Receiver
 William R. Johnson . . . Magazine Agent

305. UNWIN; Bat Portage, Ontario.

Meets in Garfield Hall every Wednesday evening.
 William Burrage, Box 40 . . . Master
 Russell Woods . . . Secretary
 William Munt . . . Collector
 Charles Unwin . . . Receiver
 James Wilson . . . Magazine Agent

306. GRANITE STATE; Concord, N. H.

Meets 2d Saturday at 7:30 P. M., and 4th Sunday
 at 4 P. M., in Temple Hall, Sanborn Block.
 E. B. Chandler, West Concord . . . Master
 F. H. Cleary, 26 Pearly St . . . Secretary
 H. S. Mann, No. 3, Statesman Building, Collector
 H. W. Morrill, Box 381 . . . Receiver
 J. C. Muzzy, Bradford, N. H. . . Magazine Agent

307. HAMDEN; Springfield, Mass.

Meets in Crescent Hall, 218 Main St., 1st and 3d
 Sundays.
 Chas. A. Chapin, B. & A. Engine House . Master
 J. A. Simons, Merrick . . . Secretary
 John Fenton, 585 Chestnut St . . . Collector
 M. D. Newton, Merrick, Mass . . . Receiver
 Frank H. Gero, 94 Greenwood St. . Magazine Agent

308. BELLE HAVEN; Alexandria, Va.

Meets 2d and 4th Sundays in Lunt's Hall.
 William M. Mansfield, 1018 Duke St . . Master
 J. B. Fitzgerald, 1012 Duke St . . . Secretary
 H. J. Mortimer, Duke St . . . Collector
 W. A. Moor, 1211 Duke St . . . Receiver
 H. J. Mortimer . . . Magazine Agent

309. BARTHOLDI; Long Island City, L. I., N. Y.

Meets 2d Mondays and 4th Saturdays in Schwal-
 lenberg Hall.
 George H. Stinman . . . Master
 John W. Brown, 181 Freeman St., Green
 Point, L. I. N. Y . . . Secretary
 John J. Galvin, 46 Clay St., Green Point,
 L. I. N. Y . . . Collector
 Hugh Riddle . . . Receiver
 W. J. Simon, 102 Third St. . . Magazine Agent

310. CHESTNUT RIDGE; Derry Station, Pa.

Meets alternate Mondays and Third Sundays in
 Chosen Friends' Hall.
 H. C. Martin . . . Master
 Joshua T. Cole . . . Secretary
 W. J. Toole . . . Collector
 Joshua Rhodes . . . Receiver
 Joshua T. Cole . . . Magazine Agent

311. BELLE PLAINE; Belle Plaine, Iowa.

Meets 1st and 3d Sundays in V. A. L. Hall.
 William B. Tidball . . . Master
 J. C. Hanby . . . Secretary
 Dennis E. Curran . . . Collector
 Ed. L. Condon, L Box 34 . . . Receiver
 Ed. L. Condon, L Box 34 . . . Magazine Agent

312. BLUE VALLEY; Wymore, Neb.

Meets in Masonic Hall, 1st and 3d Sundays at 2:30
 P. M.
 W. F. Hackett, Box 138 . . . Master
 E. T. Luster . . . Secretary
 Jacob M. Long, Box 22 . . . Collector
 S. E. Fulton, Box 85 . . . Receiver
 J. M. Long, Box 22 . . . Magazine Agent

313. KAW VALLEY; Armourdale, Kansas.

Meets alternate Mondays at 7:30 P. M.
 Melvin S. Laughlin, L Box 54 . . . Master
 John M. Frain, 106 Missouri Ave., Kansas
 City . . . Secretary
 Melvin S. Laughlin, L Box 54 . . . Collector
 E. C. Haddock, 120 N 5th St., Kansas
 City, Kan . . . Receiver
 Wm. J. Myers, 9 N 8th St., Kansas City . Magazine Agent

314. MUTUAL; Knoxville, Tenn.

Meets in Engineers' Hall, North Knoxville, 1st
 and 3d Wednesdays, at 7:30 P. M.
 Frank A. Stephens, 5 E Depot St . . . Master
 Walter Green, 30 E Park St . . . Secretary
 William H. Booth, 5 E Depot St . . . Collector
 W. T. Armstrong, 3 Florida St . . . Receiver
 J. C. Pinkins, 30 E Park St . . . Magazine Agent

315. TROY CITY; Green Island, N. Y.

Meets 1st and 3d Sundays in Odd Fellows Hall,
 101 Hudson Ave.
 Jas. M. Williams, 20 Canal St., Troy . . Master
 H. A. Norton, 119 Hudson Ave. . . Secretary
 Willis J. Spafford, 22-2 5th Ave., Troy . Collector
 H. R. Peach, 54 George St . . . Receiver
 H. A. Norton, 119 Hudson Ave . . Magazine Agent

316. OMEGA; Buffalo, N. Y.

Meets in Siebert's Hall, cor. Jefferson and Bristol
 Sts., every Tuesday at 8 P. M.
 Wm. H. Walsh, 1003 Broadway . . . Master
 Wm. H. Walsh, 1003 Broadway . . . Secretary
 P. J. Donovan, 780 S Division St. . . Collector
 Joseph Kennedy, 811 Williams St. . . Receiver
 P. J. Donovan, 780 S Division St. . Magazine Agent

317. MOUNT PENN; Reading, Pa.

Meets in Bland's Hall, 9th and Penn Sts., 1st and 8d Sundays, at 8:45 A. M.
 Daniel H. Deeter, 943 Elm St. Master
 William Gordon, 830 Green St. Secretary
 James Madden, 706 Franklin St. Collector
 Levin Brownback, 417 N 10th St. Receiver
 Isaac S. Blanford, 216 Oly St. Magazine Agent

318. IRON CITY; Glenwood, 23d Ward, Pittsburg, Pa.

Meets in Speck's Block, cor. 2d St., and Hazlewood Ave., 1st and 3d Mondays at 7:30 P. M.
 J. F. Wills, Glenwood, 23d Ward Master
 R. C. Chamberlain, Glenwood, 23d Ward, Secretary
 Clayton L. Wertz, Glenwood, 2-d Ward, Collector
 W. B. Knepper, Hazlewood, Pa. Receiver
 J. E. Fox, Glenwood, 23d Ward Magazine Agent

319. ORPHANS' HOPE; Dennison, Ohio.

Meets in I. O. O. F. Hall, every Tuesday at 7:30 P. M.
 I. L. Hardesty Master
 J. C. Faight Secretary
 John Roach Collector
 Harry R. Brown, Jr. Receiver
 J. H. Rowland Magazine Agent

320. ARBITRATION; East St. Paul, Minn.

Meets in Wilde's Hall, cor. 7th and Bradley Sts., 1st Sunday at 2 P. M., and 3d Wednesday at 7:30 P. M.
 D. Lordan, 471 Jenks St., St. Paul Master
 J. H. Salley, 616 Whitehall St, St. Paul Secretary
 Thos. C. Hetherington, 738 Payne Ave. Collector
 St. Paul Receiver
 R. A. Hetherington, 738 Payne Ave., St. Paul Magazine Agent

321. SNOW DRIFT; Chapeau, Ont.

Meets in B. of L. F. Hall, every Monday at 8 P. M.
 James McAdam, C. P. R. R. Master
 James McAdam, C. P. R. R. Secretary
 Kenneth McRea Collector
 James McAdam, C. P. R. R. Receiver
 Herbert D. Gay Magazine Agent

322. WISSAHICKON; Philadelphia, Pa.

Meets 2nd and 4th Sundays of each month at S. E. cor. 1th and Spring Garden Sts.
 C. W. Weidner, 708 Kohn St., Norristown, Master
 James Haas, 2183 Darien St. Secretary
 William Ashton, 1210 Oakdale St. Collector
 Joseph Harrison, 608 Jay St. Receiver
 L. D. Woodington, 1339 N 9th St. Magazine Agent

323. ANTHRACITE; Tamaqua, Pa.

Meets in Kern's Hall, 2d and 4th Sundays.
 Master
 Michael Schmauch Secretary
 William J. Dintinger, Box 347 Collector
 Joseph Mucklow Magazine Agent

324. MOUNTAIN GROVE; Catawissa, Pa.

Meets in News Item Hall, 2nd and 4th Sundays at 2 P. M.
 James W. Fisher, Box 222 Master
 Jeremiah Haley Secretary
 Jeremiah Haley Collector
 James W. Fisher, Box 222 Receiver
 W. Bowman, Milton, Pa. Magazine Agent

325. SATILLA; Waycross, Ga.

Meets in Masonic Hall every Sunday at 2 P. M.
 Thos. M. Foran Master
 H. J. Smith Secretary
 H. B. Lee Collector
 Wm. L. Knox Receiver
 John W. Miller Magazine Agent

326. FOLWELL; Bradford, Pa.

Meet 1st and 3d Sunday evenings in G. A. R. Hall.
 G. P. Clough, 6 Allison St. Master
 M. W. Maybee, 7 Pike St. Secretary
 G. E. Lovelace, 8 Webster St. Collector
 G. P. Clough, 6 Allison St. Receiver
 P. T. Lane, 13 Boyeston, St. Magazine Agent

327. SILVER MOUNTAIN; Needles, Cal.

Meets in B. of L. F. Hall every Saturday evening.
 Charles Dffenbaugh Master
 Leonard Leutinger Secretary
 Charles Dffenbaugh Collector
 M. H. Smith Receiver
 F. B. Hardy Magazine Agent

328. STONE BALLAST; Plattsmouth, Neb.

Meets in K. P. Hall, every Sunday at 2 P. M.
 A. F. Zinn Master
 H. R. Reese Secretary
 A. M. Rogers, Box 1057 Collector
 J. Rowan Receiver
 J. S. Burns Magazine Agent

329. SOLOMON VALLEY; Downs, Kansas.

Meets in Masonic Hall, 1st and 3d Sundays at 7:30 P. M.
 H. E. Wade Master
 A. Dillon, L. Box 183 Secretary
 John Milheiser, Box 102 Collector
 J. R. Dunlap, Box 219 Receiver
 Gus Lind, Jamestown, Kan. Magazine Agent

330. RIVER VIEW; Kansas City, Kansas.

Meets in Mellville Hall, 2d and 4th Sundays at 7:30 P. M.
 T. J. Birch, 1490 1/2 Wyoming St., Kansas City, Mo. Master
 Frank Vaughn, 909 Kansas Ave., Armourdale, Kan. Secretary
 G. W. Smith, 20 James St. Collector
 E. D. Root, 919 6th St. Receiver
 Perry Ayers, Armourdale, Kan. Magazine Agent

331. CHICAGO BELT LINE; Auburn Junction, Ill.

Meets in in Foresters' Hall, cor. 81st St. and Vincennes Ave., Auburn, Ill., on 1st and 3d Mondays at 8 P. M.
 John J. McCarthy, 8 Englewood Master
 J. D. Flood, Box 34, 8 Englewood Secretary
 Abe. L. Leidich, Auburn Park Collector
 J. D. Flood, Box 34, 8 Englewood Receiver
 Frederick Wall, 8 Englewood Magazine Agent

332. STONE MOUNTAIN; Augusta, Ga.

Meets alternate Sundays in hall corner of Broad and Jackson Sts.
 Wilkie B. Hawes, 819 1/2 Brave St. Master
 Thomas H. Pebworth, 914 Fenwick St. Secretary
 E. J. Graham Collector
 B. W. Furber, Ga. R. R. Shops Receiver
 J. S. Downing, Ga. R. R. Shops Magazine Agent

333. FAIRMOUNT; Philadelphia, Pa.

Meets in in Erickson's Hall, 3947 Lancaster St., alternate Wednesdays at 8 P. M.
 P. J. Lawton, 746 N 38th St. Master
 G. V. Plant, 3911 Wallace St., W Phila Secretary
 C. H. Maul, 830 N 40th St. Collector
 Harry C. Ewing, 830 N 40th St. Receiver
 H. C. Ewing, 830 N 40th St. Magazine Agent

334. LONG DOUBLER; East Syracuse, N. Y.

George F. Allen Master
 George M. Shaffer Secretary
 James H. Fitzgerald Collector
 Patrick J. Clinton Receiver
 Patrick J. Clinton Magazine Agent

335. SAINT ADOLPHUS; Hochelaga, Canada.

Meets in B. of L. F. Hall, 11 Moreau St.
 Alfred Pring, 20 Roch Lane, Montreal Master
 Jno. Langstreth, 107 Marlborough St. Secretary
 Patrick McFall, 305 Logan St. Collector
 J. G. A. Brazeau, 83 Moreau St. Receiver
 J. G. A. Brazeau, 83 Moreau St. Magazine Agent

336. FALL RIVER; Neodesha, Kansas.

Meets in Pierce's Hall, 2d and 4th Saturdays.
 R. C. McClellan Master
 L. N. Baker, Box 178 Secretary
 Charles Koehler Collector
 R. C. McClellan Receiver
 Matthew J. James Magazine Agent

337. BIG FOUR; Kansas City, Mo.

Meets in Summerwell's Hall, 21st and Drtpp Sts.,
alternate Tuesdays at 7:30 P. M.
Homer Howard, 1210 Reservoir Ave . . . Master
Charles T. Largent, 1673 Madison Ave . . . Secretary
Charles T. Largent, 1673 Madison Ave . . . Collector
N. F. Clough, 1812 Holly St . . . Receiver
J. W. Leonard, 1641 Bellevue Ave.,
Magazine Agent

338. WEST BRANCH; Renovo, Pa.

Meets in Spangler's Hall, cor. 6th St. and Huron
Ave., alternate Sundays at 1:30 P. M.
Frederick Kerby . . . Master
R. C. McFarland . . . Secretary
W. C. Robinson . . . Collector
G. B. McManigal . . . Receiver
James Campbell . . . Magazine Agent

339. WHITE BREAST; Chariton, Iowa.

Meets in Woodman's Hall.
T. H. Sanford, Box 620 . . . Master
A. M. Williby, L Box 781 . . . Secretary
James C. Beck, Box 849 . . . Collector
A. M. Williby, L Box 781 . . . Receiver
M. Dunn . . . Magazine Agent

340. STAR OF THE WEST; Newton, Kansas.

Meets in Odd Fellows' Hall, alternate Thursdays
at 7:30 P. M.
William Gilpin, 403 W 5th St . . . Master
William E. Moody, 412 W 4th St . . . Secretary
Charles S. Druce, L Box 169 . . . Collector
John M. Kelley S Main St . . . Receiver
Charles T. Brant, L Box 109 . . . Magazine Agent

341. GOLD RANGE; Donald, B. C.

Meets in Firemen's Hall every Wednesday.
Arthur Randall . . . Master
Willis J. Armstrong . . . Secretary
George B. Govett, Box 49 . . . Collector
Thomas B. Clench . . . Receiver
H. J. McSorley . . . Magazine Agent

342. CASCADE; Medicine Hat, North West Terr.

Meets in Masonic Hall, 2d Wednesday and 4th
Thursday.
Burley Wallis, Box 66 . . . Master
James Hawthorne, Box 66 . . . Secretary
William Rutherford, Box 66 . . . Collector
Leonard Dobbin, Box 66 . . . Receiver
Leonard Dobbin, Box 66 . . . Magazine Agent

343. WHITSETTE; North Danville, Va.

Meets in Union Hall every Sunday at 2 P. M.
H. P. Andrews . . . Master
C. B. Coltrane . . . Secretary
Charles R. Kisiney . . . Collector
Wm. H. Kizziah, Box 21 . . . Receiver
H. P. Andrews . . . Magazine Agent

344. BRADSHAW; Columbia, S. C.

Meets in K. of P. Hall, every Sunday at 10:30 A. M.
D. C. Dickert, Box 68 . . . Master
R. D. Morton, Box 68 . . . Secretary
E. J. McMeekin, Box 68 . . . Collector
G. P. Lawrence, Box 68 . . . Receiver
Oscar Land, Box 68 . . . Magazine Agent

345. FRONT END; Paris, Texas.

Meets every Saturday at 8 P. M.
W. H. Dickinson, Box 24 . . . Master
L. F. Toban, Box 24 . . . Secretary
A. E. Hitt, care G. C. & S. F. Shops, Dal-
las . . . Collector
James Lyons, Box 24 . . . Receiver
J. N. Ballew . . . Magazine Agent

346. FLOWERY LAND; Pensacola, Fla.

Meets in Odd Fellows' Hall 1st and 3d Mondays.
F. T. Martin, 1-7 E Wright St . . . Master
James E. Buckley, 107 E Wright St . . . Secretary
J. W. Chrisholm, L. & N Shops . . . Collector
James I. Sizer, 416 E Wright St . . . Receiver
J. W. Chrisholm, 1012 E Laura St, Magazine Agent

347. OLD POST; Dodge City, Kansas.

Meets in I. O. O. F. Hall 1st and 3d Thursdays at
8 P. M.
William C. Fadel, Box 314 . . . Master
John Husser, L Box 535 . . . Secretary
Augustus Falkner . . . Collector
B. S. Williams, L Box 21 . . . Receiver
James B. Crothers . . . Magazine Agent

348. BLUE MOUNTAIN; La Grande, Oregon.

Meets every Wednesday at 3 P. M. in K. of P. Hall.
E. A. Stephens, L Box 18 . . . Master
F. E. Herr, L Box 37 . . . Secretary
J. W. Dillinger . . . Collector
John Walker . . . Receiver
F. E. Herr, L Box 37 . . . Magazine Agent

349. HUDSON RIVER; Union Hill, N. J.

Meets in Concordia Hall, 2d Saturday at 8 P. M.,
and 4th Sunday at 2 P. M.
H. E. Hamblen, New Durham, N. J . . . Master
L. T. Burns, New Durham, N. J . . . Secretary
L. T. Burns, New Durham, N. J . . . Collector
Harry Poynton, New Durham N. J . . . Receiver
Joe Lewis, New Durham, N. J . . . Magazine Agent

350. JAMES DONNELLY; Perth Amboy, N. J.

Meets in K. of P. Hall 2d and 4th Sundays.
Joseph B. Hoffman . . . Master
James E. Van Horn . . . Secretary
Christopher Greenwall . . . Collector
Theodore R. Mertz . . . Receiver
Levi M. Landis . . . Magazine Agent

351. HOME; White Haven, Pa.

Meets in Runkey's Hall, 2d and 4th Sundays at 2
P. M.
James N. Deterline . . . Master
Edward McNailey . . . Secretary
Amos Flowers . . . Collector
Charles Prutzman . . . Receiver
Charles Deal . . . Magazine Agent

352. CHAMPLAIN; St. Albans, Vt.

Meets in Engineer's Hall, 1st and 3d Sundays at
1:45 P. M. and 4th Mondays at 7:30 P. M.
John McMillster . . . Master
Charles E. Preston, 18 High St . . . Secretary
Frederick A. Mailloux . . . Collector
C. F. Kelly, 80 Foundry St . . . Receiver
George Hobart, Box 441 . . . Magazine Agent

353. MARBLE CITY; Rutland, Vt.

Meets in E. A. U. Hall, 1st and 3d Sundays.
John Grady, 8 Pine St . . . Master
C. F. Whitehouse, 77 River St . . . Secretary
C. F. Underhill, 8 Pine St . . . Collector
C. F. Underhill, 8 Pine St . . . Receiver
Wm. H. Murray, 17 Franklin St. Magazine Agent

354. HOBOKEN; Hoboken, N. J.

Meets in Burnett's Hall 2d Sundays and 4th Sat-
urdays
John Hotten, Troy St. and Summit Ave.,
Jersey City, N. J. . . . Master
John Gademar, 7 Nelson Ave., Jersey
City, N. J. . . . Secretary
Patrick Ash, South Orange, N. J . . . Collector
Emmons C. Williams, Morristown, N. J. Receiver
Hudson Blanchard, Boonton . . . Magazine Agent

355. STONE CITY; Joliet, Ill.

Meets in B. of L. F. Hall, 22 Jefferson St., 1st Tues-
day at 7:30 P. M., and 3d Sunday at 2:30 P. M.
W. W. Brooker, 134 S Hickory St . . . Master
Christopher Nolan, 123 Grover St . . . Secretary
Harrison McPeck, C. S. F. & C. R. R . . . Collector
T. F. Hannan, 411 S Desplaines St . . . Receiver
W. H. Brooker, 117 John St . . . Magazine Agent

356. CHAUNCEY M. DEPEW; Albany, N. Y.

Meets 1st and 3d Tuesdays.
Frank C. Wilson . . . Master
R. J. Lilly, 57 1st St . . . Secretary
R. J. Lilly, 57 1st St . . . Collector
Scranton E. Sweet, 536 Liberty St., Schen-
ectady . . . Receiver
F. Degroff, 160 Clinton Ave . . . Magazine Agent

357. JUSTICE; Vanceboro, Maine.

Meets in A. O. U. W. Hall, at Vanceboro and Main
Sts., 2d and 4th Saturdays.
J. E. Shea . . . Master
Whitfield Nobles . . . Secretary
C. J. Tabor, Woodstock, N. B. . . . Collector
Walter E. Dresser . . . Receiver
E. L. Hagerman, Woodstock, N. B.,
Magazine Agent

368. COOKE; West St. Paul, Minn.

Meets in I. O. O. F. Hall, cor. Fairfield and Dakota, Ave., 2d and 4th Sundays at 2 P. M.
 Christopher McKay, 131 Esabel St. Master
 W. R. Perrin, 1015 Washington Ave., South Minneapolis Secretary
 W. R. Perrin, 1015 Washington Ave., South Minneapolis Collector
 Harry Penniman, State St. Receiver
 W. H. Bronson, 1902, cor. 19th Ave. and S. E. 4th St., E Minneapolis Magazine Agent

369. BIG FLINT; Wellington, Kansas.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M., and 2d Fridays at 7:30 P. M.
 T. M. Brown, E Lincoln Ave Master
 H. E. Hansen, E Harvey Ave Secretary
 Charles Weddle, 522 E 4th St Collector
 J. N. McCarty, 517 E 4th St Receiver
 H. E. Hansen, E Harvey Ave Magazine Agent

360. COLD SPRING; Springfield, Ohio.

Meets in Engineers' and Firemen's Hall 1st and 3d Sundays.
 Joseph A. Taylor, care Schlenk House, Sandusky, O Master
 A. W. Binns, E High St Secretary
 E. E. Leonard, Forest House, E High St. Collector
 A. W. Binns, E High St Receiver
 Jos. Gretham, Sandusky, O Magazine Agent

361. TRIED AND TRUE; Vincennes, Ind.

Meets K. of H. Hall 1st and 3d Sundays at 2 P. M.
 William H. Cunningham, O. & M. Shops Master
 M. J. Cunningham, O. & M. Shops Secretary
 Charles Shermernhorn, O. & M. Shops Collector
 John H. Kernan, O. & M. Shops Receiver
 Wm. Kester, 822 N 7th St Magazine Agent

362. CATARACT; Niagara Falls, Ontario.

John Rogers, Suspension Bridge, N. Y. Master
 T. E. Swallowell, Niagara Falls, N. Y. Secretary
 J. W. Francis Collector
 John C. White, Suspension Bridge, N. Y. Receiver
 J. W. Francis Magazine Agent

363. METROPOLITAN; New York, N. Y.

Meets at 490 8th Ave., 1st and 4th Sunday afternoons.
 J. M. Reilly, 24 E 12th St Master
 Nat. Sawyer, 205 W 61st, 2d Flat Secretary
 A. W. Eggleston, White Plains, N. Y. Collector
 M. J. Lynch, 206 E 45th St Receiver
 M. J. Lynch, 206 E 45th St Magazine Agent

364. SINGERLY; Philadelphia, Pa.

W. G. Staats, 6311 Woodlawn Ave Master
 A. J. Lawton, 6342, North St. W Phila. Secretary
 W. Gregg, Jr., B. & O. Round House Collector
 J. I. Way, 305 Tome St., Baltimore, Md. Receiver
 F. G. Dennis, 60 W St. and Chester Ave Magazine Agent

365. VIOLET; Bellows Falls, Vt.

Meets in G. A. R. Hall 1st and 3d Saturday evenings.
 Andrew E. Angier Master
 A. E. Wells, Box 508 Secretary
 F. L. Darling, Windsor, Vt. Collector
 A. G. Firman, Windsor Vt Receiver
 F. E. Keech, 6 High St., Brattleboro, Vt Magazine Agent

366. HAGERSTOWN; Hagerstown, Md.

Meets in Red Mens' Hall, cor. W and P Sts., 2d and 4th Sundays.
 S. R. Hacker, 218 High St Master
 S. R. Hacker, 218 High St Secretary
 Christopher E. Rohrer, 307 High St Collector
 D. A. Wallace, 20 Salem Ave. Receiver
 S. R. Hacker, 218 High St Magazine Agent

367. MORGAN CRANE; Somerset, Ky.

Meets in Engineers' Hall, 1st and 3d Saturday evenings.
 George L. Pepper Master
 John Dikeman Secretary
 Martin B. Conniff Collector
 James Ford Receiver
 M. J. McCabe, Box 200 Magazine Agent

368. DEEP WATER; Springfield, Mo.

Meets in K. of P. Hall 1st and 3d Tuesday at 7:30 P. M.
 B. S. Chinn, 802 W Elm St Master
 E. Austin, 808 N Main St Secretary
 Charles Hall, 187 N Cammel St Collector
 C. W. Henry, Rooms 9 and 10, Denton Block, College St Receiver
 C. W. Hall, 963 Union St Magazine Agent

369. WALNUT VALLEY; Eldorado, Kan.

Meets in K. of P. Hall, 2d and 3d Tuesdays at 7:30 P. M.
 Frederick Staley, Box 196 Master
 E. S. Mead, Box 422 Secretary
 M. Fitzgerald, Box 185 Collector
 Frederick Staley, Box 196 Receiver
 C. J. Lester, 114 Barbee St., Fort Scott, Kan Magazine Agent

370. NEOSHO VALLEY; Connel Grove, Kan.

Meets in A. O. U. W. Hall, 1st and 3d Wednesday evenings.
 Charles Torrence Master
 Clarence G. Stone Secretary
 Charles M. Leeman Collector
 Charles Torrence Receiver
 J. S. Lowe Magazine Agent

371. COVENANT; Nevada, Mo.

Meets 1st and 3d Fridays at 7:30 P. M.
 G. B. Meek, Box, Box 256 Master
 J. T. Gray, Box, 256 Secretary
 Robert McClain, Box 256 Collector
 John Dandy, Box 256 Receiver
 James T. Gray, Box 256 Magazine Agent

372. SIGNAL MOUNT; Big Springs, Texas.

Meets in Engineers' Hall, 1st Wednesday afternoon and 3d Wednesday evening.
 R. J. Bible Master
 G. H. Smith Secretary
 S. E. Ord Collector
 R. J. Bible Receiver
 W. L. Simpson Magazine Agent

373. J. T. HARAHAN; Birmingham, Ala.

Meets in Reen Hall, Allen Building, Morris Ave., every Sunday at 9 A. M.
 W. F. Young, 1731 Ave. A Master
 W. F. Young, 1731 Ave. A Secretary
 P. A. Webb, Box 30 Collector
 W. F. Young, 1731 Ave. A Receiver
 Walter Bailey, 2409 Ave. C Magazine Agent

374. McALLISTER; Herrington, Kan.

Meets in Masonic Hall, 1st Thursday at 1:30 P. M., and 3d Thursday at 1:30 P. M.
 L. Gay Master
 H. S. Smith Secretary
 W. W. Campbell Collector
 H. Magee Receiver
 Jesse L. Brown, Box 24 Magazine Agent

375. FRIENDSHIP; Dayton, Ohio.

Meets in K. P. Hall, 1st and 3d Sundays at 2 P. M.
 N. W. Rose, 109 LaBelle St Master
 John H. Deweese, 22 Webb St Secretary
 Frank G. Stillwell, 28 N Van Lear St Collector
 John F. Hoban, 635 E 2d St Receiver
 John Ryan, 120 Crane St Magazine Agent

376. J. H. KIRK; Horton, Kan.

Meets 1st and 3d Saturdays at 7:30 P. M.
 A. W. Brown Master
 R. J. Sandidge Secretary
 E. S. Strahan Collector
 Thomas Sheahan, L Box 39 Receiver
 James E. George, L Box 39 Magazine Agent

377. NICKEL PLATE; Conneaut, Ohio.

Meets in A. O. U. W. Hall, over City Bank, 1st and 3d Wednesdays.
 H. A. Belding, Box 220 Master
 C. S. Ellinwood Secretary
 S. McHaffey Collector
 C. A. Wilcox, Box 301 Receiver
 C. S. Ellinwood Magazine Agent

378. HOLBROOK; Chartiers, Pa.

Meets every Sunday in Christian Hall, McKees Rocks, Pa.
 George James, 406 Henry St. McKeesport, Pa. Master
 D. W. Scott, McKees Rocks, Pa. Secretary
 John Alnor, Point Bridge Toll House, S S, Pittsburg, Pa. Collector
 Frank J. Thomer, 3709 5th Ave., Pittsburg, Pa. Receiver
 Elmer E. Lewis, 175 3d Ave., Pittsburg, Pa. Magazine Agent

379. WEAVER; Sayre, Pa.

Meets in K. of H. Hall, Cornell's Block, 1st and 3d Sunday at 11 A. M.
 John Durkin, Box 437 Master
 John Durkin, Box 437 Secretary
 Charles L. Burroughs, Box 396 Collector
 William E. Preston, Box 493 Receiver
 Archie C. Burr, Box 218 Magazine Agent

380. McKELVEY; Baltimore, Md.

Meets in Mechanics Hall, cor. S Charles St. and Fort Ave., 1st and 3d Sundays.
 C. E. Walsh, 1631 S Charles St. Master
 C. W. Gardner, 1631 S Charles St. Secretary
 C. E. Walsh, 1631 S Charles St. Collector
 M. B. Donaldson, 1518 Light St. Receiver
 M. B. Donaldson, 1518 Light St. Magazine Agent

381. J. W. WALKER; Conemaugh, Pa.

Meets in B. of L. F. Hall 2d and 4th Sundays at 1:30 P. M.
 J. W. Walker Master
 J. L. Williams Secretary
 Harry M. McFeaters Collector
 J. C. Hess Receiver
 E. E. Fringle Magazine Agent

382. BETHESDA; Waukegan, Wis.

Meets in Engineers' Hall, 1st and 3d Sundays at 2 P. M.
 R. A. Hauke Master
 Joseph F. Freenor, Box 960 Secretary
 John M. Dowd Collector
 Otto W. Hanke Receiver
 Otto W. Hanke, Box 897 Magazine Agent

383. PETROLEUM OH City, Pa.

Meets in C. M. B. Hall, 1st and 3d Mondays.
 Thomas Martin Master
 John H. Quirk, Box 330 Secretary
 Allison W. Judd Collector
 John Davis, Box 763 Receiver
 John Davis, Box 763 Magazine Agent

384. R. H. WILBUR; Lehighton, Pa.

Meets in Reaber's Hall, 1st and Bank Sts., 2d and 4th Sundays.
 Alfred Dreisbach, Weissport, Pa. Master
 Alvin A. Miller, Weissport, Pa. Secretary
 John W. Beaver, Weissport, Pa. Collector
 Alvin Rex, Weissport, Pa. Receiver
 John J. Walters Magazine Agent

385. MOUNTAIN DIVISION; Keyser, W. Va.

Meets in I. O. O. F. Hall, 2d and 4th Mondays at 10 A. M.
 M. S. Tucker Master
 John D. Heron Secretary
 John W. Jankey Collector
 Henry Montgomery Receiver
 Frank B. Simmons Magazine Agent

386. RAKONA; National City, Cal.

Meets 2d and 4th Thursdays in Firemen's Hall.
 E. Ware Boyd Master
 Alfred T. Washington Secretary
 Jas. L. Stearns Collector
 E. Ware Boyd Receiver
 Alfred T. Washington Magazine Agent

387. RED ROCK; Schrieber, Ontario.

Meets in B. of L. F. Hall, 1st and 3d Sundays.
 John Gardner, C. P. E. Master
 W. H. Wadland, Box 104 Secretary
 Philip A. McAllen, Box 111 Collector
 Alfred Bilbe, Box 58 Receiver
 M. E. Hartry, Box 21 Magazine Agent

388. PHIL. H. SHERIDAN; Milwaukee, Wis.

Meets in Firemen's Hall, 1:0 Reid St. 1st and 3d Sundays.
 Thomas Tanner, 431 Barclay St. Master
 John D. Singles, 207 Wisconsin St. Secretary
 Elmer Knapp, 286 Jefferson St. Collector
 James McCann, 401 Clinton St. Receiver
 Wm. Schaller, 316 Mineral St. Magazine Agent

389. LIVINGSTONE; Chillicothe, Mo.

Meets in I. O. O. F. Hall, 2d and 4th Sundays at 2 P. M.
 Edward E. Stockton Master
 E. A. Dix Secretary
 George Zugschwerdt Collector
 T. H. Hennessey Receiver
 Mike Cunningham Magazine Agent

390. SILVER STATE; Carlin, Nevada.

Meets in Engineers' Hall Tuesday evenings.
 C. H. Oliver Master
 Price E. Davis Secretary
 William M. Wickel Collector
 George English Receiver
 S. S. Stoll Magazine Agent

391. NAUYOO; Ft. Madison, Iowa.

Meets in K. of P. Hall, N W cor. 2d and Pine Sts., 2d and 4th Sundays at 2 P. M.
 John C. Schafer Master
 William Hamilton Secretary
 Harry R. Kinne Collector
 O. L. McClellan Receiver
 W. B. Bock Magazine Agent

392. WEST PENN; Blairsville, Pa.

Joseph T. Daugherty, Apollo, Pa. Master
 Charles C. Henderson, 284 Lacock St, Allegheny City, Pa. Secretary
 Luther H. Martin Collector
 William R. Ranson, Cokeville, Pa. Receiver
 J. D. Davis Magazine Agent

393. DIAMOND VALLEY; Harrisburg, Pa.

Meets in Sible Hall, 3d and Cumberland Sts., 2d and 4th Tuesday at 7 P. M.
 William K. Drake, 1531 N 6th St. Master
 S. M. Myers, 506 Kelker St. Secretary
 Frank Snyder, 1228 N 7th St. Collector
 Amos Brenneman, 1843 N 7th St. Receiver
 William C. Taylor, 1506 N 5th St. Magazine Agent

394. PLEASANT VALLEY; Beatrice, Nebraska.

Meets in I. O. O. Hall, Cor. 5th and Court Sts., 2d and 4th Sundays at 2:30 P. M.
 B. A. Downer Master
 Charles E. Harris Secretary
 Charles E. Harris Collector
 Alvin W. Roe, 363 Court St. Receiver
 J. C. Barnes Magazine Agent

395. MILLARD FOSTER; Belleville, Kansas.

Meets in A. O. C. W. Hall 1st and 3d Tuesdays at 7:30 P. M.
 K. L. Dresser Master
 Charlie M. Mills Secretary
 Samuel Jackson Collector
 Charlie M. Mills Receiver
 James W. Crawford Magazine Agent

396. TIP TOP; Goodland, Kansas.

Meets in K. of P. Hall 2d and 4th Mondays at 7:30 P. M.
 Joseph H. Shaw Master
 Harry H. Dickson Secretary
 John J. Michie Collector
 C. C. Sutherland Receiver
 Charles C. Hamlin Magazine Agent

397. LONG DIVISION; Holington, Kansas.

Meets in the School House 1st and 3d Wednesdays at 8:30 P. M.
 Ed. H. Heath Master
 Ed. E. Brown Secretary
 Alonzo C. Shaffer Collector
 H. P. Arnold Receiver
 Frank J. Parnell Magazine Agent

398. PINE MOUNTAIN; Columbus, Ga.

Meets in Odd Fellow's Hall, 1st Ave., opposite city market, every Sunday at 2 P. M.
 Wm. M. Reeves, 944 Fifth Ave. Master
 Walter K. Mahone, 1232 Third Ave. Secretary
 Edgar T. Hara, 944 Fifth Ave. Collector
 A. B. Moore, 944 Fifth Ave. Receiver
 W. D. Naylor, 944 Fifth Ave. Magazine Agent

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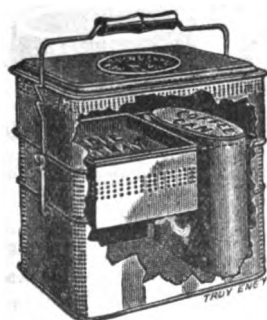
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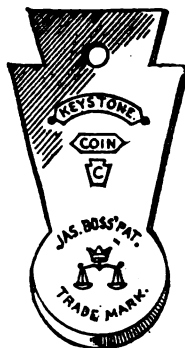
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APRIL, 1889.

THE CHURCH AND THE WORK- INGMAN.

"A word fitly spoken is like apples of gold in pictures of silver."—*Proverbs.*

In the February number of the *Forum*, Rev. C. M. Morse has a paper captioned, "The Church and the Workingman." The paper contains many words fitly spoken and bravely spoken. The Rev. Mr. Morse, (may his tribe increase) like Abou Ben Adhem, loves his fellowman, and therefore loves God. Those who do not love their fellowman, but profess to love God are the most despicable hypocrites that the devil ever entertained with distinguished consideration.

Mr. Morse is one of the "cloth;" that he has been "called" to preach, will be admitted by those who read his courageous words, without debate. He talks as if his lips have been "touched with live coals from off the altar." "Fifty years ago," says Mr. Morse, "aristocratic pretensions were looked upon

as vagaries and treated with contempt. In the churches, people felt nothing of the chill of caste." This is all changed. Everywhere there is "rivalry in the erection of splendid edifices." "The poverty of the workingman is accentuated by comparison with the richness of the sanctuary." "The chief seats are lined with purple and fine linen." The church is full of pomp, pride and arrogance. "With the vast aggregation of wealth in the possession of the few and the increasing pressure of poverty in the homes of the many, the time is at hand," says Mr. Morse, "when there will exist between classes gulfs as impassible as between Dives and Lazarus." According to Rev. Mr. Morse's theory, the church, whose mission it is to bring Dives and Lazarus into sympathetic alliance, exerts an influence to deepen and broaden the gulf of separation. "Intensifying social struggles," says Mr. Morse, are working a transformation in the character of the church, as is manifest from the new terminology coming into general use, such as 'star preachers,' 'first-class churches,' 'wealthy congregations,' and 'our poor charges.' The adverse of this is found in the expressions of the workingmen: 'We can't dress well enough to go to church;' 'your leading members's don't notice us on the street;' 'your preachers run after the rich;' 'the preachers side against us in the matter of strikes.'" Evidently Rev. Mr. Morse knows what he is talking about. He sees clearly and speaks honestly.

The church is aristocratic. With more pride than piety the influence of the church, is to repel, not only workingmen, but all men who abhor shams. "The great human heart of the people" says Mr. Morse, "comprehends in some measure the fact that christianity is not a cement to hold a rich veneer to a body of inferior materials, but a furnace to fuse all elements into one homogeneous mass." But the church is not a furnace, it does not fuse; it is more like a refrigerator, it freezes. The "star preacher" is like the "star actor." The "first class church" from a religious point of view, is a first-class fraud. "Under present conditions," says Mr. Morse, "it is sheer folly to talk about the rich and the poor meeting together in the house of God, the poor decline the invitation." Why? Because the poor discover that the rich christians do not regard religion as a pledge of equality in the church nor "outside of the church." Mr. Morse says "the two great classes of our population, capitalists and workingmen, are separated by an irreconcilable antagonism in assault and defense of a system which, in the thought of the masses, is founded on injustice and denounced by God's word." The church arrays itself on the side of the capitalist. "The churches," says Mr. Morse, "maintain, at least by implication, that the great fortunes of the day are the fruit of legitimate industrial enterprise, and belong to their possessors as against the world," and that "poverty is due to laziness and inefficiency, waste, mismanagement, extravagance, injurious indulgence, and absence of a definite and resolute purpose to escape from poverty." Admitting that Mr. Morse states the facts in the case, what inducement does the church hold out for workingmen to look upon it with favor? It is in alliance with those who oppress them. In the sanctuary(?) which in numerous cases are merely club-houses, surrounded by every luxury wealth can procure—with a "star preacher" paid a bank president's salary—the monstrous iniquities practiced by the rich to grow richer and to make the poor poorer, receive no rebuke from the church. On the contrary, the church accounts for the wrongs by repeating the phrase, "the will of God." But, says Mr.

Morse: "The workingman does not believe it. Looking around upon the apparent disorder he replies, 'God would have done a better job!'" Says Mr. Morse, "Christ teaches the fatherhood of God and the brotherhood of man; why does His doctrine show so little income?" "To all these inquiries there is but one answer, the providence of God." "Providence, then," asserts the workingman has been overlooked, "and he turns to his labor organization for relief and sympathy." "In all his difficulties, and to all his better pleadings, the church returns decrepit generalities, and is earnest and definite only in defense of vested rights when threatened by labor agitation."

It is well for society that occasionally a man like Rev. C. M. Morse is found who has the courage to point out the mistakes of the church, and who has the capacity to comprehend the character, capabilities and services of workingmen. Society is never more deeply wronged than when injustice is done any one of its component parts, and though it should be asserted that the blow is aimed at the foot rather than at the head of the body social, the injury inflicted may not prove the less fatal, society has a right to appeal to the press, to the courts and to the church for justice in all matters affecting its welfare. If the influence of these acknowledged factors, in the progress of enlightenment become debauched, if, by any means whatever they are deflected from the shining pathways of truth, probity and high endeavor for the good of all, and are made to pander to base designs of cliques, society feels the wrong and realizes that there is treason in her camp and that calamities are to come. It may be said in extenuation for the press and the courts, that they are simply human, but the church, with its divine commission, the church with robed priests and sacred symbols, the church pleading its soul-saving mission in the earth, the church with its altars and shrines—the church, claiming the Eternal God as its founder and Christ Jesus, the son of God, as its head; the church with its sermons, prayers and communions; if the church goes wrong who is to set it right? The Rev. Mr. Morse does not hesitate to say the church has gone

wrong. It has planted itself on the side of the rich, and in opposition to the poor—and as a result, workingmen turn away from the church, from its pride and pomp, and seek for religious teaching elsewhere, turn to their ‘labor organizations for relief and sympathy.’ “The workingman,” says Rev. Mr. Morse, “believes that in the estimation of the church, gold, stocks, and bonds must be protected, while bodies, hearts and homes are left at the mercy of erratic economic principles. And when we remember Christ’s example and words, can we censure the workingman for the stand he has taken?” The idea that “star preachers” of “first-class churches” and “wealthy congregations” can be of any religious advantage to men, who say, “such preachers run after the rich,” is too preposterous to be entertained for an instant. They do not believe it. There are to be no second-class seats in God’s house, no second-class religious prescriptions to cure the sins of workingmen, while the members of “wealthy congregations” are to have their pills sugar-coated. The moment the church insults Jehovah by being a “respector of persons,” its glory departs. The church edifice may be built of diamonds—pulpits may be overlaid with gold. The theological seminary may turn out “star preachers” whose eloquent periods may ring like thunder peals—and the rich and the proud, the exclusive, may go in and worship (?) but under their influence hollow-heartedness will increase, rottenness and corruption will prevail in high places, and the church will stand forth as a whitened sepulcher. The Rev. Mr. Morse thinks that a “crisis has come—and that the church must continue to support the present order of things,” or “champion the cause of the poor and oppressed.” But workingmen are not going to wait to see what the church will do. They are able to take care of themselves, religiously and pecuniarily. If they want a preacher they can call a fisherman and the master will commission him.

The real significance of the paper of Rev. C. M. Morse is found in the fact that there are men in the church who have courage, and who dare tell the church that in its treatment of workingmen, its course is

neither honorable nor politic. Rev. Mr. Morse is clearly of the opinion that the churches need reforming, as at present managed they are accomplishing little good.

In view of all the facts, workingmen must have their own press—and this they have, and the number of papers devoted to their interests is increasing. There is to be no miraculous intervention in their behalf. With the ballot, and an intelligent comprehension of its power, the laws of the land, are in the near future to map out vivid lines by which courts are to be guided. The church will be the last to swing into line, but should it maintain its present attitude, as pointed out by Mr. Morse, it will be powerless to arrest the onward and upward march of workingmen. The age in which we live is iconoclastic. Images and shams must go. The votaries of jugglery are decreasing in number and power. If the churches are to take a position in the van of the advancing armies of progress, they must read and remember such wholesome advice as is found in the paper by Rev. C. M. Morse published in the February *Forum*.

THE B. of L. E. favors “strict neutrality,” which means a policy of severe, vigorous, stringent, stern, uncompromising indifference, unconcernedness, apathy, coldness—a sort of “you go to the devilishness.” Was that what the B. of L. E. meant when, during the C. B. & Q. strike, it appealed to the switchmen, “Help us or we sink.” Suppose the switchmen had replied, “We favor strict neutrality, and you may sink for aught we care.” That is the way the B. of L. E. now turns upon the switchmen, and this is their compensation for a heroic endeavor to help the engineers. The brakemen knew their men, and could not be pulled into the struggle on promises they knew too well would be broken. The switchmen now know the full meaning of “strict neutrality,” and they know from experience what mean ingratitude means. But the mills of the gods grind on.

CHINATOWN in San Francisco embraces twelve solid blocks with a heathen population of 30,000, and the number of manufacturers exceeds 12,000.

THE PUBLIC DOMAIN.

Henry George in his great work, entitled "Progress and Poverty," discusses the "Land Question" in a way which, naturally, we think, leads to an inquiry relating to the land area of the United States—but more particularly to the area of the "Public domain." It may be well to say, just here, that the national domain, means the total area, land and water, embraced within the boundaries of the United States, amounting to about 4,000,000 square miles, the land surface of which is estimated at 3,586,006 square miles or, 2,295,043,340 acres. In these estimates Alaska and its islands are included, the area of which is 577,390 square miles or 369,529,600 acres, and which being deducted, leaves the area of the United States at 3,422,610 square miles or, 1,925,513,740 acres.

The public domain embraces lands known in the United States as "public lands," lying in certain States and Territories, known as the "Land States and Territories," and was acquired by the Government of the United States by treaty, conquest, cession by states and purchase, and is disposed of under and by authority of the National Government.

In the year 1803, the public domain of the United States, by virtue of cession made by the States of New York, Virginia, Massachusetts, Connecticut, South Carolina, North Carolina and Georgia, consisted of 404,955 square miles or, 259,171,787 acres.

Having shown the extent of the public domain in the year 1803, it will be interesting to note subsequent acquisitions.

The first was the purchase of Louisiana from France, which took place in 1803. This purchase included portions of the states of Alabama and Mississippi south of the 31st parallel—the entire surface of Louisiana, Arkansas, Missouri, Iowa, Nebraska and Oregon. All of Minnesota west of the Missouri river, all of Kansas except a small portion west of the 100th meridian and south of the Arkansas river, all of Dakota, Montana, Idaho, Washington and Indian Territories, with a part of Wyoming and Colorado.

The cost, according to the original treaty stipulations, was 60,000,000 francs or \$15,000,000 in money and stocks. The interest on the stocks to the time of redemption was

\$8,529,353. The United States assumed the payment of certain claims of citizens of the United States against France, \$3,738,268, making a total expenditure of \$27,267,621. For this sum the Government obtained a title to 1,182,752 square miles of territory or 756,961,280 acres of land, at 3½ cents per acre.

The next acquisition to the public domain—1819, was the purchase of Florida from Spain, for the sum of \$5,000,000. For this amount stocks were issued, and principle and interest amounted to \$6,489,768. This purchase added to the public domain 59,267 square miles or 37,931,520 acres, which cost 17½ cents per acre.

The next acquisition to the public domain was from Mexico in 1848. By this session the United States obtained the States of California, Nevada and a part of Colorado, also the lands in the territories of Utah, Arizona and New Mexico, which added 522,568 square miles, or 334,443,520 acres to the public domain, at a cost of \$15,000,000 or 4½ cents per acre.

In 1850 the United States purchased of the state of Texas, 96,707 square miles or 61,892,480 acres for the sum of \$16,000,000 or 25½ cents per acre. This territory is now included in Kansas, Colorado and New Mexico, and embraces the "public land strip" or "No Man's Land."

In 1853 the Government purchased of Mexico 45,535 square miles of territory or 29,142,400 acres for the sum of \$10,000,000. This territory is known as the Mesella Valley, and lies in the territories of New Mexico and Arizona, and cost 34½ cents per acre. To recapitulate, we have public domain and cost as follows:

How Obtained.	Square Miles.	Acres.	Cost.
Cessions by States	414,955	259,171,787	
From France	1,182,752	756,961,280	\$27,267,621
From Spain	59,268	37,931,520	6,489,768
From Mexico	522,568	334,443,520	15,000,000
From Texas	96,707	61,892,480	16,000,000
From Mexico	45,535	29,142,400	10,000,000
Total	2,351,785	1,479,542,987	\$74,757,389

In the foregoing Alaska is not included, because it is absolutely a *terra incognita* and cuts no figure in the discussion of the public domain, whatever may be said of it in its

relations to the national domain. The land laws of the United States do not extend to Alaska, and in the discussion of the land question, it would simplify matters greatly if the Land Department at Washington would leave Alaska out of the calculation, as for instance in a public document issued by the Land Department, we find the statement in 1883, the unsurveyed public lands amounted to 928,426,577 acres. In this is included 369,529,600 acres, the total area of Alaska, a country in which there are no land laws. Deducting Alaska and we find the unsurveyed lands of the United States to be 558,896,977 acres. At that date, 1883, there were in the United States, 254,624,133 acres of public land surveyed and unsold, this with the lands unsurveyed, made a grand total of 813,521,110 acres of land still to be disposed of by the government, sufficient for 5,084,507 farms of 160 acres each.

According to the census of 1880, there were in the United States at that time 4,008,907 farms, embracing 536,081,835 acres, an average of about 133 acres to the farm. Of these there were:

1,352 farms under 3 acres.
134,889 farms of 3 acres and under 10 acres.
254,749 farms of 10 acres and under 20 acres.
781,470 farms of 20 acres and under 50 acres.
1,032,910 farms of 50 acres and under 100 acres.
1,495,983 farms of 100 acres and under 500 acres.
75,972 farms of 500 acres and under 1,000 acres.
28,578 farms of 1,000 acres and over.

It will be observed that 2,208,374 farms in the United States in 1880, were under 100 acres, and that 1,695,983 farms ranged from 100 to 500 acres, taking in the 120, 160, 200, 240, 280, 320 acres and so on, according as a man may have added a 40 or an 80 acre lot to his farm. By far the largest proportion of them being between 120 and 160 acre farms, leaving only 104,550 farms above 500 acres. The value of farms in the United States in 1880 was \$10,197,096,776, or an average of \$2,543 per farm, or about \$18.20 per acre, including improvements, buildings, fences, etc.

It is interesting to note the rapid increase in the number of farms in the United States. In 1850 there were in the United States 1,449,073, in 1860 there were 2,044,077, an increase of 575,804, or about 41 per cent. In 1870 there were 2,659,985 farms, showing an increase for 1860 to 1870 of 615,918 farms or about 30 per

cent. In 1880 there were 4,008,907 farms, an increase between 1870 and 1880 of 1,348,922 or over 50 per cent—and from 1850 to 1880—thirty years, the increase in the number of farms has been 2,559,834, or about 140 per cent. Assuming that the number of farms between 1880 and 1888 has gone forward, as between 1870 and 1880, there would now be in the United States 5,089,043 farms, embracing 676,842,719 acres, against 536,081,835 acres in 1880.

So far as the Government is concerned, the public domain business has not paid expenses. Up to 1880 the account stood as follows:

Expenditures	\$322,049,595 96
Receipts	200,702,849 11
In excess of receipts	\$121,346,746 85

AN exchange says there are three epochs in railroad building. The first is when everybody wants the road, which is designated as the formation epoch. It involves subscription of stock, getting right of way, etc. The second is the construction epoch. During these two epochs there is great enthusiasm along the line of the road, everybody is hopeful and happy. The third epoch is when the road is completed and trains begin to run. This third and last epoch is an "eye-opener." It is productive of many and astonishing revelations. The first train is everywhere received with ovations and for a time the people imagine that every promise is fulfilled and every expectation realized. But after a while it is discovered that the towns staked off do not grow as rapidly as was contemplated. Then comes the discovery, says the writer, "that the railroad is not a purely philanthropic enterprise," and as a consequence hostile feelings arise. Free passes are not sufficiently numerous and those who are left out complain—and the road not being able to run on business principles, goes into bankruptcy, a receiver is appointed. Shippers purchase the property for a song and a good many people who subscribed in the beginning, during the first epoch, and felt happy under the second epoch, find the third epoch a sort of a depot for old stocks and damaged expectations, a penalty, perhaps, upon ignorance of correct methods of operating railroads.

THE AGE OF MENDACITY.

"Let falsehood be a stranger to thy lips.
Shame on the policy that first began
To tamper with the heart to hide its thoughts!
And doubly shame on that inglorious tongue
That sold its honesty and told a lie."

A writer in the *North American Review*, signing himself Howard Palin, and choosing for his subject, "The Age of Mendacity," professes to have made some startling discoveries, and starts out as follows:

It is easily susceptible of proof that there is today far more lying and misrepresentation of what we may term a professional type than there has ever been before. If figures are demanded it is only necessary to glance at any of the daily journals, run the eye casually, as it were, over the columns, note the number of easily detected falsehoods therein contained and multiply by the total alleged circulation as given in the sworn statement at the head of the day's issue. More than this, if each paper is read by several different persons it is fair still farther to increase the estimate, for a lie is surely a lie every time it is repeated. Thus by a very simple arithmetical process it is possible to show that millions of falsehoods—clad in all the authority that printer's ink still carries for many minds—are sent out daily upon their mission to distort the truth, if not directly to promulgate actual falsehood.

If Mr. Palin states the case fairly, if he has not himself stated a falsehood, if he himself is not a liar, then, indeed, is the United States of America the most unfortunate country known to men or angels.

The daily journals of the country are the great educators of the people. We doubt if it be possible to over estimate the power, the influence, of the daily newspapers of the country, and if they are all engaged in publishing lies, or distorting the truth, which is lying, then to say that the devil is in the ascendancy in the United States by a large majority, will be accepted as the situation by thinking men generally. But is it to be presumed that only daily newspapers are engaged in lying? Why should the weekly, semi-weekly, tri-weekly, monthly, semi-monthly and quarterly publications be excepted? There is no valid reason for such exception. Mr. Howard Palin should include them all except, possibly, the religious and scientific publications, and possibly, those engaged in promoting educational, agricultural and labor enterprises. The men who control the daily papers are not more corrupt, not more mendacious, not less regardful for the truth than are the men who publish papers less frequently. If this be simple justice to all parties, and publishers of newspapers and periodicals are alike

guilty of publishing lies, what words in the lexicons of the times are equal to the task of adequately portraying the deep degradation to which the nation is tending? If Mr. Palin is correct in the charge he makes, what force is there in the world that can arrest the degrading work of the untold millions of lies the press is publishing? Manifestly, mere words will not meet the requirement. Mr. Palin suggests figures. He would have the "easily detected falsehoods" multiplied by the "total alleged circulation," and multiplied again by the number of persons who read newspapers, for he says "a lie is surely a lie every time it is repeated." In this we have a basis for estimates. We are required to refer to the census figures of 1880. We shall deal only with the daily and weekly papers, and shall assume that as between 1880 and 1889 the increase of papers and circulation was 25 per cent. Those who choose may refer to the figures. They will find that in 1888, the total circulation of the daily papers amounted to, allowing 300 days to the year, 1,364,034,000 copies, and the weeklies to 1,264,256,768 copies, a total number of copies of 2,628,290,968. Mr. Palin says it is only necessary to "glance at any of the daily papers, casually, as it were," and "note the number of easily detected falsehoods." Now, suppose we put the number of "easily detected falsehoods" in each issue at five, then we would have annually set afloat the astounding number of 13,140,454,840 falsehoods, lies. But, Mr. Palin contends that a lie is a separate and distinct lie every time it is uttered, and to have a correct idea of the number of lies uttered by the press we should know how many persons read them. He says, "if each paper is read by several different persons, it is fair to still further increase the estimate, for a lie is a lie every time it is repeated" or read. That is to say, if five persons read the same lie, it is equal to five lies, hence, if each paper contains five lies, 13,140,454,840 lies are annually uttered by the newspapers of the country, and if each paper is read by five persons, it is equivalent to setting afloat 65,702,274,200, equal to 180,000,000 lies daily, including Sunday, and to 930 lies per capita daily of population, including men, women and children. Such is Mr. Howard Palin's

statement reduced to figures, based upon data approximately correct. It would not be proper to charge Mr. Howard Palin with intentional mendacity, it might not be "parliamentary," and yet, we assume that since the date of the publication of the first newspaper, no more mendacious statement than that made by Mr. Howard Palin, ever appeared in print. If it were true, then the Creator should cancel his covenant with Noah, take down his bow from the cloud, and drown the world again, for anything is better than a deluge of lies, the unrebuked and unbounded sway of the devil. If the press, to the extent charged by Mr. Palin, is engaged in lying, in polluting the minds of men, women and children, in defiling all things virtuous, in propogating wickedness, then the plagues of Egypt, fact or fable, dwindle to insignificance in comparison to the curse the press of the United States, is inflicting upon the country.

Mr. Palin is not content with arraigning the newspapers—the "daily journals" of the country. With the press he includes the lawyers, and says: "The journalistic liar is not the only profession of his class—side by side with him stands the lawyer, and it is by no means certain that the latter should not take precedence when it comes to down-right scientific work. His training from the very outset contemplates the defense of clients known to be in the wrong; contemplates in other words the suppression of the truth and the promulgation of deliberate falsehoods in open court with the avowed intention of misleading the jury. Thus it appears, according to Mr. Howard Palin's estimate, that journalists and lawyers are professional liars, the lawyer being, if possible, the greatest offender against human and divine law. In 1880 there were in the United States 64,137 lawyers. The increase in ten years, from 1870, was about 20,000; taking the same ratio of increase since 1880, it is fair to estimate the number of lawyers now in the country, at 90,000. This large army of lawyers, if we are to accept Mr. Palin's estimate, is constantly engaged in open court in the nefarious business of promulgating "deliberate falsehoods" in the interest of crime. But Mr. Howard Palin's statement is not true, it is not ap-

proximately true; on the contrary it is a stupendous falsehood, a monstrous slander. The trouble with the press is not that it lies, but that it tells too much truth. In numerous instances it panders to a demand for vulgar, debasing, vicious news, publishes truths that need not and ought not to be published, and thus feeds a depraved appetite. There are doubtless publishers of newspapers who are liars, and lawyers who would not hesitate to lie for a fee, but the sweeping declarations of Mr. Palin are in the extreme calumnious, and it is surprising, considering the standing of the publication which published them, that their author has not been properly rebuked by the parties slandered.

The workingmen of the United States have had great occasion for feelings of unkindness towards many publishers of daily and weekly newspapers, for what they have rightfully regarded as unfair treatment, but this course of injustice has not been pursued by all newspapers, nor yet by a majority of them, and even those which have taken a course well calculated to prejudice the public against the rights and interests of workingmen, have not been defamed as liars.

Lawyers are not professional liars, and it would be difficult to perpetrate a more astounding calumny. They do not lie in "open court." They can make no statement of fact to a jury not warranted by the testimony, and under the immediate eye of the court, they are not permitted, even were they disposed to do so, to distort facts. But we are not required to champion lawyers, nor yet the daily press, and what we say upon the subject of Mr. Howard Palin's villification of newspapers and lawyers, is prompted solely by a desire to contribute our share towards rebuking the vilest aspersion of two honorable and useful professions, that has appeared in print within the past quarter of a century.

THE Wicks tunnel on the Montana Central railroad is 6,200 feet long and cost \$1,500,000. It is through solid rock and required sixteen months steady work. It required twelve minutes for the first train to pass through the tunnel, but it is expected to reduce the time to eight minutes.

THE BROTHERHOOD OF LOCOMOTIVE ENGINEMEN.

It was the theory of Sidney Smith, that "of *individuals* living at the same period, the oldest has, of course, the greatest experience; but among *generations* of men, the reverse of this is true. Those who came first (our ancestors) are the young people, and have the least experience. We have added to their experience the experience of many centuries; and, therefore, as far as experience goes, are wiser, and more capable of forming an opinion than they were." It is not to be presumed that in the matter of wisdom, intellectual force, that former generations suffer by comparison with succeeding generations, but as generations have succeeded generations, new problems have demanded solution, and for their mastery not only the wisdom of the past has been required, but such additions as the generation called upon to expound the question, could supply.

Again, every generation, has had its special needs, or, to extend the periods, every century has had its demands to meet the requirements of an advancing civilization. It may be there are men of to-day who can provide things required for to-morrow—but it must be confessed that only in rare instances did the men of the 18th century make provisions for the men of the 19th century—indeed, the men of the year 1800, saw dimly, if at all—the wants of men a quarter of a century later—and they did not see even in their dreams the needs of the world in 1889. The men of the 19th century, who have reached the age of "three-score-and-ten," if age is to be measured by knowledge, are not only older than Methuselah, but have lived longer than from the creation of man to the deluge, and no violence would be done to language, if a dozen centuries were superadded.

And what of such propositions? Simply this, men are only required, when they act, to respond to present exigencies, the pressing necessity of the times—the best, considering the rapid march of events, the men of to day will do if they but lay foundations upon which the men of to-morrow may build with safety.

The men, who, in 1873 laid the founda-

tion of the Brotherhood of Locomotive Firemen, were endowed with as much prescience as usually falls to the lot of mortals—and the proof is found in the fact, that while changes required by phenomenal growth and expansion, have been made, the fundamental principles and ideas remain unchanged. And now the question arises, is there not a demand for a new departure in the Brotherhood of Locomotive Firemen? Not a new departure in principle or policy, but rather the application of the inherent principles upon which the Brotherhood was founded to exigencies which now confront the Order on every hand.

The *Magazine* assumes that the title of our Order is defective in that it does not convey to the mind a just comprehension of the status of its membership, in other words, the Brotherhood of Locomotive Firemen, has a far greater sweep than its name implies. This has been true during the entire period of its existence, and it has been fruitful of harm, while it cannot be credited with a single benefit. Say what we will, there is something in a name, far more than is usually admitted, at any rate, it must be regarded as universally wise and prudent, that the name of our Brotherhood should express, as far as practicable, the purposes of its mission.

The title of our Brotherhood is that of "Locomotive Firemen." The title is defective, because it is not sufficiently, nor justly comprehensive. It is less than the facts require. Let us see. Who are members of the Brotherhood of Locomotive Firemen? 1st, firemen; 2d, hostlers; 3d, engineers. A hostler is not a fireman, nor yet an engineer. An engineer is not a fireman, and yet, the membership of the Order includes them all. Hence, the *Magazine* is fully warranted in saying the name of our Brotherhood conveys a meaning far less than is warranted by the callings of its membership.

This defect, existing since the foundation of the Order, should be eliminated—and the name of the Order should express its true character. What is it? It is as it stands to-day, and as it has ever stood, a Brotherhood of Locomotive Enginemen. Necessarily so, because its membership, as we have stated,

includes firemen, hostlers and engineers, all enginemen.

This *Magazine* does not hesitate to suggest the eminent wisdom of changing the name of the Brotherhood from that of Locomotive Firemen, to that of the Brotherhood of Locomotive Enginemen.

The *Magazine* does not make the suggestion because of any sentiment of pride, but because the change is one of absolute propriety. "Locomotive Firemen," as applied to our Brotherhood, is a *misnomer*. It is an inapplicable title, because it is not only less than the facts demand, but is on its face a misstatement of facts. Our Brotherhood is larger, more comprehensive than its name indicates, and the character of its membership suggests and demands the change which the *Magazine* announces for the consideration of the membership of the Order.

The question arises what objections can be urged against the proposed change of the name of our Brotherhood? It will involve no change of laws or policy; simply that of title, and that in strict consonance with existing conditions of membership, about which there is no room for controversy. A fireman is an engineman; a hostler is an engineman; an engineer is an engineman. If the name of the Order should be changed to that of the "Brotherhood of Locomotive Enginemen," it would designate a fact, while that of "Locomotive Firemen" is less than the fact.

Is it to be surmised that an objection is likely to be found in the suggestion, that a member of the "Brotherhood of Locomotive Enginemen," would desire to join another Order, that he might have a larger insurance policy? Such an objection is easily answered by saying, that the parent Order could easily accommodate a member who desired a \$3,000 policy instead of one for \$1,500, since, if he desired to double his policy he would pay a double assessment. Upon the principle that a \$3,000 policy would require him to pay twice as much as a \$1,500 policy.

Is it suggested, that there are those who fondly cherish an old name for its associations, and would therefore object to a change. The *Magazine* would not treat lightly such an exception. It too, cherishes old names,

old associations, old friends, books and letters. But the *Magazine* would call a thing by its right name. The Brotherhood of Locomotive Firemen is more than its name imports; it is larger, broader, wider, more capacious. It is a "Brotherhood of Enginemen," and as such, it should bear a title in honest consonance with the facts.

NEGLIGENCE.

The decisions of courts in cases where railroad employes sue a railroad corporation for injuries sustained in the performance of their duties, bring into great prominence the question of "negligence," as will be seen by the following reports of decisions:

In Virginia in an action by an employé injured while uncoupling a car from some stationary cars, by the running of a coal train and pier engine into such cars, there was evidence that, when plaintiff went in between such cars, he saw such engine stalled on the up grade, and that there was at that time only about twenty feet between such stationary cars and the train, that he was delayed in his work by a tight coupling pin; that the train gave no warning by bell or whistle; that the escape of steam, as the engine climbed the grade, could be heard a long distance. The Supreme Court of Appeals holds that the plaintiffs' negligence was the cause of the injury, and he cannot recover,

Few words in the English language have a wider range of synonyms than negligence—and philologists have, therefore, devoted special attention to the term. In reading the Virginia case, the question arises in what regard was the employé whose duty it was to uncouple the cars negligent? A duty had to be performed; the employé was at his post and promptly attended to his duty. In this, there was neither disregard, inattention nor neglect.

The court in rendering the decision committed a grave error, since it is clear that the employé was not negligent. He was not inattentive. He could not be charged either with disregard or omission. He was watchful and prompt, and still the court held that his negligence was fatal to his claim. The employé when he went between the cars saw an engine stalled on an up grade and only 20 feet distant.

Ordinarily there was plenty of time to uncouple the cars, but a "tight coupling-pin" caused delay, and this delay resulted in disaster. In all of this there was neither negligence nor the semblance of negligence; the tight coupling-pin, of which the employé knew nothing, and could have known

nothing, occasioned the calamity, not negligence. And we doubt very much if the learned (?) judge could, if required, define the word negligence. The employé was not heedless, he saw the "stalled engine" on an up grade. He was not careless in manner nor method in the performance of his duty, on the contrary, he was thoughtful, considerate and deliberate, but found a tight coupling-pin, was delayed in the performance of his duty as an employé, in which he was injured, and being charged with negligence, was denied by the court, just compensation. When such decisions are made predicated upon negligence when there was no negligence, but on the contrary a prompt response to duty, there ought to be some way for a maimed employé to have his case tried upon its merits and by a judge who is capable of defining the term "negligence." Here is another Virginia decision:

In the same state while the brakeman, who was a minor, and upon his first trip, was coupling freight cars by order of the conductor, the conductor was so situated and so far away that he could not see the opening between the cars, nor the brakeman; so as to give the proper signals to slow up. The brakeman was killed by the cars coming together with great force. The Supreme Court rules that negligence is proved on the part of the conductor, for which the company is liable.

The one gratifying thing in regard to the foregoing decision, is that the court did not hold, that the brakeman, having been killed by the negligence of a coemployé, the railway was not liable for damages. The coemployé rot, has, we hope, been largely played out, and that we are to hear less of it in the future, since it is difficult to conceive of anything more exasperatingly unjust.

MAINTAINING RATES.

The New York *Standard*, in its issue of February 2d, says that "the bankers and the railroad Presidents have laid their heads together and determined that a new leaf shall be turned over in railway management. Hereafter there are to be no wars of rates, and everything is to be done in the interests of the stockholders. The country is to be divided up among the different systems; rates are to be fixed at such figures as the traffic will bear; and no system is to come poaching upon any other system's territory. What will happen to it if it does, would be pretty hard to say; it is assumed that the

dread of provoking chaos will be sufficiently strong to induce the various Presidents to stick to their agreement. Unquestionably, it is a good thing for the commerce of the country that rate wars should cease entirely. When rates between New York and San Francisco are, one month, less than between New York and Syracuse, and the next month as high as ever, the effect upon trade cannot but be evil. But it is, to say the least, very questionable if the true remedy is to be found in the practical consolidation of all the railways into one gigantic trust and the doing away with competition altogether. Anarchy is a dreadful thing, no doubt; but the absolutism that takes the place of anarchy is, if anything, the more to be dreaded of the two." It will be observed, if the purpose be to maintain rates, railroad corporations at once see the importance of federation, consolidation, unity of action, alone, single handed, they are powerless, federated they are all powerful. Could there be a more apt illustration of the wisdom of federation on the part of railroad employés to obtain and maintain fair wages? To obtain and maintain fair dealing in all things pertaining to employment is of as much importance as to obtain and maintain fair rates for freight and passengers. And who will deny, if railroad corporations deem it expedient to form an alliance to maintain rates, that it is equally advisable, and as desirable for the Brotherhoods of railway employés to federate to secure and maintain fair wages? The railroads want fair pay for the services they render; the same is true of their employés. To secure their rights the railroads federate, and in so doing set an example to the Brotherhoods of railway employés that ought not to be disregarded.

The New York *Dispatch* plumes itself upon taking "a broad view of the vast field wherein lie the best interests of all railroad men." In its broad view it would have members of the O. R. C. reduced to scabs and it would have members of the B. of L. E., because "paid double," hold themselves "one degree" above the members of the B. of L. F. The breadth of such views may be wondrous but they are incalculably thin. They embellish folly as moonshine does a mud hole.

PERSONAL VS. PRINCIPLE.

The course the *Firemen's Magazine* has deemed it proper to pursue of late, in defense of the honor of the Brotherhood of Locomotive Firemen, has, as we anticipated would be the case, created not a little agitation in the minds of certain persons who favor placidity and deprecate disturbance under all circumstances. Such people desire "peace at any price" or sacrifice, provided the commotion is the result of their own arraignment for acts done or indorsed, whereby wrong and injustice is done to others.

This *Magazine* is in no mood to make apologies. Satisfied that its manner of proceeding, relating to the policy of the B. of L. E., was demanded by every consideration of propriety, it does not relax in any degree its determination to proceed as it has begun. This *Magazine*, however, regards it proper to address a few words to a certain class, not members of our Order, who are, seemingly, disqualified to make a distinction between persons and principles, or persons and policy. That is to say, if the *Magazine* censures a policy, they will understand it as declaiming against persons. Let us be frank in this matter. The B. of L. E. has chosen to enact laws, which, viewed from any and from every standpoint, are grossly insulting to the B. of L. F. The laws disclose a deliberate purpose on the part of the B. of L. E. to do cruel violence to friendship and fellowship. They are laws which cast odium upon members of the B. of L. F. About this there is no mistake, no chance for misapprehension. The insult is sharply defined, is brought into bold relief. No one attempts to palliate the affront, the intended indignity. The B. of L. E. enacted at San Francisco that no engineer, a member of the B. of L. E., and a member of the B. of L. F., should ever represent his Division in a convention of the B. of L. E. Such a humiliation defies exaggeration. It was an insult of the most offensive character and unparalleled. It said, in effect, to members of the B. of L. F., who were members of the B. of L. E., "You cannot be trusted. You are wanting in honor;" and while thus stigmatizing the men, it intimates a gratuitous calumny upon

the B. of L. F. It was, in effect, slanderous. It defamed the B. of L. F. Not being satisfied with this aspersion of the B. of L. F., at New Orleans the B. of L. E. enacted that no engineer, a member of the B. of L. F., should from that time ever become a member of the B. of L. E. This was the climax—it was ostracism pure and simple. It was an expression of utter detestation of the B. of L. F. And now comes what upon any and every process of ordinary reasoning is inexplicable. The B. of L. F., after all of this insult, contumelious and opprobrious treatment, the rank and file of its membership and its grand officers still tried to cultivate amicable and honorable relations with the B. of L. E., and that there might be no controversy in that regard, stood by the engineers on the C., B. & Q., through all that fierce storm, making sacrifices, which, regardless of defeat, baptized the men and the Brotherhood with fadeless renown. Still, the B. of L. E., at Richmond, not yet satisfied with its insulting policy, goes ahead and appoints a committee to settle the strike and as completely ignores the B. of L. F. as if it were not in existence.

The *Magazine* took it upon itself to expose this shameful policy of the B. of L. E., but in doing this it makes no war upon individual engineers. It fights a vicious policy. It exposes a course of action that no member of the B. of L. E. publicly champions. The *Engineers' Journal* is as silent as a tombstone. What is said in opposition to the course taken by this *Magazine* may be justly condensed into this one sentence: "You are creating bad feelings." No one assails the justice of the *Magazine's* criticisms. No one pretends to justify the course pursued by the B. of L. E. towards the B. of L. F. No one can justify the policy of the B. of L. E. "Bad feelings," indeed! When the B. of L. E., at San Francisco, passed its odious law, the "bad feeling" began. Prior to this there was no "bad feeling," there was harmony, fraternity, fellowship. But when the B. of L. E. said no member of the B. of L. F. and a member of the B. of L. E. should ever represent his Division in a B. of L. E. convention, a "bad feeling" was engendered, and when at New Orleans a further indignity was offered the

B. of L. F., the bad feeling was intensified, and when at Richmond these odious laws were re-indorsed, and another insult offered the B. of L. F., the resentment of the B. of L. F. could not be further restrained. Every consideration of honor and self-respect demanded that the B. of L. F. should assert its dignity and independence, and this the *Firemen's Magazine* has done to the best of its ability. It is not responsible for the existence of "bad feeling." With all the power the B. of L. F. could command it sought to restore amicable relations, but every proposition was arrogantly repelled. Let the responsibility rest where it belongs. It does not rest upon the *Firemen's Magazine*.

This *Magazine* condemns the policy of the B. of L. E. It is a policy of unyielding hostility to the B. of L. F., and as such, we denounce it. We have no war with individual engineers. The *Magazine* is the friend of the B. of L. E. as an organization, but it is uncompromisingly opposed to its policy wherein the B. of L. F. is ostracised and insulted.

The B. of L. E., in a way well-calculated to arouse the indignation of every self-respecting member of the B. of L. F., virtually tells our Brotherhood that it will have nothing to do with it. This *Magazine* accepts the challenge. Let the divorce be complete. Let the two Orders in future stand alone, each upon its own dignity, independence and self-respect. The B. of L. F. has no further overtures to make. We simply place the responsibility where it belongs. The *Firemen's Magazine* will continue, with such ability as it can command, to vindicate the B. of L. F. We do not fear the final outcome. We are not solicitous about the verdict. We are simply interested in telling the truth, in exposing insult and in setting the Brotherhood of Locomotive Firemen in its proper light before men who admire justice and detest every semblance of aristocracy in labor organizations.

THE *Laster* refers to the "slave labor districts of Pennsylvania," and the designation is just. The slavery which Pennsylvania maintains in her mines is more infamous and in all regards more degrading, than any slavery ever known in the United States.

STANDING BY THE RIGHT.

Davy Crockett, the once famous backwoods hunter, statesman and philosopher of Tennessee, is credited with the saying, "First know you are right and then go ahead;" and Paul says, "and having done all, stand." To find the right is sometimes toilsome. It taxes men's patience, their powers of investigation, and demands sound judgment. Only men who desire the right ever find it, or, if they find it and do not act upon it, do not "go ahead," it is to them the same as if they had not found it. The demand is, not only to find the right, but to act upon it—stand by it. To do this requires moral courage—the very best type of manhood the world has ever produced, or ever will produce. It is the all-sustaining, transforming, revolutionizing, exalting principle. It is the one thing needful in human affairs. There are men who know they are right, but who lack the courage to "go ahead," and as men cannot be "strictly neutral," it is invariably the case that such men go wrong, not because they are necessarily vicious, but because they lack the courage to pursue the right and take the consequences.

This *Magazine* has pointed out as concisely as it was in its power to do, that it had become eminently right for the Brotherhood of Locomotive Firemen to inform the Brotherhood of Locomotive Engineers that the time had arrived to speak with discreet boldness of a matter, or matters, about which to remain longer silent would be accepted as a confession of inferiority on the part of the B. of L. F., and a willingness to wear the badge of humiliation and degradation—such self-abasement could not be tolerated—it could not be so much as thought of without surrendering all things which distinguish courage and reprobate poltroonery.

The B. of L. E. having assumed a superiority to the B. of L. F. in ways most offensive and sharply defined, it became this *Magazine*, the official organ of the B. of L. F., to administer such rebuke as the arrogance of B. of L. E. richly merited. There was nothing rash about it. The proceeding was deliberate, the result of cool consideration. It was the right thing to do, and the more we reflect upon the new departure the more our judgment approves the proceeding.

In this connection it affords us great satisfaction to say, not one member of the Brotherhood of Locomotive Firemen has so much as intimated that the *Magazine* has been wrong or indiscreet, on the contrary, letters have poured in upon us containing the most unequivocal indorsement of the utterances of the *Magazine*. We have before us, as we write, a letter from a locomotive engineer, a member of the B. of L. F., a man thoroughly posted in brotherhood matters, a "runner," in the prime of his young manhood, who dare "go ahead" when he knows he is right—and we take the liberty of giving a few extracts from a private letter in confirmation of what we have said. The writer says:

"I want to congratulate you on the fine appearance of our *Magazine* for 1889, and to say that the editorial in regard to federation, and the way the Engineers are acting in refusing our members admission into their order, meets with my hearty approval. You preach just the kind of sermons I expected you would, and just the kind I wanted to hear." * * * "We are all in favor of federation out in this Western country, and we have too much manhood and self respect to withdraw from the best labor organization on earth to join even the aristocratic B. of L. E. If they can get along without us, we can surely get along without them."

There is no mistaking such declarations, they have the ring of pure gold, and will pass current in the Lodges of Locomotive Firemen. The writer does not hesitate to state circumstantially that the B. of L. E. gave him the fullest recognition of acceptability as a member of that order—stipulating the one objection—his membership in the B. of L. F. That was the test. The member of the B. of L. F. must renounce his parent Brotherhood, wash himself clean of the contamination incident to association with the Brotherhood of Locomotive Firemen, and this fact, properly certified, he could enter the shining circle of the B. of L. E. Not much. The writer was not built that way, nor of that sort of material. The proposition was rejected with becoming scorn. The writer adds: "I am giving you my experience to show you how things

are working here, and I want to add that there are dozens of young engineers on the — who are faithful to the mother order, and will remain so."

Such declarations speak volumes for the B. of L. F. As the writer says, it "is the best labor organization on earth," at any rate, it is abreast of the best. The B. of L. E. in its efforts to degrade it made a fatal mistake and a fatal failure. This it may see and rectify. Thousands of engineers, members of the B. of L. E., are opposed to such a narrow, blind and bigoted policy. They feel kindly toward the B. of L. F. But whether the B. of L. E. recedes or stands, is no longer a proposition which the B. of L. F. will consider. The B. of L. F. can stand alone. It will shape its own policy, map out its own destiny and pursue its way quite independent of the B. of L. E. It will foster no antagonisms, but it will not be deflected from its course by any law the B. of L. E. has enacted or may enact. The day for pleadings and concessions has gone by, henceforth a policy of self-respecting independence—henceforth the motto will be "stand by the right." There was a time when the B. of L. F. pleaded and protested—when it was the victim of promises made only to be broken—of such things it has had enough. In future it will mass its resources of manliness and courage, and it will reach the destined goal, and don't you forget it.

FROM time to time comparisons are instituted between the railroad service in the United States and European countries, and all things considered, the United States stands first. We note that the Hungarian government runs the railroads of that country, and has a school at Buda-Pesth for the education of employes. In Hungary, when a young man enters the railway service, he expects to remain in it during life. He becomes a fixture. He don't quit to takesome other job—and this it is thought improves the service. It may be the right thing for Hungary and other European nations but wouldn't suit the United States.

THE Italian shoemakers of New Orleans have become so Americanized that they are demanding fair wages for their work.

PENNSYLVANIA HORRORS.

Pennsylvania, in many regards, stands in the front rank of the highly-favored states of the Union. She possesses natural resources of wealth upon a grand scale. Her wealth of coal and iron is incomputable. Honest labor in Pennsylvania ought to be fairly rewarded, the workingmen's home ought to be distinguished for contentment, for freedom from want, for all things worthy of our boasted civilization. But such is not the case. In large districts of this highly favored commonwealth, there are scenes of poverty, degradation, wretchedness and oppression which it would be difficult to parallel in any land within all the zones that belt the earth.

The New York *Herald*, one of the greatest newspapers of Christendom, sends its representatives into the anthracite coal regions of Pennsylvania, and in graphic vividness gives its readers pictures of horrors which ought to arouse universal indignation. The railroad kings and the coal kings are practicing in the anthracite coal regions atrocities which defy exaggeration. In a land, where heaven and earth are in alliance to make labor remunerative, and to make the lot of workingmen exceptionally free from anxiety, a few ravenous human wolves, like Corbin of the Reading railroad, the Drexel-Morgan syndicate and others of their type form combinations productive of starvation, revolt, misery and crime, until their infernal proceedings arouse Congress to action and produce wide-spread abhorrence. The New York *Herald*, in an editorial article of February 26th, captioned "The Reading Railway Company and the Coal Mines," says:

The rich men who brought on the horrors of the great strike in the anthracite coal regions of Pennsylvania last winter must have hearts of stone if they can read the report of the Tillman Congressional committee and be unmoved.

On another page will be found the second installment of the terrible arraignment of the coal barons, which the *Herald* has managed to secure in advance of its presentation to Congress.

Every citizen in the country should read this burning word picture of the enmillioned monster that feeds on human suffering, driving half-naked men, women and children out into the snow to perish, and planting its feet upon the bread trays and hearthstones of fifty thousand homes, simply that the price of coal may rise, to the misery of other helpless thousands shivering in the great cities.

This system should be blasted. It is a breeder of anarchy. It makes men go hungry in a land of plenty. It is the oppressor of the poor and the enemy of republican institutions.

To merely prate of the duty of the citizen to re-

spect the law in the presence of legally organized brigandage is a mockery of wrongs that cry out for justice.

The fact that fifty thousand starving miners remained on strike for months in bitter winter weather without resorting to lawlessness in the face of the heartless tyranny revealed in this Congressional report is proof enough of their patience and long-suffering qualities. They deserve prompt redress at the hands of Congress.

Let us stand guard over our civilization.

We hear much now-a-days about workingmen "antagonizing capital," but here we have a picture, or a whole gallery of pictures, each one well-calculated to excite fierce antipathy, in which capital is made, in the hands of gilded scoundrels, to impoverish laboring men, until, for the privilege of living, they are compelled to submit to the most degrading conditions. The *Herald* well says that the system of infernalism "should be blasted." It is a "breeder of anarchy," and anarchy would be an improvement upon such satanic order. Workingmen throughout the land should read the *Herald's* account of the worse than Russian rule in Pennsylvania, and remember that unless it is annihilated, it is as certain to spread as cholera, smallpox, or any other pestilence.

ROBERT G. INGERSOLL remarks that "when the rich combine it is for the purpose of 'exchanging ideas.' When the poor combine it is a 'conspiracy.' If they act in concert; if they do something, it is a 'mob.' If they defend themselves it is 'treason.' This being true, the question which forces itself upon the attention of the public is, can laws be so framed that the 'poor' shall in such matters as the eloquent Ingersoll refers to, have all the rights of the rich? The question is not a difficult one to answer, and it will, at no distant day be answered affirmatively.

Two hundred miles north of Sitka, is situated Douglas Island, a portion of which is said to be a solid mass of gold bearing ore, which upon calculation, it is estimated will produce \$1,200,000,000 of the precious metal, equal to the entire domestic product of the United States since 1793. One mine has been opened for which the owner has refused \$16,000,000.

DAKOTA has 4,300 miles of railroad in operation.



APRIL, 1889.

YES—NO.

The caption selected for this essay contains two of the smaller monosyllabic words in the English language. They are not poetic nor yet prophetic. They are never selected for euphony. The masters of oratory and eloquence find other vocables with which to embellish their periods when they desire to please the ear or captivate the mind. And yet, the words "yes" and "no" are imperial words. They are autocratic. They decide fates. They are decisive and conclusive. They have wrecked thrones and empires—governments, and they have preserved them. They are the words of courage, moral and physical; they are chivalric, knightly words. They are the exponents, the signs of ideas, which grasp all things good, beautiful and true, or that foreshadow a weak, vacillating, timid nature, without force of character, which is swayed by outward circumstances, and seldom or never by convictions, by conclusions, based upon balancing effects of act or policy. The world is full of instances illustrating the facts stated. The words "yes," "no," are usually replies to interrogatives, orally or mentally propounded. At least, we refer to such use of them for our present purpose. Take all the devastating wars that have scourged the world since the deluge, and there was a supreme moment when the little word, "no," would have sheathed every sword. From the time that Joshua forded the Jordan to take possession of the fair fields of Canaan down to the present, when the question of war was up for debate, there was a time when the question was asked, "Shall war be declared?" "Shall the slaughter begin?" If the reply was "yes"—

"Then shook the hills with thunder riven;
Then rush'd the steeds to battle driven;
And louder than the bolts of heaven
Far flashed the red artillery."

If the answer was "no," the "dogs of war" were restrained, and the people went forth in peace and security, to plow, and sow, and reap, and to gather the harvests. The melody of brooks answered to the minstrelsy of birds, the clarion of battle was hushed, and men were not required to contemplate fields of blood and carnage. We do not object to war if its purpose is to break the fetters of slaves and help them to realize the blessings of life, liberty and the pursuit of happiness. When the question is asked shall war be declared to emancipate man from the bondage of his fellow man when

he is found prostrate beneath the iron-shod hoofs of tyrants, the answer should always be "yes," for

"If there be on this earthly sphere,
A boon, an offering heaven holds dear,
'Tis the last libation Liberty draws
From the heart that bleeds and breaks in her cause."

All wars that have for their purpose the enthronement of the right, of justice, of truth, which propose to beat down injustice and tyranny, are right and must have the approval of high heaven. Heaven is pledged for the triumph of the right by human means, human agencies and effort. It is said that heaven helps those who strive to help themselves, but there are those who drool out feminine platitudes about a "good time coming," which will be ushered in by the interposition of some supernatural power. Such dreamers, find them where you may, if the question be, shall we rise, break our fetters, emancipate ourselves from bondage, throw off the yoke of degradation, disenthral ourselves from degrading vassalage? answer "no." It is the one little word that on such occasions expands to colossal proportions, and crashes like a thunderbolt. It paralyzes men's brawny arms, makes men chicken-hearted and white-livered, and accept bondage as a fore-ordained condition. In explanation, the men who answer "no," may say "the time is not ripe for war," or that the down-trodden masses are unorganized, that it will be arraying weakness against power," and when it is asked, "shall we federate for emancipation?" they still answer "no." Why? It does not require infinite wisdom to explain. Are they apostates? No, for the term implies that they had once been animated by noble ambitions and were the defenders of principles worthy of free men, and that they had fallen from their high estate. They never belonged to that class of heroes

"Who deem their swords,
On points of faith, more eloquent than words."

Nor are they necessarily traitors, nor yet, hypocrites who answer "no" when the question is, shall war be declared for the establishment in the world of a government in which the "rights of man" shall be recognized, and, if need be, perpetuated by war? They are simply cowards, often braggarts, demagogues, they are as incapable of comprehending liberty as a caged parrot, and could no more see "the shining footprints of her Deity" than a mousing owl. Their chosen blades are not "double-edged for this world and the next," and had they as much blood in their veins as is carried by an average elephant, they would not shed a drop of it to redeem a fellow man from bondage.

But dismissing such serious criticisms of the words "yes" and "no," it is worthy of remark that their potency is felt and ac-

knowledge in all the every-day affairs of life. It will be strange indeed if the reader, as his eye runs along these lines, does not recall instances in which had he said "no" instead of "yes," and *vice versa*, the stock of regrets in memory's store house would be indefinitely reduced. In this we do not refer to errors in judgment, mistakes incident to infallibility, but to cases in which every honorable consideration dictated a reply different from the one given. It were folly to complain that life's pathways are beset with temptations. It is man's prerogative to choose. No siren ever lured to destruction that conscience did not protest. No pathway of wrong was ever so bedecked with flowers that the eyes of the soul did not detect the hidden danger. The fiat of fate follows, never precedes, the victim's "yes" or "no." There was a time when every doomed man was the master of his own fate. The "yes" or the "no" was like a pebble at the fountain-head of a mighty river, it could, and it did, deflect the course of the stream. We do not propose to lapse into sentimentality. We are not in a melting mood. We are not boring for brine, and yet, in ten thousand instances the fate of many a man and many a family has been irrevocably decided by "yes" or "no." We take little stock in the oft-repeated Shakespearean proverb that

"There is a Providence that shapes our ends,
Rough hew them how we will,"

Unless this thing called "Providence" is a man's will. Fatalism robs man of the power to choose between the right and the wrong, and with this power eliminated, man ceases to be a man, and becomes a creature, the lowest in the animal kingdom, if not in the wide realm of animated nature. The freedom of the will, the power to decide, the courage to say "yes" or "no," to advance, to climb, to work out a noble destiny, to achieve victories for the right are the boasted birthright of man. But this inherent right, this all conquering power, may be used for man's unspeakable debasement, or, it may be abrogated with the same degrading results. Will-power, self-respect, fidelity to the right, moral courage, always have at command the words "yes" or "no." They are, "I will"—YES, or, "I will not"—NO. Little words, but on occasions of supreme moment, crucial ordeals, when destiny awaits decision, they expand to sublime proportions.

We are tempted to give illustrations, but we leave them to those who read and choose to suggest them for their own improvement, satisfied that the more serious their reflections, the more certainly will they be convinced that their destiny largely depends upon the right use of the monosyllabic vocables, "yes" and "no."

L. M. Opecue.

THE NAMES OF LODGES.

What's in a name? That which we call a rose,
By any other name would smell as sweet.

—Shakespeare

Though the rose would be sweet were it not call'd
a rose—
Thou evil, called good, would our peace still oppose—
Though gall would be bitter, were honey its name—
And a mouse, christened bear, were a mouse all the same;
Yet, who has not felt the strong power of a word,
The magic that thrills us when some names are heard?

—I. T. Watson.

Reading and glancing through the January number of the *Magazine*, I came at last to "Subordinate Lodges." Ordinarily I do not read the names of the Lodges, contenting myself with looking at the last in the list to ascertain the number, caring little for the name. No. 393, the last, pleases me much. "Three hundred and ninety-three Lodges," I said to myself, "is a good number, tells a grand story of advancement, of courage and work." And I said to myself many other things that were agreeable to myself and complimentary to the Brotherhood. I was in a soliloquizing, meditative mood, and without any purpose in view, began to read the names of the Lodges, and the more I read the more I became interested. The names served to bring the Brotherhood into bolder prominence, and I continued the pleasant exercise until, one by one, I had completed the list.

I noticed that early in the history of the order that "Hand in Hand" Lodge, No. 2, was organized. What a world of meaning in that name! United, hand in hand, union of purpose, of ambition, of resolves to stand or fall together. The name is a synonym of strength, of fraternity and of friendship. It is a good name. It could not be improved. And then comes "Adopted Daughter" Lodge, No. 3. I can fancy that the sturdy fireman who chose that name said, "the time will come in our history when the Lodge will be required to adopt the daughters of brother firemen who fall at their post of duty. It will be a father to fatherless children, will give them a home and watch over their tender years, and in many ways seek their comfort and guard them against the evils that surround the helpless." Following, comes "Charity" Lodge, No. 5. The name suggests that the members of the Lodge will learn and enjoy the "luxury of doing good," and will exclaim,

"True charity, a plant divinely nursed,
Fed by the love from which it rose at first,
Thrives against hope, and in the modest scene,
Storms but enliven its unfading green;
Exuberant in the shadow it supplies,
Its fruit on earth, its growth above the skies."

I liked the names "Excelsior," No. 11, and "Eureka," No. 14. The former is indicative of ambition. It is an ascending name, it

means moral elevation, while the latter is an exclamation of success, of hoped-for fruitions realized. It goes without the saying that "Industrial" is eminently practical, if not poetic, and means business from start to finish, while "Phoenix" has the ring of mythological lore, as pretty as it is expressive. "Connecting Link," suggests a chain which binds the members to the Lodge, and all the Lodges in Brotherhood bonds of unity and strength. No. 33 starts out with "Success" for a name, and signifies, I conjecture, that the history of the Lodge shall demonstrate the propriety of its name. "New Hope" is good—an intimation that

"Hope springs eternal in the human breast,"

And that the members of No. 37, as they meet with difficulties, say—

"For me—I hold no commerce with despair."

Old hope, or hope deferred, maketh the heart sick, but "New Hope"—

"Man's heart at once inspirits and serenest,
Nor makes him pay his wisdom for his joy."

It is pleasant to see a Lodge named "Blooming" for it suggests fruit, later on, or, is a reminder of that beautiful tree of the South land, which blooms and fruits at the same time. A blooming Lodge ought to be beautiful, and such, I conjecture, is No. 40. "Onward" has a get up and go sound in consonance with the spirit of the age. Not content to stand still, it moves—onward is not backward nor downward. It means robustness, courage, determination, and must be in close relation to "Triumphant" Lodge; No. 47, which speaks of victory, never of defeat. And now comes "Good Will." It was a part of the song of the angels to the shepherds as they watched their flocks on the plains of Judea. "Peace on earth, good will towards men." There is always a demand for "good will" and No. 52 can never have a surplus. And "Anchor" is beautifully significant. Hopes often center in the anchor when danger threatens. "Banner" is well calculated to excite pleasant fancies. Banners float in the breeze when armies are marching and when battles are raging. Not less felicitous is the name "United," borne by Lodge No. 60, and its motto should be, "United We Stand." "Hercules" is an appropriate name for a Lodge, because it signifies strength, a willingness to undertake tasks requiring strength of will-power to overcome obstacles and achieve victory. "Challenge" ought to signify courage, confidence in the purposes of the Brotherhood. In "Welcome" there is warmth, and every synonym of the word is full of fruition. In "Enterprise" we have a name that voices the spirit of the times, where all is activity and alertness. It means that No. 75 will keep up with the procession. In such names as "Self Help," "Perseverance," "Advance," "Confidence" and "Progress," every suggestion is in the line of growth, in-

fluence and elevation. "Peace" is a charming name. It taboos wrangling.

"Oh, peace! thou source and soul of social life;
Beneath whose calm, inspiring influence,
Science his view enlarges, art refines,
And swelling commerce opens all her ports;
Blest the man divine who gave us thee."

"Beacon" is well chosen, at once a guide and a warning. Many a tempest-tossed mariner has hailed with delight the beacon, and if No. 111 serves such a purpose the Brotherhood will make due reward of merit. "Fellowship" is something more than welcome. It is brotherhood in the best sense of the term, and is very properly followed by "Federation," a name that combines faith and hope, strength, courage and victory. No. 122 is well named. It is a name that lays hold upon victory, and

"The harder matched, the greater victory."

I like the names "Pilot," "Guide," and "Golden Rule." The latter, especially, is happy and is fruitful of pleasing and profitable reflections—a faithful *pilot*, a conscientious *guide*, is just what many a man needs in this life, where channels are treacherous and paths labyrinthian, and the "golden rule" acted upon will prove pilot and guide to all

"Poor wanderers of a stormy day."

"Protection" and "Union" are immensely significant, and the more the names are studied, the more their teachings will be found "just in time" to help the student out of many perplexities. "Just in time," is, perhaps, all things considered, the best time, not too soon, nor yet too late, it is an auspicious time. It is the time that takes affairs at the flood, and when the tide "leads to fortunes." "Echo" and "Sunbeam" are highly practical, while "Bee Hive" means, kill the drones and then gather the honey of wisdom from every opportunity and store it up for future use. "Good intent" means well, and when good intentions are worked out in everyday life, the harvest is always rich and abundant. "Fidelity" is a virtue of commanding importance and without it, decadence would at once take possession. "Friendly Hand," like "Hand in Hand," has a wealth of meaning suggestive of help and fraternity. "Oriole" is suggestive of brilliant regalia, perhaps, on parade, but "Provident" signifies prompt payment of dues and assessments, that when disability comes, if come it should, and as come it does to many, there can be no disputing the beneficiary claim, and widows and orphans rise up and pronounce blessings upon provident fathers. "Lucky Thought" is closely allied to "Just in Time," and a near relative of "Glad Tidings." "Liberty" has, as it ought to have, a place in the list of Lodge names.

"Oh, give me liberty!

For were even Paradise my prison,
Still I should long to leap the crystal wall."

"Neighbor" is a good name. Sometimes the question is asked, "Who is thy neighbor?" and the answer can only be that man who is ready to do a kindness. "Endeavor," I conclude, means with the boys of "267," that should they fail sometimes, they will "try, try again." "Home" is always sweet to the ear, to the eye and to the heart, and "Justice" is what the Brotherhood demands. "Tried and True" means that the boys of 316 will stand by their parent Order without wavering, even when they lay aside the pick and scoop for the throttle. "Covenant" signifies pledge. It abhors apostacy and is true to "Friendship," the beauties and blessings of which, doubtless, inspired the charter members of 375.

What's in a name? O, there is much in a name. "A good name is rather to be chosen than great riches." Having finished the list, and noted names of localities and persons, I gave fancy its coveted freedom, while all the Lodges passed in review, until I felt

"Like the Chaldean, who could watch the stars
Till he had peopled them with beings bright
As their own beams."

One of the Boys.

THE NARROW GAUGE.

*[A Time Table of the Narrow Gauge Railroad
leading from Time to Eternity.]*

The line from heaven by Christ was made,
With heavenly truths the rails are laid.
From earth to heaven the line extends
To life eternal, where it ends.

Repentance is the station house
Where passengers are taken in.
No fare for them there is to pay,
For Jesus is Himself the way.

The Bible is the engineer;
It points the way to heaven so clear,
Through tunnels dark and dreary here,
It does the way to glory steer.

God's love the fire, His truth the steam,
Which drives the engine and the train.
All you who would to glory ride
Must come to Christ, in Him abide.

Come then, poor sinner, now's the time,
At any station on the line,
If you repent and turn from sin,
The train will stop and take you in."

J. C. Muzzey.

"Travel by this road."

I DID.

Lo! that's the self-same, sweet refrain
Sang in the same seductive strain,
That long, long years ago I heard
And all my soul's best impulse stirred.

"No fare to pay, no fare to pay;"
'Twas there its chief attraction lay,
Because, of course, you understand
There is no woman in this land,
Nor any other land beside,
But dearly loves a dead-head ride.

You may be sure I wasn't slow
To pack my trunk and say I'd go.
No baggage master came "on deck"

To give the customary check;
Instead, there came the engineer,
Who said, "We don't check baggage here."

"No tea gowns, parrots, poodle dogs,
No fashion whims, no tony 'togs,'
Nor Mother Hubbards yet were found
In that fair land for which we're bound."
One treasure from my worldly hoard
I quickly took and went on board.
The one fair thing that I loved best
I dared to take and left the rest.

'Twas one fair, fragile, fragrant flower
That I had plucked in pleasure's bower,
And gladly wore upon my heart
Till of my life it grew a part,
And I had thought it easier far
From yonder heavens to strike a star,
Than from my life to strike the light
That all its shadowed ways made bright.

When we were fairly heavenward bound,
I soon discovered, looking round,
That each one of the passengers
In these not over-crowded cars,
Like me, held close the world's bequest,
The one fair thing that each loved best.

Soon the Conductor up the aisle
Came with a calm and luring smile.
Into his hand each fare was paid,
For each thereon his treasure laid:
The one fair thing that life could lend
To cheer him to his journey's end
Relinquished when 'twas just begun,
And said, "Thy will, not mine, be done."

Amazed, by me I saw Him stand
And my loved blossom straight demand.
"No sir," I cried, "your schedules say
There is no fare for us to pay.
By that I'll prove your road's a fraud,
I will not ride another rod.
Little care I for laugh or scoff,
Just stop your train and I'll get off."

I looked to see an angry frown,
But lo, instead, He sat him down
And said, "Thou canst not surely know
Those deathless joys to which we go.
The flowers of so much brighter hue
Thou wilt forget this ever grew.
This petty price, is't hard to pay?
Thy will be done, is't hard to say?
That thou these greater joys might see
I said it in Gethsemane."

"Thy forehead bears my seal and sign,
By this I know that thou art mine.
For thee I drank that bitter cup,
I will not lightly give thee up.
Dost longer doubt? Lo, I am He
Who died the death on Calvary."

He ceased: With deep and breathless awe
The nail print in his hand I saw.
Whereon to hide the cruel sight,
I laid my treasure and blossom bright.
Such grief and shame my soul did sway
"Thy will be done," I could not say.
Perchance He saw the quick tears start
And read the sentence in my heart.

And when at times I miss the flower
That I had plucked in pleasure's bower,
And sigh, "Ah, me! When shall I come
To those fair fields of endless bloom?"
He says, the while in awe I bow,
"'Tis but a little farther now."

And when I reach that brighter land,
When its full joy I understand,
And see those flowers beyond compare,
I shall be glad I paid my fare.

—Will-o'-the-wisp.

*[Written in the interest of Granite State Lodge,
Concord, N. H.]*

Mechanical

Contributions to this Department should reach the Editor not later than the 5th of each month.

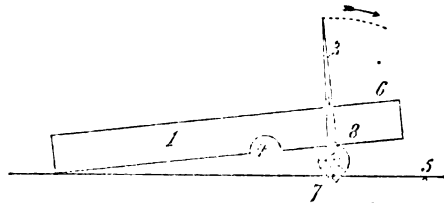
APRIL, 1889.

MR. EDITOR:—Having in a previous article insisted that the cross-head moves through the guides in both forward and back stroke of the piston, it would be inconsistent, it seems to me, to locate the fulcrum from, or by means of which a locomotive performs its work, anywhere except at the center of axle. I reason upon this question in this manner: A locomotive that depends on changing a reciprocating motion to a rotary motion by means of a crank for its motive power, can never move herself without the rotation of the driver. That the driver of a locomotive is turned from a fulcrum at the center of the axle, when the locomotive slips, is not disputed by any of our writers. Do we not agree, then, that the rotary motion of the wheel is due to the action of a lever with its fulcrum at the center of the axle? Then having determined that the translation of the locomotive depends on the rotation of the wheels, it occurs to me that we are agreed on the point in controversy. But some one interposes, and says "that the translation of the locomotive depends as much on adhesion to the rail as in rotation of the wheel." I have to admit the force of this remark, but *adhesion* is not *fulcrum*, and a locomotive developing her motive power in the manner I have stated, might be constructed in such a manner as to "translate" herself whether she adhered to the rail or not; and this without changing, as it appears to me, a single mechanical principle involved in the construction of the modern locomotive. I will give my scheme for accomplishing this later on, but will say here that I do not regard it practical; simply possible, and only introduce it to aid the mind in determining the "correct mechanical principle" involved. A machine might be constructed to move itself by adhesion to the rail without the absolute necessity of the rotation of her wheels in some such manner as the following: Suppose the back ends of both main rods were disconnected from the pins and connected to some form of gripping device that would engage the rail when downward and backward pressure were brought to bear on them, and the valve gear was so arranged as to control the motion of the pistons. By such an arrangement no doubt the device would move forward on the rail, but

would be more of a walking machine than a locomotive, and would differ from the modern locomotive in not depending for its motive power on changing reciprocating to rotary motion through the medium of a crank.

When I read "Vulcan's" proposition in the January number I thought that would settle the question of "fulcrum," but it seems not, for "A. D.," in the the February number, still "sticks to the rail," and applies the power to the driver through the frame. If the power is applied to the driver through the frame it must be applied at the axle. Now, we have located two points of our lever according to "A. D.;" where shall we locate the other? Where is the resistance? I can see but one place, namely, the pin. But this, in a wheel with the pin at the rail, would bring the fulcrum and resistance to the same point; and this, with the power at the axle, gives us a new kind of lever, one not included in the mechanical powers.

Here let me introduce a drawing to illustrate some points in connection with this question.



In the figure, 1 is a stick of timber resting on a roller, 2, at one end. This roller has holes (indicated by dotted lines) through it at right angles. Into one of these holes is inserted a bar, 3. A man standing at the point 6, and pulling in the direction of the arrow at the top, the whole combination will be moved in the direction of the arrow near the point 6, and we have a primitive locomotive. The question now is, where is the fulcrum of the lever, 3, that is made use of by the man to move the combination? According to Mr. Lockwood, "A. D.," and others, it is at the point 7. But why at 7 more than at the point 8? Have we a single lever with two fulcrums? Impossible! There is one fulcrum only, and that is at the center of the roller, and which represents the driver in a modern locomotive. Suppose we continue to turn the roller by means of the bar until it is embraced by the semi-circular cavity, 4, which corresponds to the axle-box in the locomotive? Does this cause a change in the points of the lever? I fail to see a reason why, and it will take a full grown d—l instead of an "imp" to make me believe it. There is a change of results, of course, but no change in the

points of the lever. Let us suppose, again, that after reaching the position 4, the roller strikes a lubricated surface, and slips. There is again a change of results, and Mr. Lockwood and others insist that there is a simultaneous change of the points of the lever, the fulcrum changing from the bottom to the center of the roller. I can not make it appear that way to me. The roller is rotated from a fulcrum at its center, and on this rotation, as a primary cause, the motion of the timber depends. No matter how perfect the adhesion, if the roller can not be rotated the device does not move. Then the fault is in the device. If the roller slips there is no motion of the timber, but the fault is not in the construction. It is outside of it. In the case of a man on a hillside, with a bar under a stone lifting, it never occurred to me that if he slipped, the relative points of the lever by which he sought to lift the stone, and by which he does eventually lift it, if at all, changed.

The only theory on which the fulcrum in question can be located at the rail is, that there is but one fulcrum, and that the universe. Even a balloon in the air rests on the earth, and the earth in turn is supported in some manner. If the rail is the fulcrum for no other reason than that the wheel adheres to it, the ties must be the fulcrum because the rail adheres to them, and then the earth because the ties adhere to it. I prefer to locate the point in controversy somewhere in the locomotive, say at the center of the driving axle. When I wish to move a locomotive from a fulcrum at the rail, I use a "pinch bar." And in justice to myself, though not a very old runner, I will say that I presume I have made several miles in that way, but I prefer the plan with the fulcrum at center of axle.

Knowing that I am in some danger of being called a "crank" on grades, I wish again to put my locomotive on one so steep that the wheels will not adhere to the rail, no matter how much weight may be put into the construction. In order to get up this grade I arrange the machinery so that I can construct a drum on the main axle between the wheels, with a diameter equal to the diameter of the drivers. At the top of the grade I secure a wire cable, carry it to the bottom of the hill, and after passing it once or twice around the drum, draw it tight and fasten the lower end. I now give the engine steam and the drivers turn but do not adhere to the rail. I fancy I see her ascend the grade "allee samee." Now where is the fulcrum? Have we anything here but the old problem of the windlass, or wheel and axle, with fulcrum at the center of axle, resistance at surface of axle, and power applied at the pin. The cable represents adhesion, not fulcrum.

Another view. Suppose you pull down

both wedges on the right side of an eight-wheel engine, leaving a half-inch of play between the boxes and jaws, having previously placed the engine with the right pins down. Now, give her steam, and if the fulcrum is at the rail as stated, and the power applied through the frame, the back jaws will be pulled ahead against the back surfaces of the driving boxes. On the other hand, if the fulcrum is at the center of axle, and the resistance at the surface of axle, the boxes will have to remain firmly against the front jaws of the frame. I have never tried this experiment, but the idea that the frame *pulls* against the boxes in that position and leaves all of the lost motion in front of them, seems to me ridiculous. Just think of the difference of *leading* a bicycle and propelling it in the proper manner.

Referring to my inquiry in the December number, the latter part of it was superfluous, as stated by "Vulcan" in the February number.

"Philadelphian" will please accept my thanks for his statement of the laws of momentum. Almost any one has an idea of what momentum is, in an abstract sense, but the laws governing its influence in mechanical construction is what we are not so familiar with.

There are other matters of which I would like to speak, but forbear for the present, as I have consumed all the space I deserve. In my next I shall try to give Mr. Lockwood's "hammer-blow" theory a little "tunk."

A. H. Tucker.

PHILADELPHIA, Pa., February 26, 1889.

MR. EDITOR:—If the joints and seams of a boiler, together with the throttle, whistle, and cocks and valves were air tight, what would be in the boiler above the water, after the steam has gone down? In answer to "Ash Hoe's" inquiry to above: 1st. Water is compounded of oxygen (symbol O) and hydrogen (symbol H). Two volumes or measures of hydrogen gas (H) to one of oxygen gas, (O). The proportion of the ingredients in weight is 88.9 parts of O to 11.1 H. It has its maximum density at 39° F.h.r. Changes to steam under the ordinary atmospheric pressure at 212° and to ice at 32° (Webster). In answer to "Ash Hoe's inquiry I can not see where there is any vacuum. When a volume of water is being heated the water or particles nearest to the fire become heated first and are lighter, than its surrounding bulk of water, rises to the top and expands driving the other particles down and they become heated. And so on until the whole body becomes heated through. This is termed simmering. But when the volume of water has passed this point, it is called boiling, and the particles now arising expand and form steam, or, as I have seen it termed "water vapor." Now

everything about the boiler is made air tight. The fire drawn and steam dies down and water in the boiler gets cold. Now comes the question: Is there a vacuum or not between water and top of boiler. I claim there is not.

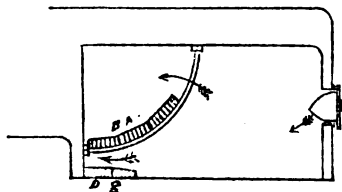
Steam defined according to Webster: "The elastic air form fluid into which water is converted when heated to the boiling point—water in the gaseous state."

Now what becomes of the gases which are converted with the steam, after it condenses. I claim they do not impregnate with the water, but lie between the water and top of boiler, in the shape of air. There has nothing entered the boiler but water, that is compounded of O and H. And this is heated, and the particles rise and expand in the shape of O and H, and form steam or water vapor, which condenses again in the shape of water, leaving in its place particles of O and H in their proportionate values, destroying in my opinion the theory of vacuum. If I am right or wrong I leave for others to decide. I have known this from actual experience. Having brought engine in, drew the fire, had engine filled with water so that there would be two solid gauges, and engine cooled. When I came to raise steam, I have found that the first gauge of water was warm, while in steam gauge there was no pressure of any kind. Yet in placing the finger at third gauge I would feel a pressure of air coming from it. I claim that there was air between water and top of boiler after condensing of steam and the present steam was forcing a portion of it out, and would continue to do so, act and react until there was no water in boiler of which to make steam.

Seeking Information.

RICHMOND, VA., February 24, 1889.

MR. EDITOR:—I don't see where "E. S." gets any mention of brick arch on page 904, *December Magazine*, as I only spoke of dead grate with brick on top. The accompanying sketch may make my meaning plainer. B



A is the arch supported on water pipes, below, marked D, E is the dead grate with brick on top. With fire-boxes eleven feet long it is as difficult a matter to keep a uniform heat as in one two or three feet shorter. With the brick in front we can keep a hotter

fire, and it being closer to the flue sheet prevents the admission of cold air in a much surer manner than by keeping fire all the way; besides, there is almost always a small opening between the arch and flue sheet, so the gases that pass in the direction marked by arrow are heated more intensely than at any other part of the furnace. When anything occurs to allow air through the dead grate it alters the steaming nearly equal to a loose steam or exhaust pipe. I often wonder at not seeing a furnace door after the order of the sketch, which is common on English engines. The air is admitted by a slide similar to the ones I see here, but instead of striking a liner and passing over the arch into the flues it can only pass downward on the fire where, mixing with the gases, it passes into the flues at a high temperature. I think it will be voted impossible for smoke or sparks to be drawn into steam chests or cylinders running in forward motion, steam shut off.

I don't think "Canada" treats "Fireman" exactly right in blaming him for piston blowing and gumming up by the smoke. I never could see how it was possible for it to do so, when we note the position of the valve and piston, which are very much like a double-acting pump, the suction coming in at cylinder cocks and discharging at exhaust nozzle.

I think "Ash Hoe's" engineer is right. I have often seen boilers after cooling down. If the judge cock was raised you could feel and hear the air rushing in, so there must have been some vacuum.

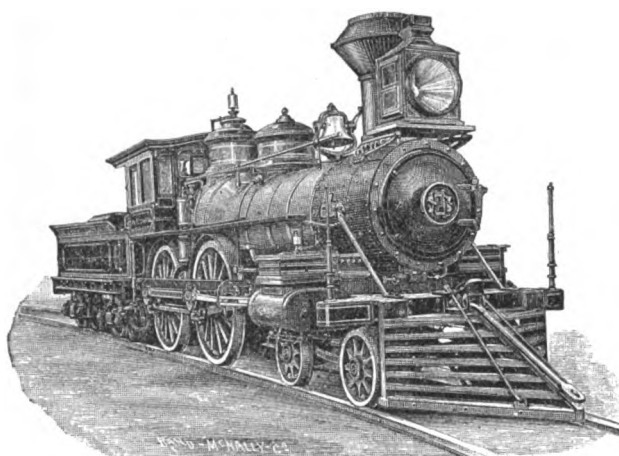
W. A. Gore.

Patents About to Expire.

Relating to expiring railroad patents, which become public property during March. Furnished by F. B. Brock, Patent Attorney, Washington, D. C.

Car axle box, T. B. Stewart.
Car coupling, A. K. Kline.
Stock car, S. W. Remer.
Railway rail, J. A. Woodbury.
Pneumatic railway signal, J. Olmstead.
Car brake, J. W. Jacobs.
Car axle lubricator, T. H. Paul.
Safety shoe for railway cars, Emery & Doyen.
Spark arrester, Hawkes & Paine.
Car heater, C. F. Pike.
Car axle, J. W. Hard.
Preserving wood ties, A. B. Tripler.
Railway switch, P. Carrigan.
Operating railway signals, R. Gidley.

THE news from El Paso, Texas, is to the effect that Mexico is to have another railroad, a line from Chihuahua to Cusihuiriachic, a large and prosperous mining camp in the Sierra Madre, west of the Mexican Central.



The Shaw Locomotive.

Single Slide Valve, Duplex Acting, Steam Counter-Balanced, Double-Cylindrical Locomotive.

MR. EDITOR:—In the February *Magazine*, pages 118 and 119, I endeavored to make clear by illustration and description the difference in "wear and tear" between the ordinary counter-balance locomotive, i. e. using reciprocating and rotating parts in combination, to the counter-balanced by rotating only, the counter-balance, as contradistinguished from a steam counter-balanced locomotive, the steam being controlled by a single valve with duplex action, acting upon duplicated rotary and reciprocating parts, moved by steam pressure in opposite directions to each other equi-distant from a common center. If any doubts the illustrations, the originals from which they were taken are to be seen at our Philadelphia office.

At the Chicago Exposition of Railway Appliances in 1883, the locomotive above shown was on exhibition and to it the medal, honorable mention and award for the best "locomotive balance" was given.

Messrs. Rand, McNally & Co., of Chicago, the celebrated railway printers, were desirous of showing their skill as designers, engravers and printers, with the understanding that there should be no limit as to the price they were to charge, but with the further understanding that the work was to be in the very highest style of the wood engraver's art, and their name to be attached as a warrantee of its excellence. The cut at the head of this article is the one produced by them in accordance with this understanding.

On this locomotive I have traveled more than ten thousand miles, most of it at com-

paratively a very high rate of speed, to prove the correctness of a mechanical principle. She has run in various services over thirty thousand miles.

But for the mechanical principles involved, and as successfully demonstrated in this locomotive, I doubt if I, a manufacturer of machinery for the manufacture of "specialties in paper," and as a manufacturer of such specialties, would be writing this article, and the many which have preceded it in these columns, to puzzle the brains of the many firemen who are "plugging coal to a Modoc," in hopes to some

day in the dim and distant future, become a master of one of these monsters of the rail, and a "Sir Knight of the Throttle." There is to me this abiding faith, that not one of them will prove any the less competent as a locomotive fireman or engineer for having pondered upon what I have written, and I know of no larger question delegated to mortal men than this, to the most skillful and honorable calling. Thirty thousand locomotive engineers and thirty thousand firemen in the United States, with the bite of the drivers of their locomotives earn the "fixed charges, interest and dividends" on nine thousand millions (\$9,000,000,000) of invested capital. I will give below some of the details of construction of this locomotive, which I trust will prove interesting:

DETAILS.

Built by the Hinkley Locomotive Works, Boston, Mass. Thirty-seven (37) ton soft coal passenger locomotive.

Total wheel base of locomotive and tender	42 feet.
Total weight of locomotive in working order	74,300 lbs.
Total weight of locomotive and tender	121,900 lbs.
Total weight of locomotive on driving wheels, about	47,000 lbs.
Diameter of driving wheels	69 inches.
Diameter of truck wheels	30 inches.
Diameter of cylinders, two on each side	10½ inches.
Diameter of cylinders equi distant to one	14.8 inches.
Length of stroke	21 inches.
Diameter of boiler outside of smallest ring	48¾ inches.
Number of tubes	161
Diameter of tubes	2 inches.
Length of tubes	11 feet.
Length of fire-box	60 inches.
Width of fire-box	35½ inches.
Height of fire box	66 inches.
Square feet of grate surface	14.8 sq. ft.
Square feet of heating surface in fire-box	101.25 sq. ft.
Square feet of heating surface in tubes	180.5 sq. ft.
Total square feet of heating surface	281.75 sq. ft.
Exhaust nozzle, 3-inch diameter	Double.

Size of steam ports inside cylinders	1x8 inches.
Size of steam ports outside of inside cylinders	2x8 inches.
Size of exhaust ports	25x17 inches.
Throw of eccentric	5 inches.
Travel of valve	4 inches.
Outside lap of valve	¾ inch.
Diameter of main axle journals	7 inches.
Length of main axle journals	7 inches.
Diameter of engine truck journals	4½ inches.
Length of truck journals	8 inches.
Capacity of tank	2,000 gallons.

RECORD.

On Jack-Screws, in position, as she ran at the Chicago National Exposition of Railway Appliances, 1883, and on other tests, over 100 miles per hour.

On the rail, 7 miles in 5½ minutes. One loaded passenger car.

On the rail, 60 miles in 50 minutes. One loaded passenger car, excluding slow-ups and stops, 61 minutes.

Urbana, Ohio, to Columbus, May 12, 1883. Two loaded passenger cars.

Eight consecutive miles—seconds per mile, 61, 59, 54, 49, 50, 49, 51, 51.

Eight consecutive miles—miles per hour, 59.0, 64.8, 67.7, 73.5, 72.0, 73.5, 70.6, 70.6.

Three consecutive miles—Seconds per mile, 59, 57, 47.

Three consecutive miles—Miles per hour, 61.0, 63.2, 76.6.

William E. Lockwood.

LOCH ÆRIE, March 5, 1889.

MR. EDITOR:—First and foremost in the Mechanical Department for March, I notice the article of our friend "E. S.," in which he defines his position again, and thus proposes to leave the wheel leverage, as continued argument on the question would only be a reiteration of former statements. As I have before explained when I left the "hammer-blow" discussion, I deem it useless to go over the same ground again and again, and unless something entirely new is brought up on the wheel leverage by some one, it may, perhaps, be as well to quit the subject, and I will only quote "F. T." on this matter, and leave it for the present. "F. T." says, "Forney" says, "if we regard the fulcrum as the point which is fixed in relation to the locomotive, it is at the centre of the axle;" and as we have tried to consider it as a completed machine, we cannot, of course, look at it in any other way, and accept Mr. Forney's statement as in our favor.

As I have expressed myself as somewhat in favor of "Side Rod," even if his information was at second-hand, I have nothing to add on this matter.

"E. S." then introduces the subject of lame men, and the difficulty of telling where the defects lies, and this reminds me of times gone by, in which I used to drive horses, and one of them had a limp in one of his hind legs. You had to watch closely to find out which leg it was, but after you found out that much all further search was encompassed with insurmountable difficulties, for during all the years I drove him, I could never fully determine where the difficulty was, whether it was in the hip, hock,

or fetlock, but as the horse would lose all traces of this lameness just as soon as he had been driven a mile or so, it did not greatly injure him for service, nor did I deem it best to resort to any heroic treatments, for fear I might make him worse. The valve motion of a locomotive, however, can be diagnosed much more readily, and as it can even be dissected without loss of blood or life, there ought to be no difficulty in finding and applying suitable remedies to any malady, which might afflict these parts. Bro. "E. S.'s" illustrations of valve motions and their ailments, on Page 215, of March *Magazine*, are certainly good and deserve careful study by all interested on this subject, and I am sure every fireman and engineer ought to be interested in this matter. I have ever been an ardent student of this important subject, because, at a very early period of my fireman's apprenticeship, I was thrown into intimate acquaintance with some "scrap piles," or "scrap heaps," as our boys designate them, which were a terror to all concerned, and of which we used to think our road had a monopoly, but it seems that other roads are afflicted with some of the same; vide "E. S." and "Brick Arch" in same *Magazine*. I have therefore carefully read "E. S.'s" article, and find that he makes the illustrations very plain, and shows what the trouble is in the distribution of the steam in diagrams A 2, and B 2, which he says is "too much steam in front," and thus far, "E. S." is correct, but when he says "it also indicates that the valve is too far forward," he has certainly made a mistake, which I believe may easily be excused, not for want of thought, but simply from a lack of time to reconsider the subject, for as we hear Bro. "E. S." has to devote thirteen hours to work, and after taking out a few hours for meals and relaxation, and seven or eight for sleep, he has not a great many hours left over, to con the problems presented and prepare them for the *Magazine*. With all due respect therefore for "E. S.," and his good intentions, let me say that when too much steam is admitted in front, it is an evidence that the valve is too far back, opening the front port too wide, and keeping it open too long, and that "E. S.'s" solution of the problem should therefore be just the opposite, that is, "to pull that valve back," and should be *push it ahead*, he will see this will not allow the valve to open the front port as wide, nor to keep it open as long, and of course it will add just that much to the back ports, and thus equalize them. The remedy which "E. S." proposes to apply, is to lengthen the eccentric blade, or rod, as we call it, to pull the valve back, but as this implies the use of a rocker-arm, and as I have tried to show that the valve must be put ahead, the proper remedy will be to shorten the eccentric rod, thus draw-

ing the lower rocker-arm back and throwing the upper arm and the valve ahead.

On Fig. 3 I can offer no improvement, but No. 4 is liable to the same correction as above pointed out for No. 2, and the remedy would be just the reverse to that indicated by "E. S." On No. 5 there is no specified side which is to be lengthened, but according to the diagrams given, I would shorten on the right eccentric rod to put that valve farther ahead, and lengthen on the left to put that valve back. I hope "E. S." will pardon these corrections, for I am sure he would have found them himself in due time, and while an "eccentric" never revolves true to the circle it was turned on, we ever find the "Strap" describing a true circle, and so may it be with our "Eccentric Strap."

Our contributor, "Brick Arch," while admitting that he has found "the full throttle and short cut-off theory" to work good with some engines, is inclined to question its application as a rule, because he has found a Rogers engine so badly adjusted in the valve motion that she would not run when cut back, where he is willing to admit she ought to have been. A master mechanic who will permit his locomotives to run in the shape described by "B. A.," has no proper idea of economy, and therefore cannot expect the cultivation of that virtue by the men in his charge, to whom he furnishes such tools to work with. I am sorry to say that there are a number of roads, which are penny wise (in repairs) and pound foolish (in fuel), who would rather spend thousands of dollars for fuel, than hundreds for repairs or improvements.

The "boys" still keep poking at me about the brick arch, when I have several times confessed my ignorance on that subject, and have never ventured to have anything to say about them.

Whenever "Brother Tucker" makes a "point," he does it so "sharply" and "pointedly," as to leave no room to doubt the "point," and I hope that the "points," while they are very fine, will be so plainly apparent, as to force conviction even upon Mr. Lockwood, who reminds me of the old Scotch lady, who said: "I am open to conviction; but show me the man that can convince me." I hope Bro. Tucker will succeed, where so many have failed, and get Mr. Lockwood to admit that the bottom of the wheel "gets there all the same."

Bro. "E. S." seems to have found more time than ordinarily, having another article in which he answers "Ash Hoe," and gives a curious instance of an engine pumping herself full while standing in the house, which is something that I never knew to happen on any locomotive in my charge, and I was employed as watchman in the roundhouse for four and one-half years, and

had from twenty-five to twenty-eight locomotives to look after every day or night. Nevertheless I can believe the story, for there is nothing contrary to the principles of natural philosophy in it, and the only reason I can give, why we never had a case like it here, may be in the fact that our hard coal locomotives are brought into the house with banked fires, and do not cool off between each trip, but often have fires in them for a month at a time. They have therefore only one chance to thirty of having the vacuum, and combination of open-heel cock to start a stream to fill said vacuum.

After answering "M. St. Peter" in regard to the questions asked by him, and accepting the pardon extended by Mr. Rauch, "E. S." gives us a little idea of his present, and past employment, in which I can heartily sympathize with him, for as before stated, I have been in the roundhouse business long enough to be pretty well acquainted with its attendant pleasures (?) and vexations. Our work differed very much, though from that described by "E. S.," for as stated we (that is myself and one assistant) had the charge of the roundhouse, oil and supplies and water tank, and also had to call the men who went out during the night or early morning hours. The locomotives ranging in number from twenty-five to twenty-eight were delivered to us in the roundhouse, and were also taken from there by their crews, and the fires brought in were supposed to be in good shape to go out with again on the next trip (usually about ten to twelve hours of an interval) so that we were generally not obliged to do anything to these fires, unless the engines were on irregular turns, and laid in over twelve hours, then of course we had to bar up the fire, put on fresh coal and see that there was a fair body of live coal in the fire box, to serve as a bed to start up the new fire when needed. We did not have to leave the roundhouse to take charge of incoming or outgoing engines, except at times to assist in wooding up engines which were to be cooled off for repairs or to be washed out, but nevertheless, between looking after the water and steam pressure in the boilers, watching the fires in the stoves and fixing the poor ones on the engines, building new fires in engines, which had been repaired or washed, watching the supply of water in the tanks, calling the men, furnishing oil and other supplies to outgoing and finding stalls for incoming engines in the house, or when its stalls (twenty-three in number) were full finding sheltered spots outside for the others, kept us so busy, that we were like "E. S.," in no great worry about "the fit of our suits," or "the set of our collars," or "our patent leathers or kids." Oh, no; when we got through we could go home, get a little breakfast, and then retire to our

virtuous couch, not even getting up for dinner, but sleeping like moles till 4 or 5 o'clock to be ready to go on again at 6 o'clock. On the day shift we had not so many locomotives on hand to look after, but in order to keep us out of mischief we had from one to three boilers to wash out, close up and to fill, sometimes several new fires to build, or, if not otherwise busy, we would turn to, to help the machinists, blacksmiths or boiler makers. I will not tell you about our hard coal firing on the road in this, but may some time give you some idea of what that is.

As an answer to "F. T.," would require a reopening of the wheel lever question, I will not make any reply, because it would involve a statement of ideas which have been fully stated several times already, and which can be found in back numbers of the *Magazine*.

"A Philadelphian" gives a scientific answer on momentum, and also on the diaphragm plate or sheet, which leave no room for question, or need any answer, and "F. T.'s" second article on steam is also explanatory and correct.

"Geo. E. Heath" asks "how to find the pressure of a 15x22 inch cylinder, with 130 pounds steam pressure." This question is rather vague, but as we are usually thinking on the power of our respective machines, and as the pressure on the piston is the only pressure that does us any good on a locomotive, I am inclined to think, that "Geo. E. Heath" alludes to this, rather than the pressure on the cylinder, which really does nothing toward turning the wheels. The rule to determine the pressure on the piston, is to multiply the area of the piston, by the pressure. The diameter of the piston is 15 inches as I understand "G. E. H.," this 15 multiplied by itself = 225 this multiplied by .7854 = 176 square inches which multiplied by the given pressure (130) = 22,880 pounds on the piston. The attention of "G. E. H." is, however, called to the fact, that with a boiler pressure of 130 pounds, not more than 90 is usually calculated to strike the piston, and as a matter of fact, even this pressure is far in excess of the average working pressure on the piston, for that depends on the point of cut-off, and exhaust, and the adjustment of the valves. Vulcan.

MR. EDITOR:—With your permission I would like to discuss the question asked by "Ash Hoe," in the February *Magazine*, page 117.

"Ash Hoe," are we to understand that there was a space in the boiler above the water before steam was generated? Of course we know that in actual work such is the fact, hence we will take it that way. If you will kindly read this through the conclusion reached will answer your question,

but it will be a different answer than that given by others in the *Magazine*.

The space in the boiler above the water to begin with is full of air. For convenience in following the illustrations let us conceive the boiler to be constructed of glass, that it is transparent, and that we see the process of making steam as it takes place within the boiler, and can view all the other visible changes. The fire is started; look there over the crown-sheet, along the sides of the boiler; you see little drops of water; they are gathering together, or appear to be, and are getting larger and are running down the insides of the boiler like the sweat on a pitcher of cold water in the summer time. As we look the space is beginning to fill with vapor; the vapor becomes very dense; but after awhile as the fire grows hotter this vapor disappears; the sweat begins to disappear; finally the space above the water is quite clear again, and looks like it did before the fire was started. But look at the water; do you see those bubbles coming to the surface of the water, burst and disappear? Yes; what are they? They are bubbles of hot air and each carry with them small particles of water. The water contains air and the heat from the fire passing through the boiler into the water makes this air hot and it gathers together in little bubbles which fly upward. When these bubbles come to the surface of the water they burst, and the hot particles fly out among the other particles of air, but lose the water they contained because the cold in the air as yet condenses the moisture; but the heat is disseminated and after awhile the air above the boiler becomes hot and capable of retaining moisture.

As the fire grows hotter and the heat within the boiler becomes more intense, the water bubbles and boils, spouts and rushes around hither and yon like the mad currents of the maelstrom. All this time huge volumes of heat are passing into the boiler from the fire. No water, steam, nor air escape from the boiler. The water is the medium which contains the heat; it contains it and holds it in solution (this is not a correct word but it conveys my meaning) just as truly as does the glass of water a spoonful of sugar. The water line is not lowered; instead of being lowered it is somewhat higher than before, owing to the heat expanding it. But you cannot see anything more in the boiler now than when the fire was built; but since there is nothing visible in the space above the boiling water don't think that nothing is there. What is there, you ask; steam. What is steam? Steam is heat held in solution by water. What is heat? Heat is motion. Under pressure a small volume of water will contain many thousand times its volume of heat. The steam gauge on this boiler now registers 140 lbs. Could

the entire pressure be removed instantly from that water in the boiler it would suddenly expand into steam and disappear before our very eyes. What would perform this wonder? Why, the immense volume of heat contained in the water. Very well; the steam gauge now registers "popping" point. We will knock the fire; the supply of heat is removed and no more passes into the boiler. It is passing out of the boiler, radiating as it is called. You can see it going off in wave like motions. You can see a great quantity of heat when it is in motion, otherwise it is invisible. You can see steam when it is in motion, but it is invisible when at rest. But keep in mind that every degree of heat which passes from that water out of the boiler had first to pass through the boiler into the water. It took nothing in with it, and, according to the proposition, it takes nothing out with it. Now the boiler has become cold enough to condense the steam and it fills the space above the water like a dense cloud. From a pure white color it turns light gray; from light gray to a dull blue; finally the vapor disappears and leaves a film and sweat of water on the inside of the boiler. Finally these all trickle down and (if the water was perfectly pure) the glass becomes clear.

What is in the boiler? Water and air. It was there all the time, only in a little different condition. Where is the vacuum, or partial vacuum? There is no room for a vacuum, nor a partial vacuum; the water and air occupy all the available space. No air will have passed out, nor a particle of the water; the only thing that has made any change is the heat, and that was passed into the boiler, making a physical change upon the water therein, but as it again passed out as it went in and took nothing out with it, and everything returned to the same form as before the heat affected it, there is no vacuum nor nothing else in the boiler, more nor less than what was there at first.

But you can cause a vacuum in the boiler. Suppose, when the gauge registered 140 lbs., instead of knocking the fire and allowing the boiler and water to cool gradually, that the temperature of the water and boiler could be reduced instantly to 20° below zero, and that the structure of the boiler was such as to resist the tremendous strain of such a sudden change. The steam would fly to the sides of the boiler and form a solid crust of ice, the water would be frozen; the air would be reduced to an exceedingly small volume and there would be plenty of room for a vacuum, and a vacuum as perfect as vacuums generally become would exist within the boiler until sufficient air could percolate into the boiler through the pores of the glass to fill the vacancy.

I would now like to discuss the subject of

momentum as propounded in the January *Magazine*. In discussing the subject I will differ with "Vulcan" and with "A Philadelphian," but I believe I can convert both to my way of looking at it. "A Philadelphian" is right in his definition of the term momentum and also how to find the momentum of a moving body, but when he states and solves the problem concerning the ship, and asks and states "with what momentum did she strike," he is getting the terms *momentum*, *energy* and *living force* and force of impact mixed. He could ask the question "what was the momentum of the ship when she struck," and his answer would be correct, that is, he would demonstrate his definition of momentum as stated at the beginning of the article, and 7,875,436 would represent "its (the ship's) quantity of motion." So it will readily be seen that "A Philadelphian's" definition of momentum and his method of calculating it are correct, but his question instead of being "with what momentum did she strike," should be "what was her momentum when she struck."

To make the matter more plain I shall endeavor at some future time to submit a discussion on the subjects of Energy, *Via Viva*, or living force, and the Force of Impact, which are closely related to momentum and to each other, and which will be of interest to all those engaged in operating transporting machinery.

Will some one please tell me how to find the horse power of a locomotive having 140 lbs. steam pressure, with 18x24 cylinders? I would also like to know how to compute the volume of steam which may be made from any given volume of water, and how many degrees of heat it would require in making the change? I would also like to know whether the formation of steam is caused by a physical or a chemical change in the water, and what is a physical change, and a chemical change?

Lewis H. Evans.

THE space that a body will fall through in one second is sixteen feet one inch. Remembering this quantity, it is easy to find how far a body will fall in any given time. In the first second it falls one time this quantity, in the second second three times; in the third second five times, etc. In other words, multiply sixteen feet one inch (16.083 feet) by one of the odd numbers, 1, 3, 5, 7, 9, etc. This is not the whole space fallen through in the given second. The whole space may be found by adding the whole together, or better yet, by multiplying the square of the time by 16.083. Thus the space fallen through in five seconds would be 5 x 5 x 16.083 = 40 ft. 2 1/2 in.—*American Journal Railway Appliances*.

The above item from our valued exchange is respectfully submitted to the readers of the Mechanical Department without any other comment than the old adage, that accidents will happen in the best of families.

Friction of Locomotive Slide Valves.

At a recent meeting of the English Institution of Civil Engineers, a paper on this subject was read by Mr. J. A. F. Aspinall, in which he stated that only scanty data existed as to the friction of slide valves, and that the few experiments which had been made were not of a very satisfactory character. Hence he was led to design an apparatus for graphically recording the force required to move slide valves during the whole of their travel. The apparatus consisted of a small hydraulic cylinder and piston, which was made to form part of the valve link. An ordinary steam-engine indicator was screwed on to one end of this cylinder, and an air valve was placed on the other. For pulling, the indicator was on one end of the hydraulic cylinder. For pushing, it was placed on the other end. A second indicator on the valve-chest gave a simultaneous diagram of the pressures on the back of the valve. The pressure on one side of the hydraulic piston being atmospheric pressure, that shown by the indicator at the other end was the force required to move the slide valve, less any friction of the apparatus. The author described the experiments made to determine the friction. The results showed that the relation between the pull or the push on the valve, and the pressures recorded by the indicator, could be expressed by a simple linear equation:

$$L_1 = 5.6 + 11.26 L.$$

where L_1 was the pressure due to the force required to move the valve, and L the pressure shown by the indicator. The results of experiments with the apparatus on an ordinary brass valve, a brass Allen valve, and a cast iron valve, were then given, both with the link in full forward gear and with the link notched up. A small excess of the pushing pressures over the pulling pressures was shown to be due to the steam pressure on the back end of the spindle. Samples of the diagrams and calculations were submitted. As the valve resistance was not uniform throughout the stroke, the causes of variation were discussed. These were the variation of pressure on the back of the valve, the variation of pressure on the face of the valve, the variation of pressure in the exhaust space, and the inertia of the parts in motion. As the most convenient measure of the valve resistance, the author took, not the mean resistance of the valve, but the resistance at midstroke, and he compared his results with the few experiments previously made. The author's results made the valve resistance considerably less than it had been supposed from previous experiments. He found the resistance of a valve in motion, with 127 lbs. to 139 lbs. pressure on the back, to range from 982 lbs. to 1,321 lbs. The valve was 16½ in. by 10 in. Taking one case, the total load on the back of the valve was 22,110 lbs.; the relieving pressure on one steam port, 1,800 lbs.; the relief due to steam in the valve passage, 980 lbs.; and the relief pressure on the exhaust area, zero. Hence the resultant load was 19,330 lbs. The force necessary to move the valve was 1,321 lbs.; the coefficient of friction was therefore 0.008. Similar calculations for two other valves gave coefficients of friction of 0.004 and 0.051. The lowness of the coefficient of friction was remarkable, especially as the temperature of the surface must be about 350° Fahrenheit. The author calculated the percentage of power lost in slide valve friction at 1.34 to 2.26.

The above, from the *Engineering Journal*, gives the result of some interesting experiments to determine the amount of power lost by the friction of locomotive slide valves. It will be noticed that the total load supposed to be on the valve was 22,110 lbs., that after the counteracting pressures were deducted, it still left 19,330 lbs. on the valve. The force necessary to move the valve is

said to be 1,324 lbs. If a pull of 1,321 could overcome the friction, imposed by a load of over 19,000 lbs., the surface must have been well lubricated and in good condition, and hence the result arrived at, that only from 1.34 to 2.26 per cent. of power is lost in moving the valve, is far less than the actual loss in practice. All engineers know that there is a big difference between the resistance offered by a valve which has just been lubricated, or is being supplied by a feeding device, and one which can only be reached with oil when steam is shut off, and which will get a dose every ten or twelve miles. It has appeared to me in actual practice that instead of a difference of a car or two in a hundred, as in the above, that five to eight cars more per hundred could be pulled, provided that pressure was taken from the back of the valve, or a proper amount and kind of lubricant furnished to keep the valves intact.

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MARION, IOWA, March 6, 1889.

MR. EDITOR—In your March issue "Brick Arch" gives us some of his ideas on running locomotives with full throttle and short cut off. My short experience as a locomotive fireman has taught me to prefer the man who uses the full throttle and short cut off with steam of high pressure. There are a great many advantages resulting from doing so. By using full throttle the steam reaches the cylinder at boiler pressure, and by cutting off short it works more by expansion so consequently less steam is used, less water boiled, and less coal burned. I admit that there are some difficulties in using steam of high pressure, running with throttle wide open, and regulating the speed with the reverse lever alone. In the first place the link motion is not effective in cutting off at at less than one quarter of the stroke because the openings of the steam ports are then so small that the steam which is admitted to the cylinder is very much wire-drawn, and again with engines having small boilers if steam is cut off very short, when the release occurs it does not cause sufficient draft to stimulate the fire to make enough steam. In such a case it would be necessary to drop the reverse lever down and regulate the speed with the throttle, and also with a light train on a level track perhaps the speed would be too great with throttle wide open so that it would be necessary to partly close it in order to reduce the speed, but with engines having large boilers, pulling heavy trains, give me the man who runs with throttle wide open, and steam cut off as short as possible.

F. T.

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THE Old Colony Railroad Co. will complete their shops at Braintree, Mass., early in the summer. They will expend \$200,000 in building the shops.

Meeting of the Master Mechanics.

The Master Mechanics of the various railways of the country, are, confessedly, very important officials, and the sayings and doings of the American Railway Master Mechanic's Association are well calculated to attract wide attention. The next meeting of the Association will be held at Niagara Falls, June 18th, with headquarters at the International Hotel. We notice by circulars on our table that special consideration will be given to the "best method and material to prevent radiation of heat in boiler covering," and replies will be read and discussed upon the following questions:

1. What form of boiler covering do you consider best to use?
2. Give your reasons for the preference.
3. If you use asbestos or other composite covering, please say how it compares with wood in first cost and in cost of maintenance.
4. Do you find that composite covering causes corrosion of sheets or of jacketing?
5. Do you find that composite covering inconveniently interferes with the examination of boilers?
6. What is your manner of putting on composite covering?
7. Please give your estimate of the comparative value of wood and composite boiler covering as preventive of heat radiation.
8. Please give any other information you may have concerning different forms of boiler covering.

Among the matters that will come before the Association, questions relating to "driver-brakes, etc.," will have special prominence, as follows:

1. How many locomotives of each class, viz., passenger, freight and switching are equipped with driver-brakes on the railroad with which you are connected?
2. Of the above, state in detail how many are operated by compressed air, by vacuum and by steam? Which gives the best results, and why?
3. Give in detail the number of engines of each class equipped with each style of brake, viz., the Spread, the Pull and the Clasp. Which gives the best results, and why?
4. Are brake-shoes applied to *all* the driving-wheels? If not, please say in what respect and to what extent deviation from this practice is followed, and if unsatisfactory wear of tires has resulted.
5. From your experience, under what circumstances do you recommend the use of the driver-brake in conjunction with train brake? Do you consider the driver-brake should be used in making every stop, or for emergencies only?
6. Do you consider the braking of engine truck wheels to be of sufficient importance to warrant the additional cost of equipment and maintenance?
7. With what different brake-shoes have you had experience? Which do you recommend, and why? Please send drawing of same.
8. Please give results of experiments, if you have made any, showing the relative endurance of various kinds of brake-shoes, under similar conditions, also the effect of same on tires.
9. What ratio do you recommend between pressure of brake-shoe on tire and pressure of tire on rail?
10. What ratio do you recommend between pressure in pounds on each brake-shoe and the number of square inches of shoe in frictional contact with the tire?
11. How many engines of each class are there on your railroad equipped with the water-brake?
12. What is average cost of necessary materi-

al and labor fitting up this brake? Please supply blue print showing general arrangement of same.

13. Under what circumstances do you recommend the use of this device?

14. Has any unsatisfactory effects upon machinery resulted from use of this brake? And if so, how can they be obviated?

15. If you can give other information bearing on this subject, you are respectfully requested to give the benefit of the same to the undersigned.

Locomotive firemen, necessarily, take an active interest in the brake question, and by being informed as to the scope of the discussions upon the subject, will be interested in what the Master Mechanics have to say. Another important part of the programme is the "best proportion of flue and grate area in locomotives," and the following questions referring "to boilers using bituminous coal," will be of special interest to firemen:

1. Have you, in renewing boiler tube plates, or in building a series of new boilers, altered the number or size of flues, or altered the clearance space between them, without altering the length of flue or altering any other part of the boiler or engine?

If so, can you give comparative results, either fuel consumed for work done or in water evaporated, stating the exact change or variation you made which produced such results? This information should be given in answering any of the questions; and in quoting results, endeavor to distinguish between higher evaporative power ("free steaming") and increased economy in evaporation (more water boiled off per pound of fuel).

2. Have you made any such change keeping the flue-heating surface the same in total amount but putting in flues of larger diameter, so as to increase the gas opening through the flues; or made any such change, still keeping the flue-heating surface the same, but putting in flues of smaller diameter, thus decreasing the gas opening through the flues?

3. Have you made any such changes, either shortening or lengthening the flues, but keeping the total flue-heating surface the same?

4. Do you know of any instance in which reducing the flue-heating surface, or reducing the gas opening through the flues, increased in any way the efficiency of the boiler?

5. Have you made any changes in the amount of grate surface without altering the boiler or engine at any other point? If so, with what result? If you have knowledge of any experiments of this kind carried out on other than locomotive boilers, kindly quote them also.

6. In designing or ordering locomotives, do you proportion the amount of grate surface simply to suit the quality of coal likely to be used, or do you believe—if the boiler is to be in its most effective condition—that the grate surface should bear some definite proportion to the flue-heating surface, or to the gas opening through the flues? If you proportion, give the ratios you use, or would like to use.

7. Is it possible, within the narrow limits of deviation allowed in an ordinary locomotive, to give a boiler too large a grate surface?

A grate may be too long for a fireman to equally cover it with coal, or it may have too much air opening through it to suit certain qualities of fuel; but these points are not properly to be taken into a consideration of the question of absolute grate surface.

8. If to use a certain quality of fuel you have found it necessary to put at one end of the grate a solid "dead plate" or "drop plate," has such reduction of the effective grate area lessened the evaporative power or the economical efficiency of the boiler? In answering question 8, a note should be made as to whether, in making the

change, the clearance between the firebars (air space) was altered.

9. Have you in way improved a boiler by reducing the total grate surface, all other points remaining unchanged?

10. Are you familiar with any experiments tending to show that rapid combustion is, for steam purposes, more economical than slow combustion? If so, quote or refer to them, and say if you think the result is due to the higher temperature (commonly believed to accompany rapid combustion) transmitting a larger portion of its heat through the metal or to a more thorough burning of the fuel?

This matter has a close bearing on the whole subject, for, other things being equal, the smaller the grate the more rapid is the combustion.

11. What is the present limit, in locomotive practice, to the number of pounds of good clean coal that can be fully burnt per hour per square foot of grate surface?

12. Are there any facts from which it may be reasonably inferred that this limit will in the near future be exceeded?

13. How many pounds of water (from and at 212°) will one pound of good coal evaporate when the grate is thus working up to its highest limit?

14. What is the minimum amount of fine surface per square foot of grate that will do this high duty?

Locomotive firemen, by virtue of their calling, are brought into close relations with Master Mechanics, and, as the mechanical department of the *Magazine* fully demonstrates, locomotive firemen are becoming, more than ever before, students of the machine, and the questions which specially engage the attention of Master Mechanics, must be those in which firemen will take special interest. We shall watch the deliberations of the Master Mechanics in convention, and hope to be able to present to our readers much valuable information when the proceedings of the convention come to hand.

PHILADELPHIA, March 13, 1889.

MR. EDITOR:—In reference to finding the pressure of a cylinder 15x22 inches, engine carrying 130 pounds pressure indicated on steam gauge, I have the following rule given me by a civil engineer: "Diameter of cylinder multiplied by diameter of cylinder, or, in other words, the square of the diameter multiplied by .7854 multiplied by pounds pressure on steam gauge of boiler." Thirteen to fifteen per cent. is generally allowed for loose fittings, etc. I would be very much pleased to know whether this is the right answer or not. Respectfully,

A Philadelphian.

The Locomotive.

The Rogers Locomotive Works, Paterson, N. J., are building eighteen locomotives, with 18x24-in. cylinders and 63 in. driving-wheels, for the Eastern Railroad of Minnesota.

The Richmond Machine & Locomotive Works, Richmond, Va., are building additional shops and putting in new tools with the intention of increasing their capacity for building locomotives to 100 a year.

One of the locomotives recently built for the Strong Locomotive Company is at work on the Susquehanna division of the Erie, and is reported to be doing good work in handling heavy fast passenger trains with economy and dispatch.

Our Taunton (Mass.) correspondent was in error last week in writing that the Mason Machine Works were building narrow gauge engines for the Revere Beach railroad. These engines are being built by the Taunton Locomotive Manufacturing Company.

The Cooke Locomotive Works in Paterson, N. J., being unable to secure additional room on the site at present occupied, have purchased land in a much more convenient location, adjoining the Erie tracks in Paterson, where they are now erecting extensive and well-arranged buildings for their shops.

President Clark, of the New York, New Haven & Hartford, is reported to have awarded the contract for building ten 1½ in. cylinder and 24-in. stroke passenger and freight engines to the Rhode Island Locomotive Works. Plans will be furnished by Mr. John Henney, superintendent of motive power for the road.

Small compound locomotives are to be used for hauling freight to the Paris Exposition of 1889. M. Decauville, the builder of portable railway plant and equipment, has issued a circular stating that there will be about 12½ miles of track of 22.68 inches gauge, laid with rails weighing about 14 and 20 pounds per yard. The cars will be hauled by compound engines, weighing 9½ tons empty and 12 tons in working order. Over these lines will be transported the 40-ton guns which are to be exhibited by the Minister of Marine. The track will be of the Decauville system, the steel rails being riveted to steel cross-ties. A part at least of the line will be laid with the "portable" track.

During 1888 the Baldwin Locomotive Works, Philadelphia, largely exceeded any previous yearly output, the number of locomotives built being 737. Of these, two were of special types, one being a handsome locomotive and car combined for the government of Nicaragua, and one a rack-rail locomotive for a Brazilian railroad. Of these engines 188 had two pairs of driving-wheels connected, 275 had three pairs of driving-wheels coupled, and 272 were of the consolidated type, with four pairs of coupled wheels. The latter included two locomotives with 21x26-in. cylinders and twenty-one with 22x28-in. cylinders. In all ninety-three locomotives were exported to the following countries: Australia, Brazil, Canada, Central America, Cuba, Ecuador, Mexico, and New Zealand.

The Schenectady Locomotive Works furnished the following table showing the locomotives built by them in 1888:

Cylinders.	8 wheel.	10 wheel.	12 wheel.	Consolidation.	Switch, 6-wheel.	Switch, 4-wheel.
14 in. . . . .	..	..	..	..	..	1
15 in. . . . .	..	..	..	..	..	2
16 in. . . . .	..	..	..	..	..	10
17 in.	8	..	..	..	10	..
18 in.	81	94	..	..	10	..
19 in. . . . .	..	40	..	..	4	..
20 in. . . . .	..	..	13	20	..	..
Totals	89	134	13	10	42	13

This is a total of 301 locomotives, the largest output ever made by these works in one year. The large proportion of heavy engines is noticeable. The average weight of these 301 engines, exclusive of tender, was 98,000 pounds. The works now employ about 1,500 men.

Bridge and Iron.

The Eiffel tower, now being erected at the entrance of the Exposition grounds at Paris, is to be, when finished, 951 feet high.

The Phoenix Bridge Company recently completed a heavy iron bridge over Germantown avenue, Philadelphia, for the Philadelphia & Reading railroad.

The railways of the United States, if placed continuously, would reach more than half way to the moon. Their bridges would reach from New York to Liverpool.

The St. Louis Bridge and Iron Company, has recently taken several contracts for highway bridges, including one of 120 feet span over Loutre Creek, in Montgomery County, Mo.

The tracks of the Reading road are equipped with a 30 pound rail, the Pennsylvania with one of 85 pounds, the New York Central with 80, the Erie with 76 and many others with rails of about the latter weight.

The Poughkeepsie bridge is now very nearly completed, and the first train passed over it December 20. The bridge proper and its approaches can be made ready for regular traffic in a very few days, and it now only waits the completion of its connecting lines to come into full use. The live west of the river has still two or three months' work to be done upon it. East of the river one connection is already made, but there is still a great deal of work to be done on the line to Brewsters, from which most of the bridge traffic is expected to come. It will probably be summer before the bridge can be considered as full opened.

The output of steel rails in the United States fell off nearly one-third from those of 1887, the total reported last year having been 1,528,657 tons against 2,290,197 in 1887. It must be remembered, however, that 1887 was an exceptionally prosperous year, when some 13,000 miles of new railroad were built, or almost twice as much as last year. The difference in new construction will account for the falling off in sales, and it is probable that the regular demand for renewals was fully as great, if not greater last year than in 1887. This, after all, the demand upon which the mills have to rely for a steady business, and that it should be well kept up is an encouraging feat of the trade.

On December 25 last the first train passed over the new Chesapeake & Ohio bridge over the Ohio river, at Cincinnati. The bridge is 5,320 feet long, and including all approaches, 17,000 feet in length. It has two spans of 490 feet each, and one of 550 feet. It is double tracked for railroad trains, has wagon and street car ways 11½ feet wide, and foot passage 5 feet wide. It is calculated to bear the following strain: Two consolidation engines and tenders, with 14-foot base, weighing each 101,000 pounds, coupled, on each track, followed by a uniform weight of 2,500 pounds per lineal foot for the entire length of the structure; the concentrated weight of 10,000 pounds on 10 feet of each wagon way, followed by a uniform weight for the whole length of 80 pounds to the square foot, or about 900 pounds to the lineal foot; on each foot way 500 pounds per lineal foot from end to end. A wind pressure of 30 pounds to the square foot on the entire surface, including cars has been provided for. The total cost of the structure, including real estate, was a little over \$5,000,000. Ground was broken for the first caisson in June, 1887, and work in iron was begun in March, 1888. The bridge was built by the Phoenix Bridge Company, and, according to the Cincinnati Gazette, from which this account is condensed, the other contractors were, for the pneumatic work, Scoy Smith & Co., of New York; and for the masonry, Mason, Hodge & Co., Frankfort, Ky. Superintendent Ephes Randolph has had general supervision for the constructing company, with Captain A. H. Sawyer as Resident Engineer. For the bridge company's work Engineer J. S. Deans has been responsible, with General Foreman A. B. Millekin as first assistant.

Rolling Stock.

The Georgia Pacific Railroad will build a car shop at Birmingham, Ala.

The Talladega & Coosa Valley Railroad Co. will build a repair shop at Talledega, Ala.

The Kentucky Central Railroad Co. will build new shops, probably at Lexington, Ky.

The Southern Pacific Railroad Co. contemplate building repair shops at El Paso, Texas.

The South Baltimore Car Works, Baltimore, Md., are building a foundry 84,220 feet. The foundry is to be used for making car wheels.

According to most trustworthy reports, the cost of car repairs is now about 10 per cent. of the whole operating expense of all railways.

The vestibule train on the Northwestern line, between Minneapolis, St. Paul and Chicago, is said to be the handsomest train in the world.

Receiver McNulta, of the Wabash road, has leased agricultural works at Springfield, Ill., which, it is stated, will be converted into a car building and repairing shop.

The Standard Car Company has been organized in Bridgeport, Conn. to build, repair and deal in real railroad equipment. The capital stock is \$10,000. Goodwin Stoddard is President.

There is unusual activity among the manufacturers of iron and steel cars, and it is estimated that the whole movement of coal on some roads could be made in iron cars at about two-thirds of the expense incurred in using the ordinary cars.

The South Baltimore Car Works are building for the Baltimore & Ohio Railroad 200 gondola cars, thirty-four feet long, and 50,000 pounds capacity. They will have the American continuous draw-bar. John B. McDonald has been chosen President of these works.

The Beal's Brake Company, of New York, has recently been reorganized. The newly elected officers are: President, T. B. Atkins; Secretary and Treasurer, R. W. Gilbert; Directors, W. D. Ellis, Jr. Cochran and H. B. Hammond. Mr. James Howard is retained as General Manager of the new company.

The Burton Stock Car Company are very busy. Among their recent orders are a number of their improved stock cars 36 feet long for the Chicago, Rock Island & Pacific R. R., and they are also building 20 horse cars 41 feet long, with Monitor roofs, Miller platforms and M. C. B. standard trucks and equipped with air brakes. Their plant at Wichita, Kan., covers twenty-seven acres, and they employ 300 men.

The American Railway Equipment Company has been incorporated in New York for the manufacture of the Stearns patent car box and other standard improvements. The incorporators are O. S. Burr, George G. Saxe, A. S. Hatch, Thomas R. White, Jr., O. S. Stearns, Herbert S. Ogden and Hon. Wm. Fullerton. O. S. Burr, President; A. S. Hatch, Vice-President and Treasurer; Thomas R. White, Jr., Secretary. The capital is \$1,000,000.

The Dunham Manufacturing Company, Boston, has made sales of its storm-proof car door recently to the Cleveland, Columbus, Cincinnati & Indianapolis, the Wabash Western, the New Jersey Central, the Union Pacific, and the Milwaukee, Lake Shore & Western roads. The same company reports recent sales of its Globe ventilator to the Boston & Albany, the New York Central, the Memphis & Charleston, and Pullman's Palace Car Company.

The St. Charles Car Company, St. Charles, Mo., did a business in 1888 of the value of \$2,200,000, and expended \$1,000,000 in improvements. Besides the passenger coaches and the 3,129 freight cars turned out, 3,000 car wheels were moulded and 100,000 tons of cast and wrought-iron work completed. The company employed 900 men, and the average weekly payroll amounted to \$7,500. The company intend increasing their capital stock \$1,000,000 for the purpose of raising money to build new shops.

WOMAN'S DEPARTMENT

EDITED BY IDA A. HARPER.

All Correspondence pertaining to this Department should be directed to

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NOTES FROM WASHINGTON.

From all that I have seen and heard in Washington during the past six weeks, I hardly know what to select that would be of the most interest to the readers of the *Magazine*. When this reaches you the inauguration will be an old story, the great change of government will have been accomplished without a jar and the wheels will still be moving round without friction or loss of motion. But now, as I write, the city is alive with preparations for the great event. Up and down the long avenue, where the grand parade will pass, workmen are busy with saw and hammer putting up seats for the thousands of spectators. The hotels are filled with cots, every available inch of sleeping room is being utilized and all is bustle and activity. People are pouring in from all parts of the country, the streets are filled with carriages and blocked with pedestrians and the whole scene is one of gaiety, animation and expectancy.

Washington is very beautiful, with its many miles of solid, asphalt streets, lined with blocks of stately houses and so delightfully clean that the snowy draperies of the windows and the delicate colors of carpets and upholstery are a joy forever. The great public buildings are of white marble and, with commendable wisdom, the founders of the city placed them long distances apart and in various quarters of the city so that it should be built up in all directions. Over every building where government business is transacted floats the United States flag and wherever one looks, outlined against the blue sky, streams this beautiful emblem of freedom. Every morning this winter the first object upon which my eyes have rested has been the magnificent Capitol, from which I am separated only by a narrow park. Day after day when I have had an hour of leisure I have wandered through its broad corridors, studied the sculpture and paintings, watched the never-ending throng of people or sat in the galleries and listened to the debates which decided the affairs of the nation.

Whatever one's taste, he may gratify it in Washington; here, in the highest degree, are literature, art, music, the drama, society, politics. I have attended the President's card-receptions, the cabinet parties, the lit-

erary clubs, the musicales, the art exhibits, the conservatories, have inspected the various departments, gone to Mt. Vernon and been to the top of the monument. What a place for sight-seeing! There is no end to it, and when one attempts to write it up the task is herculean. This afternoon we went out to the barracks and listened to a concert by the famous Marine band, one of the finest in the world. Afterwards we went through the navy yard and on board the ships, saw them making cannon and shells, and visited the museum where may be seen every kind of war like weapon, from the old flint-lock musket to the latest improved Springfield rifle, from the cannon used by Cortez, in 1493, to the Gatling gun which fires 800 rounds a minute.

With a party of ladies I called on Mrs. Cleveland and remained an hour. By the time these lines are read she will no longer be the "first lady in the land," but she will still be one of the sweetest and loveliest of women. However harshly the public may criticise Mr. Cleveland, there can be but one sentiment regarding his wife, that she has borne her honors modestly and gracefully and has sustained the dignity of her position with noble graciousness. There are very few women so young and inexperienced, lifted suddenly into so exalted a station, with the eyes of the world upon them, who could have discharged the trying duties with such universal praise and approval. All of her sex have reason to feel a pride in her and it is a pleasure to offer this imperfect tribute to her lovely character and peerless womanhood.

There are many handsome houses in Washington but very few attractive homes. Indeed the city is wanting in genuine home life. There is so much to consume the time, so much to distract the attention, people are almost inevitably drawn into the vortex of society, there is so great a struggle to meet the demands for money, that all these combined destroy the peace and quiet essential to a calm and happy home. With so many outside attractions, an evening alone with one's own family, by one's own fireside seems dull and tiresome and becomes the exception and not the rule. This is one reason out of many why this city is not desirable as a permanent place of residence.

Among the many queer characters here none is more widely known than Dr. Mary Walker. My first desire whenever I see her is to go down on my knees and say in supplication, "O, Mary, take off those pantaloon!" Why will she wear the ungainly, uncomfortable, undesirable things? But she does, and a man's shirt and vest and coat and boots and overcoat and silk hat. She is a slim, little body, with her hair cut short, but as far as you can see the figure you can tell that it is a woman. "O, yes, she is good

for nothing but to hang around woman suffrage conventions," said a member of Congress with whom I was talking as she passed. Ay, there's the rub. Dr. Mary hates the equal suffragists, utterly disapproves and condemns their principles, and they repudiate her from top to toe. She never attends their meetings or is recognized by them in any way. She was a faithful and efficient nurse during the war, she is a good citizen, there is not a blemish on her character. And yet she has done more to injure the cause of woman's progress than can ever be estimated, by her unwise attempt to break down that necessary barrier for mutual protection which is afforded by a distinctive dress for each sex.

With the feeling that I am trespassing on space I must hasten to close this letter. How little one can say in these short columns. I have been particularly interested in "Women in the Departments," of whom there are several thousands, and at some future time hope to write my impressions. With so many entertaining subjects at hand, there is but one thing to do and that is to stop.

This week four territories were admitted into statehood and unfortunately Washington came in deprived of woman suffrage. There was a strong disposition in the Senate to ignore the recent action of the Supreme Court in that territory and recognize the right of women to vote, twenty-two Senators signing a petition to that effect, but there was so much danger of its delaying the passage of the bill that it was abandoned.

"H. B. H.," St. Louis: The poem was not enclosed in quotation marks and no credit given. We would like to publish it entire, as it is timely and excellent, but it would require more space than we can spare, as you will see from the crowded condition of our columns.

The Senate Committee on Woman Suffrage this week reported in favor of a sixteenth amendment enfranchising women, but in the tremendous rush at the close of the session, it is not probable that it will reach a vote in this Congress.

"M. E. C." a fireman's sister, of Brightwood, Ind., writes very cordially of Lodge No. 14, and urges its members to make themselves heard more frequently through the columns of the *Magazine*.

ANOTHER "Fireman's Sister," from Lindsay, Ont., writes in complimentary terms of J. Scott Lodge, No. 136. She expresses a wish to hear from Red River Lodge.

LIFE'S STREAM.

Life seems to me like a flowing stream. As we launch our boats at the head of that stream little do we think of the many rocks and whirlpools that we are to come in contact with, and unless we guide our boat clear of those rocks we will be eternal wrecks before we reach our destination. Yes, we go sailing down the chasm of life almost forgetful that it has a destination, and beware of those little streams that lead out to unknown courses. The one leads to everlasting life, the others go plunging o'er the dark stream to eternal death. Now, which way are we going to choose? That broad and smoothly flowing stream or that which flows over the jagged rocks? That broad and rapid one has many temptations to lure us onward, and the farther we go the swifter the current propels us. Are we going to let our boat be carried downward by the natural current, man's gratifications, or are we going to apply the oars and steer for the shore of safety? Now, many have already gone over that dark chasm and when near its awful brink only then do they realize their situation. But ah, too late, they have got within the current where no man can ever turn aside. So take a lesson, my reader, as you sail down that stream where the water is smooth, keep near the shore while yet you have an opportunity to reach it, for you will surely go within that current where you are hurried to destruction. And yet along this stream think back how often some one has held out a branch of everlasting life to us and we would not grasp it. We think the journey long, and it will be yet time to cast our anchor on solid grounds, but how often, when we make an effort to cast it in those turbid waters, do we find nothing but sand and not the solid bottom that we expected. Now, my friend, stop and think how far down that stream you have already gone. When you look back does your course look straight, or have you entered those many little inlets that lead you astray? Or have you already heard that almighty roar of the awful cataract, or are you upon smooth waters? Think of the situation ere it is too late. For every stream, however small, leads out into the ocean, and once upon it we are lost forever without a life boat good and strong. That boat is the one we have called the smaller streams, upon which we must be carried to the deeper waters. Stop and examine and see if it will stand the waves that will toss it about while yet you may, for once upon those deep waters it is too late to cast anchor. Ah, how many are out upon deep waters to-day without even a boat, even a hope to cling to. How often we look up that stream on which we came our long journey and say, Oh, how I wish I had chosen the right course while yet among the smaller streams, and built my boat good and strong to ride through this stormy life without a trouble, without a strife. This is a journey we all must take. To some it may be long, to others short, but if you wish to reach your journey's end in safety, make preparations and choose well your course while yet you may.

A Fireman's Wife.

BINGHAMPTON, N. Y., February 6, 1889.

TEMPERANCE.

June 18 is set by the Pennsylvania Legislature for the men to vote on the prohibitory amendment.

A three years' course of study, with a system of reading for "seals," modeled upon the Chautauqua plan, is being prepared for the use of Loyal Temperance Legions by Mrs. Helen G. Rice and Miss Anna Gordon.

In forty-eight out of seventy five counties in Arkansas no licenses are granted and prohibition is well enforced. In five counties liquor is free, in the other twenty-two there are many towns which grant no license. Women vote by petition on the question of license in Arkansas.

Mrs. Miller, of Lafayette, Col., on whose farm a rich vein of fine coal has been discovered, is a public spirited woman and gives away land freely as sites for public buildings; but every lot given or sold is accompanied with the stipulation that the land shall revert to her if liquor is ever sold upon it. In this camp of a few hundred souls, she has refused \$2,000 for a lot upon which to build a saloon.

I desire to be distinctly understood that I would not spend my time and money to save those men who vote to perpetuate the soul-destroying liquor traffic, but I am glad to protect the women and children who have no vote, and who are by far the greater sufferers. Any man with a family who deliberately goes to the polls and votes to reestablish dramshops in our midst deserves the contempt of all his fellow men.—*Henry H. Faxon.*

A novel reason brought the Rev. Mr. Kempkin to New York City. He had been an active leader in the total abstinence work of Germany, and his wife had studied law in that country. She had passed the examinations very successfully, but being a woman was not allowed to practice. Her husband thereupon decided to come to the United States, where his wife would be free to use her talents. Mr. Kempkin had organized thirty-one total abstinence societies in Germany during the last year, and will be a valuable acquisition to the work for Germans in this country.

In a letter from M. A. Gault to the *Christian Statesman*, describing the present situation in Iowa, occurs this statement: "Since the Supreme Court decision that liquor may be handled in sealed packages, and that the power of regulating commerce between the States belongs solely to Congress, the State (Iowa) is flooded with liquor, and our prohibitory law is virtually nullified. One may see every day at almost every depot these boxes unloaded marked *glass*. An entire car-load was shipped to Marshalltown and sold out in a single day."

Representatives of the executive committee and of the board of superintendents of the National W. C. T. U. were in session two days last week at the headquarters of the society in Chicago. Plans for the year's work and for carrying out the decisions of the late convention in New

York City were considered. These plans involve those departments of the society's work known under the general heads of organization, prevention, evangelization, social and legal. Arrangements were made for annual appropriations to superintendents for their department work. It was determined to organize a National W. C. T. U. reading circle, to disseminate a knowledge of the principles and methods of the society. The kindergarten method of teaching and its adaptation to home training will be a special feature of the work of this reading circle. The work to be prosecuted at Washington this winter will be in the way of endeavoring to secure the passage of an amendment to the National Constitution, a bill for the protection of women, and the Blair educational bill.

What is this gracious object lesson of manhood's magnanimity fitted to teach? Much every way, but to my thinking chiefly this: Women are more to blame than men that they are so discounted in church and state to-day. A majority of men in this country and this age have so far outgrown the false notion of their own inherent right to rule over women, that if we but had the courage of conviction and that sense of dignity which ought to mark us as daughters of the Lord Almighty, men would, within a twelvemonth, seat us beside them upon the throne of government in church and state, governing the world jointly as He meant they should when "to them He gave dominion." From the day on which they were called out into the crusade work a baptism that was nothing less than "newness of life" has rested on the women of Illinois. Their very first general petition (owing to the peculiar nature of our local option laws) asked for the ballot on the license question; their second convention declared that woman ought "to have the power to close the dramshop door over against her home." They always took it as their major premise that man and women were to work on side by side, shoulder to shoulder for the prohibition of the liquor traffic, and that this meant going together to the polls. Gently, but with the persistence of gravitation, they went to men's conventions, wrote their resolutions and placed them in the hands of some good man who was always there ready and glad to "help these women;" steadfastly they reasoned of "righteousness, temperance and judgment to come;" they utilized postoffice, press, and telegraph wire; pulpit and platform always saying "Prohibition first, woman's ballot afterward;" both are parts of one tremendous whole; what God hath joined together let no man put asunder." Truly, "we have what we take the most pains for," and women must be up and doing if these days they expect the cooperation and fealty of men in politics, ecclesiastical and secular. Wherever they have done this, the ruling power represented in the manhood of church and state have said, "It shall be as you wish;" wherever they have meekly kept silent or mildly yielded the ground they have found themselves left out. *Concert of action, prearrangement of plan; sweet reasonableness in debate: this is the only way in purpose, these on the part of women command not only the respect, but the brotherly good will of American men.*

Frances E. Willard.

EDUCATION.

The Lincoln *Beacon*, of Kansas, says that Fort Scott has four women on its Board of Education.

The Minister of Instruction in France has been applied to by the Japanese Government to send out to Japan two French woman teachers with university degrees to fill posts in a large girls' school. There are two English, two American and two German governesses as well.

Soldiers' wives, daughters, widows, and orphans have reason to bless that auxiliary organization of the Grand Army of the Republic, the Woman's Relief Corps. During the past year \$80,000 has been used by its numerous societies in carrying on their work of making homes for the helpless, caring for the sick, and assisting others to earn an independent living. The president of the Relief Corps is Mrs. Charity Rusk Craig, the daughter of Governor Rusk, of Wisconsin.

Mrs. Millicent Garrett Fawcett does not put much faith in the argument that women's minds are necessarily inferior because men's brains are slightly heavier. In a recent lecture, she called attention to the fact that the heaviest brain ever weighed was that of a famous naturalist, and the next heaviest that of a washer-woman who had never been remarkable for anything. The inference seems to be that there was no well established relation between brain-weight and brain-power.

The women students at Cornell are jubilant over the fact that half of the scholarships given this year were won by women. Rather curiously, too, the scholarships in question were given as prizes for the best records in mathematics, architecture, and botany, two branches at least in which the masculine mind has been held to be invincible. The examinations were impartial and the papers of the fair competitors are pronounced among the best that have ever been submitted.

The Working-Girls' club, of 401 Shawmut avenue, three years ago numbered eighteen girls, and now there are 140 connected with it. There is no fund, no annual subscribers nor honorary members. The girls pay one dollar a year, and this entitles them to all the class work. There has just been opened a school to teach girls to read. In this work the girls of the club help, and a large number of girls and women, principally of the servant classes, gladly avail themselves of the opportunity. The club girls can all read. They join the cooking, dressmaking, millinery, or singing classes, and help in all charity work; for although most of the club girls are in the factories and are poorly paid, they realize there is work to be done for the poor children. Once in two weeks, twenty of the very poor children come to the club-rooms for candy pulls, pop-corn parties and games, the club-girls entertaining them. In hopes of obtaining money to carry on the instructional work of the club, this winter a concert and course of lectures will be given at the Church of the Unity, on West Newton street. These girls should be encouraged in their work.

Of the last graduating class at Cornell University, ten per cent. were women, but those women won sixty per cent. (three out of five) of the fellowships. The subjects in which they were so successful were botany, architecture, and mathematics. President Adams, in addressing the association of Collegiate Alumnae, which met at Cornell, said that the women average a little higher than the men in the university classes.

The Chicago Woman's Club comprises many of the finest women of that city. They have undertaken various lines of usefulness. Not the least of these is an effort now making in behalf of children who do not attend school. The club has found that there are 57,391 such children in that city. The law requires twelve weeks' schooling in a year for each child of school age. The club petitioned to have the law enforced. Women know that ignorance is the foe of representative government, and they have taken the matter in hand for the sake of public welfare. New buildings will be required. Much expense and many changes will have to be made, but the Woman's Club will not leave the matter till schools are provided for all the children. Success to them!

"I see by the papers this morning," interrupted George Parsons Lathrop, "that President Cleveland thinks the newspapers are lying more now than usual." "Every public man thinks that," said O'Reilly, "but I imagine it is not true. I rather think that the gossip of which we are apt to complain is the safety-valve of our security, after all—the balance-wheel of humanity, as it were. Formerly men were afraid of the devil and of the law; now they shun public opinion and temper their actions because of that irresponsible little cuss who goes about with note book in hand photographing the world as it runs. No; newspaper gossip, while it may be overdone, is the safety of our homes and institutions, and in time what evil there is will cure itself. I am a believer in the freedom of expression and in the mission of a well-tempered press."

An anonymous writer discusses in the last *Lippincott* the subject of "old maids," in which she says that "There is a larger proportion of single women in old England than in New England, a larger proportion in New England than in the Western States. A more liberal education for women adds recruits to these ranks. According to the first alumnae catalogues of Vassar College, only one-third of its graduates had married. The more thoughtful and refined a woman becomes, the more she asks in one who would be her life long companion, the more deliberately she takes a step on which so much depends. The natural headlong impulse to love is cooled by the deliberate; cautious look ahead. And the social scientist can give us no other reasons why under the present condition of things this class must be a large one. Is it not time that it had a recognized place, and that the lives of the persons in it should be freed from everything that prevents their being healthful and true?"

DOMESTIC.

Until the end of the fifteenth century ladies pinned up their dresses, with wooden skewers, and when pins were invented they were held in high esteem as New Year's gifts.

Proud parent: "How's that for a baby?" Old Bachelor: "Well, my experience with babies is limited, but I should think this one might possibly be worth bringing up." [Struck suddenly with an idea.] "Why not try it?"

Is marriage a failure? "I should say *not*!" remarked an Oregon farmer. "Why, there's Lucindy gits up in the mornin' milks six cows, gits breakfas', starts four children to skewl, looks after the other three, feeds the hens, likewise the hogs, likewise some motherless sheep, skims, twenty pans o' milk, washes the clothes, gits dinner, et cetera, et cetera. Think I could hire anybody to dew it fur what she gits? Not much! Marriage, sir, is a success; a gret success!"

A Roman Catholic priest, the other day, who was examining a confirmation class in the south of Ireland, asked the question, "What is the sacrament of matrimony?" A little girl at the head of the class answered: "'Tis a state of torment into which souls enter to prepare them for another and a better world." "Good," said the priest, "the answer for purgatory." "Put her down to the fut of the class," counseled the curate. "Leave her alone," said the priest, "for anything you or I know to the contrary she may be perfectly right."

The Yorkshire (Eng.) *Post* has been opening its columns to a discussion of the domestic service problem, in which the servants have had their thrir say. Mrs. Alice C. Scatterd says that having questioned many women during the past two years why they did not go into domestic service, the tenor of the answers seems to agree upon four points: Removal from their own people; difficulty of meeting marriageable men of their own class; the restraint involved in the continuous work and dwelling under the employer's roof, and the fact that the wages do not allow saving enough for support in old age. The remedies suggested by Mrs. Scatterd are: Day service, coöperative housekeeping, foreign servants, and a scheme for a safe investment of earnings which shall yield a higher rate of interest than the Postal Savings Bank.

Mrs. M. N. Rogers in *The Union Signal* of 1888 said in regard to keeping boys at home evenings that the whole philosophy of the thing lies in keeping the mind busy at work or play. Children are restless and must be employed to be contented. Let parents plan to give themselves wholly to their children two or three evenings in a week. Invite their playmates to spend the evening with them, and find out whether or not they are the boys you would have your sons associate with. Have games, such as authors, checkers, the menagerie, the eye tests, French charades, making poetry, shadow buff, par-

tomines, the moving circle, proverbs, etc. Of course parents must make out their own programme. In one family it will be charades, in another drawing, in another whistling, or popping corn, taffy pull, etc. If there is the slightest musical ability in your family, cultivate it carefully. If you can't afford a piano or organ, buy your boy a concertina or violin. The mere possession of an instrument will awaken a desire to use it. If possible let the boys have some place for a play room where they can litter as much as they please. The masculine heart delights in a den. If your boy loves bugs and bumble bees, encourage that taste and introduce him to Mother Nature by helping him make collections, and give him works on natural history, give him books to read which combine instruction with amusement, by such authors as are known to teach pure morality.

Should not husband and wife be equal partners? Both are supposed to work for the good of the home. Often the woman has the best brain for business; if she is never consulted, so much is lost to the family. Then if the husband dies, should the wife have to assume charge of affairs in total ignorance? Would it not be better that she should help plan and know about everything pertaining to their home. Also she should hold the property during her life-time the same as he would if she died. In her weakness and inability (that men prate so much about, she should have the same to help herself and family with that the man would have, and that without having to settle an estate. Many times this would keep her family together instead of breaking it up. A man and woman make a home by their united efforts; if they lose all their children by sickness, or happen to be childless, and the husband dies, the wife has one-third—the rest goes to his relatives. If she dies he has the whole. How hard do you suppose a man would work under such a law?

A little grand-daughter of Mrs. Mary A. Livermore dislikes to be made to mind. One Sunday, after some outbreak, her father got down the Bible and showed her the text, "Children, obey your parents." She looked discontented, but went on reading the chapter, while her father went up stairs. Presently she pursued him, Bible in hand, calling eagerly, "Papa! papa! It says some more. It says, 'Parents, provoke not your children to wrath,' and that is what you do to me every day!" The same little girl was lately told by her grandmother that she would have to "work like a dog when she grew up." "Why?" she asked. "Because you are very healthy and strong, and also very bright and capable," said the elder lady, "and in this world people who can do things generally have to do them." The child pondered a moment, and then said: "I don't think dogs have to work very hard. There are five of them at play out in the yard now." Afterwards, whenever she met a woman carrying a lap-dog, she would nudge her grandmother and say, "Grandma! grandma! There's a dog that does not have to work hard."

INDUSTRIES.

Australian ladies are taking up silk culture with good success.

From January 1, 1888, to July 1, 1888, sixty-six patents were issued to women.

Mrs. Isaac A. Murchison is reported as being the second woman in North Carolina to be licensed to practice law.

Mrs. Ira McLain has been awarded the government contract for running twenty-three mail routes in Dakota for the next four years.

It is said that there are over five hundred firms in New York City employing from one to two hundred girls and women in making neck ties.

Dr. Sargent is a young lady physician from St. Louis, who has charge of the Maternity Home of the Woman's Homœopathic Hospital in Philadelphia.

The "Emma Lazarus Working Girl's Club" is a society recently organized in New York City among Jewish girls. It already has over eighty members.

Harriet Hosmer first introduced the permanent magnet as a motive power; and Elizabeth Smith, a New Jersey woman, patented a mower and reaper.

There are nearly two hundred type writer girls in the city of Minneapolis, Minn. They are employed mostly by wholesale houses, in law offices and in the offices of manufacturing establishments.

Mrs. Martha Strickland, Detroit's woman lawyer, argued a motion in a divorce suit recently, before the Supreme Court of Michigan. This is the first time that a woman ever appealed to that tribunal in the capacity of an attorney.—*Queen Bee*.

Mrs. Margaret Parker, a Scotch lady, at present stopping at Wright's, Santa Clara County, is interesting herself in the solution of the problem of domestic labor on this Coast in order to supply care-worn women of family thoroughly trained female help who shall be temperate, honest and willing to work.

Miss Sarah S. Schermerhorn is a Southern girl, having been educated and living in New Orleans and the South, but who is a practical newspaper girl also. She is now in Cincinnati with the Cincinnati *Telegram*. She is also an expert stenographer. She reported campaign speeches for different papers during the summer.

In 1886 Messrs. Fuller and Warren, of Boston offered two thousand dollars in prizes for the three best wall paper designs. Miss Wheeler and her mother took the first two, and their pupil, a Miss Clark, the other. Two hundred and sixty designs were brought into this competition, seventy being sent from Germany, France and England.

Mademoiselle Caroline Schultze, the young Polish lady whose thesis, presented to the Paris Medical Faculty, has made such a stir, is only twenty-one. She is said to be the youngest can-

didate for the degree of doctor who ever appeared before the Faculty of Paris. The subject of her thesis was "The Woman Physician of the Nineteenth Century."

The *Cabinet Maker* is a new class-journal published at Indianapolis by Messrs' Reeves and Kelley, and is well edited by Mrs. S. West. Miller. This is one of the instances which shows that women can occupy unique positions. The journal represents mechanical interests, and Mrs. Miller evinces that ready talent for combining the practical and artistic in a most readable form.

In Russia, a country which is generally regarded as steeped in barbarism, an Imperial Ukase has empowered women to study pharmacy. In Sweden the postal and telegraphic services have been open to women for the last quarter of a century, and since 1871 they have had access to the Universities, and to the study and practice of medicine. In Austria the government has given a grant towards the training of women as apothecaries and chemists.

The advance of woman in education in the industries and professions, and in a general recognition of her own worth and responsibility, indicates that we are pushing forward to the time when women will receive equal wages for the same work and have an equal chance for the honors when there are any; when no law on the statute book shall teach her inferiority in the marriage relation or in the state, and when no minister shall preach her subjection, and no editor shall dream of furnishing "Honey for the Ladies." In short, when the world will agree with Robert Browning that in designating classes and characteristics of people they should not be divided into men and women but on other lines.

The *Journal of Industrial Education* gives some very suggestive statistics on the relation of crime to a lack of industrial education. It shows conclusively by figures taken from the Eastern Penitentiary of Pennsylvania and from the Joliet prison that the criminal classes are largely fairly educated, and have mostly been Sunday school scholars, and are not wholly intemperate but that the most common generic fact among them, east and west, is that the convicts know no trade. While in round numbers four-fifths have a common-school education, nearly a tenth are college graduates, nine-tenths have been attendants in Sunday schools, and one-fourth total abstainers from intoxicating drinks; but about nine-tenths have received no industrial training. The costliness to the State of this lack of technical training aside from the diminution of industrial products may be seen from the fact that the arrests made in Chicago in the year 1886 cost that city over a million of dollars. The city of London pays a third of a million dollars annually to the support of its trade schools but its arrests for crime are in proportion to its population but five-sixteenths those of Chicago. There is nothing so costly as crime.

MISCELLANEOUS.

"Do you expect to keep Lent, Mr. Gayboy?"
 "Oh, yes, sorter half way keep it; that is, my better half keeps it."

"What a pity it is," says a city clergyman, "that there are so many sweet sinners and sour saints."

Old lady (rushing into drug store)—"Say mis-ter, I want some paint."

Obliging Clerk—"Yes'm. Face or fence?"

Irate passenger (as the train is moving off)—"Why didn't you put my luggage in as I told you, you old ———. Porter—E-h, man! yer baggage es na sic a fule as yerself'. Ye're i' the wrang train!"

They were viewing the leaning tower of Pisa.
 "What do you think of it, Ellsba?" asked Mrs. Porkchop. "Don't it strike you as bein' a little crooked?" "It's the worst out o' plumb thing I ever seen," replied Mr. P. "The contractor couldn't build a chicken-coop for me."

Old Mrs. Bentley—When d'ye s'pose Joshua, they're going to git these telegraph wires underground? Old Mr. Bentley—I dun know; I see there's a prominent telegraph official died two or three days ago, an' is to be buried to-morrer. Old Mrs. Bentley—Well, Joshua, that aint much, but it's suthin'.

Many women never rest. They seem not to understand what rest, real rest, means. To throw one's self down with a newspaper or book is not rest; it is only a change of occupation. To sit down and keep the fingers flying over some sort of fancy work, as if one were pursued by a demon of unrest is certainly not rest. But to lie in full length on a hard surface, arms extended at the sides, head back, with no pillow, eyes closed, all cares and worries dismissed, this is rest; this will smooth away wrinkles in the face and in temper; this will give an air of repose to the tired, anxious, nervous woman; this will take away many an ache, and straighten out the rounded shoulders and craned out necks.

A committee propose to celebrate at New York City, on April 30th, the inauguration of Washington as President of the United States. The day has been made a legal holiday in the state, and a fine programme has been arranged. Of course no recognition is or will likely be made of the fact that women formed half of the United States over which Washington was chosen to preside, or that the agonies and sacrifices out of which the young nation had been born had been equally shared by women. It is a matter of rejoicing that women are beginning to honor the noble of their own sex, both the living and the dead, and by long continued insistence on making prominent the woman side of our history the time will certainly come when to the popular thought the words citizens, people, nation etc., will include women as well as men.

The advance of woman into all positions of honor and profit has been fought by men with all the might of their inherited prejudices just

as is her political equality to day. In fact, he has made it just as hard for her every step of the way as his splendid masculine intellect, and the possession of the opportunity, made possible. The cruel injustice which denied to woman through all the ages, until God raised up brave women to command the modern Pharaohs to let his people go, the right of personal property, possession of their children, education, industries, of protecting themselves before the courts, of administering to the sick, of interpreting the Scripture—the denial of all these would be inexplicable were it not that men and women alike are the heirs of the barbarism of the past. Woman's weakness was man's opportunity when as yet he was nothing but a fighting animal, and so custom passed into precedent. In the progress of the race every restriction laid on woman has benumbed the conscience of man and so the burden of the age has lifted but slowly. But we rejoice that it is lifting.

It may be asserted, in a general way, that wherever in the United States you do not find dancing you find kissing. In communities where dancing was disapproved I have seen "string games" called for and carried into practice at entertainments held in school-houses, and even at church sociables. In such places church-members—and, for aught I know, deacons—take part in the amusement; and I have seen it develop a friskiness, so to speak, in grizzled men, which made them, one would say, anything but seductive or beguiling to the young and fair. Among those of earlier years kissing becomes in such communities a systematic pursuit, like hunting or fishing. Young girls whose parents object to it are neglected are disliked; a young man in such a village told a friend of mine, with some indignation, that she was the only girl in town whom he had not kissed. It is of no use to object to it as immoral where the church members are committed to it. Perhaps it can not be called immoral; but when society has reached a certain stage of refinement these games vanish. The symbol of that increased refinement is usually dancing. Dancing, whatever its drawbacks, serves practically as the antidotes to kissing games; where one begins the other dies out. They do not seem to flourish side by side; at any rate, people rarely go back from dancing to kissing. Granting, for the sake of argument, that it is necessary to have some amusement, the choice lies, in our villages and their scattered families, between these two forms of relaxation. Which is the better of the two?

Omaha Dame—It would have just been a blessing if you'd heard Mr. DeSainte lecture last night on "The Wrongs of Women."

Husband—Oh! It would!

"Yes, it would. Mr. DeSainte talked beautifully, and he said women had no rights at all; he said women to-day were as much downtrodden as ever; he said we were mere slaves, abject slaves. What do you think of that?"

"I think Mr. DeSainte is unmarried."

FRANCHISE.

It took the women suffragists of Massachusetts eleven years to secure to married women the right to their own clothes.

It is estimated that 200,000 women cast their votes at the recent municipal elections in Great Britain.

That all civilized governments are tending to the political equality of woman is evident to any one familiar with the current history of the world.

In England, single women and widows have had full municipal suffrage for eighteen years. Mr. Gladstone says they exercise it "without detriment, and with great advantage."

The Twenty-First Annual Washington Convention of the National Woman Suffrage Association was held January 21, 22 and 23, having public morning and evening sessions in the Congregational church and executive afternoon sessions in the Riggs House parlors.

At a recent joint session of the literary societies of Vanderbilt University, Nashville, Tenn., the question of woman's suffrage received a spirited discussion in the presence of a large and cultivated audience, the question being decided in favor of woman's ballot.

If I had been created a woman instead of a man, I should hate to be told, on going to the polls, that I was on a par with state prison birds and idiots; and I believe in doing unto others as I would that others should do unto me.—*Geo. R. Scott.*

ENGLAND'S Premier, Lord Salisbury, in a speech at Edinburgh, November 29, declared himself to be in favor of woman's suffrage, and the editor of the *Pall Mall Gazette*, in commenting upon the fact, said that should a bill be presented to Parliament, the *Pall Mall Gazette* would heartily support it.

NINE states will this winter petition for municipal suffrage. Ohio and New Hampshire are called upon in their constitutional conventions to amend the state constitutions by striking out the word "male" from the qualification of voters. All these facts look to the certain end—the establishment of equal political rights for women.

No wise person believes in any "reform against nature." If I believed the limitations of sex to be inconsistent with woman suffrage, I should oppose it; but I do not see why a woman cannot form political opinions by her baby's cradle, as well as her husband in his workshop, while her very love for the child commits her to an interest in good government.—*T. W. Higginson.*

It was ladies' day in the Ohio Legislature, January 18. Mr. Kennedy's bill to allow women to vote at municipal elections was under discussion. The discussion for both sides was interesting and

at times humorous. The vote upon the bill resulted in a tie which defeated it. On motion the vote to reconsider was carried, and the bill was again resuscitated and referred to the committee on Judiciary. Politically the bill was divided as follows: In the affirmative there were thirty Republicans and seven Democrats. In the negative there were fourteen Republicans and twenty-one Democrats. Thirty-four members failed to vote at all.

THE Woman's Suffrage Party State Committee profess to have advised that 2,000,000 women were registered and voted at the election last week in England, Scotland and Wales, for members of the new city councils. The Countess of Aberdeen is at the head of the wealthy, influential ladies who have united to enforce the right of their sex to resist any attempt to deprive Lady Sandhurst, Miss Jane Cobden (daughter of Richard Cobden), and the other ladies who have been elected to the councils, of their places therein on any legal pretext. The report that Lady Sandhurst will be made a member of the London Board of Aldermen is thought to have good foundation.

BUT do not misinterpret what I say into a depreciation of the work of those glorious and divinely called women who will not be understood till after they are dead—women like Susan B. Anthony, who are giving their life for the betterment of the condition of their sex. Those of you who think that women have, under the laws of this country, an equal chance with men, are ignorant of the laws. A gentleman writes me from Maryland saying: "Take the laws of this state. A man and wife start out in life full of hope in every respect; by their joint efforts, and, as is frequently the case, through the economic ideas of the wife, succeed in accumulating a fortune; but they have no children; they reach old age together, and then the husband dies. What does the law of this state do then? It says to the widow, hands off your late husband's property; do not touch it; the state will find others to whom it will give that, but you, the widow, must not touch it, only so much as will keep life within your aged body, that you may live to see those others enjoy what rightfully should be your own." And the state seeks the relatives of the deceased husband, whether they be near or far, whether they were ever heard of before or not, and transfers to them singly or collectively, the estate of the deceased husband and living widow. Now, that is a specimen of unjust laws in all the states concerning womanhood. Instead of flying off to the discussion as to whether or not the giving of the right of voting to women will correct these laws, let me say to men, be gallant enough, and fair enough, and honest enough, and righteous enough, and God-loving enough to correct these wrongs against women by your own masculine vote. Do not wait for woman suffrage to come, if it ever does come, but so far as you can touch ballot boxes, and Legislatures, and Congress, begin the reformation.—*Rev. De Witt Talmage.*

For Woman's Department.

TO-MORROW.

Ah! Who can tell what to-morrow will bring,
Whether it be joy or sorrow?
Though to-day may be fair,
Yet a mantle of gloom
May enshroud us in darkness to-morrow.

We are here to-day yet our feet may stray
To that land of silence and beauty;
When to-morrow shall come
Our lips may be dumb—
No more will our hands do their duty.

When in silence they rest, folded over the breast
That has ever been filled with deep sorrow,
When our cold lips are pressed
With no answering caress,
Then for us there will be no to-morrow.

To-morrow! That word hath a charm for us all,
And we look for its coming with gladness:
Though the morn may be fair
That heralds the day,
To some hearts it may be bring naught but
sadness.

Then let us forget not a kind word to speak,
To those now encompassed with sorrow—
It will cheer the sad heart,
It will brighten life's way—
It will lighten the cares of to-morrow.
Mrs. Nellie Bloom.

WEST OAKLAND, CAL.

FORT WORTH, TEXAS, February 24, 1889,

To the Editor of Woman's Department:

Looking over the *Magazine* of January, I find it larger and more beautiful than before. I see also that a "Fireman and Engineer's Sister," has been requested to give us more news from her little sod house. I should have added as she did that there were no "trees or even a sprig for the birds to rest upon," and I will also tell you now, as I should have done then, that the letter in the October number was written from Clarendon, Donley county, Texas. I must have overlooked dating it. Please do not confuse the description given there with this place for they are dissimilar in every respect.

Clarendon was in the center of the twenty-seven counties in the extreme northwest of Texas, known as the Panhandle from the shape of the State on the map. The country is very much like the Kansas prairie; and people are holding down claims there too, but that was not my business there, I knew many who were however, and agree with the sister in thinking it requires "bravery" and patience too, more than I would ever be able to command I think. Yet the result will surely justify this. The country was entirely new except that a few men, cattle kings we call them here, had lived there, until a railroad was built through there in the spring of 1888, that was when I went there, this road connecting with Denver, Col. and Fort Worth, Tex., caused many towns to spring up along the route. The roundhouse and machine shops were at Clarendon, also the passenger and freight divisions; thus we had quite a nice little town, but at times the utter loneliness of it all made one wretched beyond compare. If, as the sister says, it was "part of God's wise providence that it should be so," this is a cheerful view to take of it, but I would often think that it

would have been quite as easy for Him to have planted at least one tree to the county tall enough for every one to see it, though there were a great many more than that, in the county; we could not see them without taking a long drive. Not so very long either for within one mile of the town was what was called there "The Basin." It was a deep hole some 25 or 30 feet deep by 100 feet square, I think, and in there the little trees, wild peach and flowering ash grew as thick as they could be almost, their tops stuck out over the top and the birds and their nests were all there. It was a strange, weird place, one could fancy all kinds of things about it, but know nothing. We used to go there, myself and some twenty little girls and boys, some afternoons and what a jubilee those children did have while I tried to read or sat down and looked at those dear trees.

There were little sod houses there, too, their owners nice, refined people as ever lived anywhere. Often they had a nice piano or organ with late magazines and books. We also had here a literary society that met once every month and everybody attended it. The house was always full, we had no select society or rather it was all select. What jolly, unconventional times we did have and the fun, the picnics and fishings. I had lived all my life in Texas, but this frontier experience was as different from anything I had ever seen or experienced before as if I had never been inside the State. It was in Clarendon that I saw the first Indians that I ever did see, and all the preconceived ideas of the noble red man were gone a glimmering. There were seven of them, they came in to get supplies; six men and one woman. She was a little chumpy squaw, dressed picturesquely enough, but if any of the blood of the beautiful Pocahontas was in her veins, the beauty had long since been extracted. She wore a red shawl, that was all; it seemed to have a cord run through, some six inches from the outer edge and gathered closely round her neck, the end falling back like a sailor's collar or a cape fringed, the shawl was belted in at the waist and had angel sleeves, the skirt was more divided like the fashionable leglettes, fringed down the outer edge, and she rode like the men did. Her feet were as "brown and bare" as Maud Muller's; no beautiful beaded moccasins, like the ones we frequently see, adorned this forest maiden, only a red shawl beautifully, brightly red, nothing more. Still the creature somehow looked coquettish. They always rode in a gallop, Indian file, one by one. I lived near the switch yard and as the yard engine was standing out there, they all galloped over there, reining up seven abreast to look at it. After a silent survey of some thirty minutes they all rode away to the southwest, one by one, the little squaw the last one, and the red gleam from her bright costume could be seen for miles on the prairie. Clarendon was a pleasant place, in many respects, to live.

[Thanks for this interesting letter. Come again and sign your name.—Ed.]

LILY McFADDEN'S LAMENT.

My dear Shandy Maguire,
Please let me inquire,
And in truth, my dear Shandy, reply.
Does it please you to madden
Poor Lily McFadden,
And leave her forlorn to die?

Dear Shandy Maguire,
When touching your lyre,
Do you think of the love you inspire?
Do you know how you sadden
Poor Lily McFadden,
And do you want to see her expire?

Dear Shandy Maguire,
Have you one fond desire
To make the sun of my life shine brighter?
Then write words that will gladden
Poor Lily McFadden,
Dear word, that you know will delight her.
— Lily McFadden.

ASHLEY, PA., January 21, 1889.

To the Editor of *Woman's Department*:

I have just finished reading the *Magazine*, it being later than usual. I am surprised to think the B. of L. F. would bother about federation with the B. of L. E. They have forgotten when they were firemen. When I read how they snubbed the firemen at their Convention I cannot help thinking how plainly they show their ignorance. I could say much more about them but I will leave that for some of the brothers to do. They should spunk up and tell those upstarts what they think about them and when there is another strike, B. of L. F. men, remember how contemptible those men treated you. I have not said anything about the Lodge yet. They are doing splendidly, pay their dues and assessments promptly. There was but one member who refused and he was expelled.

Cora Lee.

MANASQUAN, N. J., January 23, 1889.

To the Editor of *Woman's Department*:

Just received the *Magazine* for the new year, and now, I thought, is the time to write. Have been a faithful reader of your most interesting book ever since I've been married, and to-day found it real delightful, and must needs read it before my work was done. I won't bother you with compliments on railroad men, as I imagine it gets tiresome to the "Ed.," but I will say this, I feel proud of the Brotherhood, and think it a grand organization, and although the C., B. & Q. strike has made our spring bonnets come up short, yet it is all for the best, and I admire the grit the boys have in our Lodges. I know quite a number of real nice "railroad boys" in our pleasant little town, and I quite disagree with some lady friends of mine who say they wouldn't marry a railroad man. I tell them if they knew as many real manly fellows as I know they would change their minds. Would like to write something interesting, but as I am quite domestic, could find more interest in pretty things for the home, and being a young housekeeper find lots of interest in the dreadful lunch-pail, etc. My husband is a member of Fairmount Lodge and is unable to attend, as it meets in Philadelphia and he

is running down here. But I tell him I wouldn't say a word if he did "stay" late at the Brotherhood, but I imagine he thinks I only say so.

With many good wishes for the Lodge and its interests I will stop directly, else my letter will reach the waste basket, and I would never get over the disgrace. Yours.

A Fireman's Wife.

ARGENTA, ARK., January 30, 1889.

To the Editor of *Woman's Department*:

As I am a regular reader of your valuable and interesting *Magazine* and have not seen anything from our little city or from No. 304 in a long time, I thought I would write a few lines. This will be my third letter and if this escapes the waste basket as my others did I may write again.

Our little Lodge here seems to be flourishing. Of course we women folks know nothing only from outside appearances. Our town is building up real fast now and is improving every way. Lots of weddings and talk of more soon. I don't hardly know though whether to call that an improvement or not, but I guess it will be in the long run.

It was reported nearly all winter till of late that our worthy Master, John Powers, had been blindly led by Cupid till he was pierced in the heart and was to have been married on the 3d inst., but the 3d has passed and gone and we find him still in single harness.

When Bro. Power was at the Convention some one sadly mourned and missed him.

We have several boys from the C., B. & Q. on our roads here and I think that any railroad company might be proud to have such nice young men in their service. But alas! no one is proud of a "tallow pot" but his wife, mother or sister. If the boys could only know how the prayers of loved ones at home ascend to the good God who created us they would do better.

Death has visited the home of Bros. Frank Barreille and Sidney Willbanks in the last three months and taken from them the only child of each, both bright little boys.

May God bless the B. of L. F.

Nancy Lee.

A PORTRAIT.

He is a good fellow and fires on the road,
And East Syracuse is his place of abode.
His infantile friends are all happy to, that
He can bark like a dog and can meow like a cat.

He has just one hobby, and that is to pass
All his time that he can at catching black bass.
By his fire where wet fish-lines you once might
descry,
A sweet baby's clothing is hung up to dry.

For a daughter has come to him and his wife,
To add to the blessings and burdens of life.
A lugubrious look is sometimes on his face,
But his heart is quite jolly whatever takes place.

He ne'er gave assent to man's wonderful creeds,
But lives a religion of actions and deeds;
He does unto others as he'd be done by,
And unless he's been fishing, he'll not tell a lie.
I can vouch that he is, and I'm glad that I can,
Neither devil nor saint, but a good honest man.

M. H. L.

THE BROTHERHOOD.

APRIL. 1889.

NEW YORK, February 22, 1889.

MR. EDITOR:—I would strongly advise Mr. Rauch to discontinue writing for the *Magazine* until his "fits" subside. If he has found nothing in it to stir up his ideas since he sent the 8x8 puzzle, he must be not only as dull as an "ox," but as thick-skinned as a pachyderm. For the information of Mr. Rauch (who by the way was a delegate to the Engineers' convention and very much opposed to federation) allow me to state that the men on the elevated system work as near nine hours a day as the company deems expedient, and in that time rattle off from sixty to eighty miles a day, which on an unyielding road-bed like the L is more trying and tiresome than 100 to 120 miles on a surface road. We have small engines and so much the worse for us, as they are not large enough to do the work required of them; viz., pull five overcrowded coaches. In many cases we have to contend with "scrap-heaps," and when we fail to do what is practically impossible; i. e., make the time, we are rewarded by being put back firing for a month or so, that is where the good treatment comes in, and it is owing to the kindness of the understrappers and not the M. M. or his superiors. We get \$2.00 per day if we fire a year and have a clear record. We only pay \$20 to \$30 a month rent or live with Italians, and it is very evident that after supporting a family, etc., there is an enormous surplus with which to buy "white shirts" "picadilly collars" and "satin neckties." It goes without saying, that a man who dresses as Mr. R. says spends little or no time or money in liquor saloons. The nine hour system was introduced on the Elevated about three years ago without any assistance from Mr. Rauch, and it is strange that he is apparently much disturbed because we do not toll from twelve to seventeen hours for about \$1.50 and dress like sewer diggers. If we are to judge of the severity of his "fit," by the extent to which his February article was a misfit he must indeed have had a hard time of it. But when his mental equilibrium is restored and he surveys the field coolly, dispassionately and critically he will clearly see that the day is not distant when eight hours or less will constitute a day's work not only on railroads but in stores, workshops and all departments of labor in the United States. To that it is coming and our enemies whether in disguise or unmasked will have to submit to the inevitable. Of course Mr. R. is an old man and not good for much; it is therefore not difficult to see why he should distort facts and resort to subterfuges to curry favor with his superiors thereby making his position secure, but in doing so he should confine his Munchausenisms to matters less easily susceptible of

Correction.

COGITATIONS.

BY SWITCH.

MR. EDITOR—At our last regular meeting, a circular was read.
And it stated red eyed law on assessments and on dues,
And the members, one by one, took the floor and said:—

"Worthy Master and brothers, that circular states my views."

Payments in advance
Is the climax of finance,
And the delegates at Atlanta who made the law
Were not firemen of pretense,
But men of common sense,
And for a more wholesome measure men never
wagged a jaw.

MR. EDITOR—With an industrious Collector, and an honest Receiver,
Our subordinate Lodges will never be in debt.
"Spot cash" will be their motto, and in that I'm a b-liever,
And when once adopted 'twill be the glory of our Order, you bet.

There may be some rebelling,
And there may be some expelling,
But the "cash down" members of the Order who remain

Will prove true in calm or storm,
Until Gabriel blows his horn,
And whether victorious or defeated, will try, try again.

MR. EDITOR—On former occasions, direct, without evasions,
I have told you my calling, and my probable career.
I've referred to my condition, and my laudable ambition
To get on the right side of a cab and be an engineer.

You bet, I am not shaking
About my undertaking;
I am hustling for the throttle, and keep it full in view;

And when I do get there,
You may bet your life, and swear,
I shall be, as I am now, a Brotherhood fireman
forever, staunch and true.

BINGHAMPTON, February 16, 1889.

Editor Firemen's Magazine:

As I have not seen anything in the *Magazine* from Magnet Lodge No. 227, I concluded to be the first to break the silence that has so long prevailed. Although we have had little to say, we have been very attentive listeners. I wish to say that our membership is not very large and regret that so many of our brothers are on the different roads and branches, making it quite difficult to attend meetings, but I can say that they always manage to be on hand with their dues quite promptly, which is the one thing for the good of the Order. We extend a vote of thanks to Mr. Lawder for presenting the Lodge with a set of marble gavels, which we appreciate very much. May the boys remember him in their patronage. We also extend a vote of thanks to Mrs. E. M. Vernold for presenting the Lodge with a beautiful set of plush coverings for our pedestals, made and handsomely worked by herself, which not only shows her appreciation of our Order, but also her excellent skill. May more of our brothers be so fortunate as to possess a wife with such excellent taste and judgment, and I hope more of the ladies will take this as a gentle hint to go and do likewise.

G. B. Warner.

"IS MARRIAGE A FAILURE?"

Written in reply to the request of Mrs. Ida A. Harper, in February Magazine.

"Is marriage a failure?" I very much fear

A number will tell you it is;
Put me down with the ayes, and my vote is sincere,

Which you'd know if you'd gaze on my phiz,
You could see a most sad and disconsolate look,
Which I fain in my heart would disguise;
'Tis a far-away glance, to the tryst at the brook,
Where I spooned 'neath my bachelor skies.

If a fellow could only resist the desire
To embrace a coquettish young maid,
Put a brake on his feelings, and smother the fire
That the witch in his bosom had made,
He could sleep in the morning as long as he'd choose
And enjoy all the comforts of life,
But when married, Lord pity the wretch who'll refuse
To kindle the fire for his wife.

"Is marriage a failure?" You bet! and you know

All the numberless tricks of your sex
To allure a poor devil, till churchward he'll go,
Disregarding the nods and the becks
Of the Benedictine, ridiculing the pride
He assumes as he steps down the aisle,
With some charmer who'll there be yoked on as a bride,
How the dough-head goes off with a smile!

For a month he may think liquid honey rolls down

In a stream from the gods to his lips,
But just wait till the charmer salutes with a frown,
And his joys she will quickly eclipse;
Then he'll sigh for his bachelor freedom once more,
And he'll think of the nights that are gone,
When he flirted and frolicked around with a score,
Instead of being buckled to one.

Let a twelve month roll round and look out for him then,

Note how slowly he'll move on his pins,
His conceit is all gone, he's the saddest of men,
And his wife may have crushed him with twins
If she asks him to solace the dear little things
When they're teething, dear Madam, I'm sure
He'll be agile as ever, as outward he springs,
From their concert of squalls, through the door.

"Is marriage a failure?" Come here with me now

And note where the bangs used to be;
Do you think that in maidenhood days such a brow

Would be left for inspection of me?
If you do you must think her a fool, which she's not,

It was always her earnest desire
To attend to the frizzes which danced on that spot,
Till she captured poor Shandy Maguire.

Ask Solomon's ghost, it will tell you, my dear,
A very remarkable story,
About how Old Wisdom walked off on his ear
From his throne in the height of his glory.
He is known as the wise, by some Scriptural rule
Written down in the far away ages,
But the ladies soon made him a driv'ling old fool.
Though he ranks as the wisest of sages.

"Is marriage a failure?" 'Tis worse; 'tis a fraud

'Tis the biggest parading to-day;
And, if justice were done, 'twould be quickly outlawed,

And be driven from mankind away;

For when once a poor fellow is tied neck and heels
To the skirt of some petticoat tight,
Oh! he never can budge, half an inch, save he steals
Like a thief, to his pals, in the night.

"Is marriage a failure?" Ah! yes, for the men.
We're all but a parcel of slaves;
We're corralled by our wives like young colts in a pen,

Till we're carried feet first to our graves;
Oh! then, how they'll flam out and go for a mash.
The moment they tie up our toes,
Providing we leave them a wallet of cash,
To crimson their cheeks like the rose!

"Is marriage a failure?" Come, boys, circle round,
And vote as your ears will dictate,
If you do, what a thundering aye will resound
From poor victims of merciless fate!
If we only the fetters of wedlock could fling
Far away, and again, boys, be free,
We'd delightedly dance and melodiously sing,
Every heart bubbling over with glee!

Shandy Maguire.

POCATELLO, IDAHO, February 10, 1889.

MR. EDITOR:—The convention at Richmond is over, the great C. B. and Q. strike is ended, and what is the position of the B. of L. F. to-day? Have we not all been compelled to swallow the bitter pill of shame and mortification? Who administered it but the Brotherhood of Locomotive Engineers? Were we not led to believe that the offensive clauses of their constitution would be repealed? Have we not stood by them as a unit in the past? What is the result? They fail to repeal any portion of their constitution that effects our interest, and add insult to injury by utterly ignoring us in the settlement with the "Q."

They have hurled insult in our faces, and defied us to help ourselves.

Is our organization to tamely submit? Are we slaves, that we must consent to be ruled by the prejudices of the aged, moss-grown fossils of the B. of L. E.? What magic is there in the B. of L. E. that yearly draws from us so many of our noblest and best men?

Brothers, arouse in your dignity and manhood. Accept the gauntlet they have cast at your feet. Refuse to be drawn from the Order that has protected your interests; cease to be apostates; love the parent that has nourished your infancy; be forever true to the principles and policy of the noblest Order under the sun; be staunch as the "Rock of Ages" to our beloved Brotherhood, and in five years, be assured, the haughtiness of our would-be superiors will be a thing of the past. Compel them to swallow the pill that has been gall and wormwood to us, and driven the hot blush of humiliation to the face of every true fireman.

Brothers, cease to cringe and crawl at their doors for admission, cease to infuse new and younger life blood into the veins of their Order, and teach the ancient fossils who voted in the majority at Richmond that your manhood will, at last avenge a cruel insult.

The remedy lies in our own hands, for this in-

justice and wrong; shall we use it and cure the evil? or, shall we say with downcast face, and bended knee to P. M. Arthur and his order, "As ye will it, our masters."

Frank Walton.

NEW YORK, February 22.

Editor of the Firemen's Magazine:

Mr. E. J. Ranch sets out in his letter in the *Magazine* for February (page 114) to be exceedingly sarcastic, and the intensity of his emotion, as he handles his pen, makes sad havoc with his grammar. Judging from his letter, there are men in the world with instincts that make their very souls recoil at the thought that other men actually want to be clean. But their ignorance must be his excuse for such wildly uncouth fancies, for in the region where Mr. Rauch has run an engine the grand primeval forest trees are all the witnesses he had, and it did not matter the least even if he dressed in a manner fit to make a tramp blush. But here in New York, where civilization predominates and manners in a measure are of some account, the common decencies of life must be observed, and picadilly collars, white shirts, neckties, etc., etc., must be worn (by the way, *who* wears them?) for, if firemen here were clothed in the garb that it is but fair to assume Mr. Ranch used, the "police" and "Board of Health" would promptly and properly interfere.

By the way, when the "engineers" struck on the Manhattan road, and the officials there felt that they had the firemen with them, what did the firemen do? Why they just stiffened up their gorgeously white Picadilly collars, tied up their fine neckties, donned their "biled shirts," and stood by the engineers all the way through like little men.

Picadilly.

CHICAGO, February 24, 1889.

MR. EDITOR:—Chicago Lodge, No. 95, gave its twelfth annual ball, Thursday evening, February 21st, at Martine's West Side Academy, Ada street, and it must be acknowledged that it was the peer of all that 95 has held, in point of attendance, as otherwise. There were upwards of two hundred couples present, and nothing occurred to mar the pleasure of any one present. Prof. Bolger, with his skilled musicians, rendered the latest, and it must be said that Tom is getting there in great style. He was at his best and did his best to please all. The supper was served in the basement of the hall, and was all that could be asked. Much credit is due to the committee of arrangements, Bros. Wallbaum, Mahoney and McDonough, for their noble efforts in making such a good showing in these trying times, as it is chiefly to the brothers named that we owe our grand success. I would say a word to our sister Lodgee, and it is this, always be sure when in any undertaking that you appoint good live brothers to take charge; if so, you will always meet with success; but always be sure you are right before you make the appointment. We regretted very much the non-appearance of our Grand officers, as we know they would have enjoyed themselves

had they been with us. The ball lasted until daylight, when the orchestra sounded the notes of "Home, Sweet Home," then the merry crowd retired to get some needed rest. We hope to see those smiling faces with many more at our next ball, as we shall always do our best to make such occasions pleasant and enjoyable for our friends.

Fraternally,

Jas. Leahy.

HAMILTON, ONT., January 29, 1889.

To the Editor of Firemen's Magazine:

It affords me pleasure to write a few words to the *Magazine* to let our American brothers know that Maple Leaf Lodge is still in existence and all its members in good standing although the assessments have been rather heavy to support our brothers on the C., B. & Q., still we are ready and willing to aid them in gaining the victory. I don't know how our American brothers are treated in regard to engines, but we don't know what engine we are going to get till we go to the shop, and can't get enough steam in some of the scraps to keep the pumps from freezing. The engineer gets a cuslon to sit on and the fireman has to be content with his coat or a bundle of hemp for a cuslon. Why don't the boys on the G. W. Division of the Grand Trunk Railway see into this, if they are Brotherhood men at all. Bro. Fields has got home and he has the sympathy of all who know him, and though he has lost his hands, he says he never felt better in health than at present. Bro. McCallum has entered the bonds of matrimony. We have not got the cigars yet, Bill? Hoping to hear from some of the Maple Leafs who are abler correspondents than myself. I will close.

Straight Stack.

FAREWELL.

[In memory of Little Fred Hefter, who died February 16th, 1889. Dedicated to his father by Joseph E. Evans.]

Dear little Fred, thy heavenly face
Has left in my heart a vacant place.
I would give the world if my arms could entwine
That dear little angel boy of mine.

First in the morning, at break of day,
Driving with kisses my slumber away,
Brighter his smile than the sunbeams shine,
That dear little angel boy of mine.

And all day long, with his winsome ways,
Drawing the sunshine from gloomy days,
His prattle and laughter would still combine
To add to my love for that boy of mine.

And as the shades of eve would enclose,
And wrap my darling in sweet repose,
Not all the wealth of the richest mine
Could lessen my love for that boy of mine.

Closely I pressed to my aching breast
The bird in my heart who had made his nest,
And I knew no cause in the world to repine
If heaven would spare me that boy of mine.

But greater than mine was the Saviour's love.
His angels bore my darling above,
And I know in the mansions of Jesus divine
Is waiting for me, that boy of mine.

"Suffer little children to come unto me and forbid them not, for of such is the kingdom of Heaven."

MINNEAPOLIS, MINN., Feb. 17, 1889.

Personals.

E. S. RIGBY, member of Headlight Lodge No. 217, on Logansport Division of the Vandalla, is one of the live men of the Order, who keeps posted and is well up in the work of the Brotherhood.

HENRY ZINK, *Magazine Agent* of Eureka Lodge No. 14, is on the Vandalla and runs into Terre Haute. It would be difficult to scare up a more genial and companionable man, besides, he has the true Brotherhood spirit.

The genial Secretary of Confidence Lodge No. 102, was remembered on Valentine day in a manner to afford him special satisfaction. The Valentine came in the shape of a seven pound girl and Bro. Krull and all hands are supremely happy.

MINGLED expressions of pleasure and regret fell from the lips of Bro. C. E. Long, of No. 41 when he found it was a girl instead of a boy. Bro. Long may not be as happy as he would like to be, but he feels the importance of the situation just the same.

E. H. BRENNAN, of Headlight Lodge No. 217, running on the Logansport Division of the Vandalla, is a Brotherhood man in the best sense of the term, which in these times means as much or more than at any period in the history of the Brotherhood.

One "Osmer Briggs," lately employed on the Dakota Division of the Northern Pac. Co. is understood, is traveling as a Brotherhood Fireman, and wearing a badge of the Order. He is a dead beat, and B. L. F. men are requested to keep a look out for him.

CHAS. SCHERMERNHORN, of Tried and True Lodge No. 361, recently visited Terre Haute in quest of pleasure, and for a time, became the guest of the Sheriff. It is a sad commentary upon the times, when bolts and bars deprive a man of his liberty, just because he is a good fellow.

LEVI MATTIKS, of Mount Vernon, Ohio, and a member of Franklin Lodge No. 9, was recently married to Miss Pearl Porton, one of the fair daughters of the Hoosier state. Hosts of friends congratulate the happy couple, and wish them their full share of prosperity and happiness.

The *Mattoon Star* of recent date says: "Charley Singleton and H. Greenmeyer went to Evansville recently, being provided with passes that read 'Pass Singleton and Greenmeyer, Mattoon to Evansville; cause, busted.'" If a pass is ever valuable to a passenger it must be when he is "busted." Is it so Charley?

VICE GRAND MASTER HANNAHAN was recently in the beautiful city of Mobile, Ala., accompanied by his charming wife. While in the city they were the guests of Bro. Carney, where every want was anticipated and supplied. During his brief stay, Bro. Hannahan addressed a meeting composed of Knights of Labor, painters, carpenters and joiners, locomotive firemen and engineers. The attendance was large, the address able and audience appreciative. Alabama Lodge is in good shape, the membership being wide-awake and progressive.

P. C. WINN, of Chicago, writes an interesting account of a ball, given on January 23 at Apollo Hall, Chicago, under the auspices of T. P. O'Rourke Lodge, No. 241. The attendance was large, there having been two hundred couple in the grand march. The programme announced eighteen different dances, and the occasion was one which afforded the guests the largest measure of enjoyment. The ladies were beautiful, the gentlemen gallant and the music superb. On such occasions the hours go by on tip toe, but leave for the guests many happy memories.

GEORGE HOFFMAN, a member of J. M. Raymond Lodge No. 49, has opened the Rockaway House at Hot Springs, Ark., and is prepared to afford first-class accommodations to guests at satisfactory rates. The Rockaway House is advantageously situated, having direct street car connections with the depot, and we certainly wish Bro. Hoffman success in his enterprise.

F. J. KISTLER, of Franklin Lodge, No. 9, is widely known as a man of energy. Everybody says, "Joe is a hustler from way back," and is widely known by the sobriquet of "Coal King of Columbus." He is a man who has set the example of organizing circumstances and shaping them to his will—something that any man can do more or less if he has the will.

We had the pleasure recently of meeting in Terre Haute Brothers Daniel Cadden, Chas. N. Halk, J. H. Kirwan, Chas. Schermernhorn, Walter E. Ensign, and James Hovan, all members of Tried and True Lodge, No. 361, of Vincennes, Ind. These are locomotive firemen who place the right estimate upon the Order and have a full appreciation of the benefits and blessing it confers.

The beauties of coöperation were brought out not long since, when the Firemen on the Western & Atlantic had grievances which they submitted to the engineers, and which the engineers sent back, declining to coöperate. Such samples of coöperation are well calculated to make Brotherhood Firemen exclaim—"Saw my leg off."

TO EMPIRE LODGE.

Here's to Empire Lodge, 2, 1 and 2,
As the boys are traveling this wide world thro',
And doing that which we all ought to do—
Adding members to Empire, 2, 1 and 2.

Here's to Lench, the friend of all firemen,
Who helps them along, the best that he can,
He works like a hero, as all ought to do,
And enjoys the advancement of old 2, 1 and 2.

Now the next I shall notice is Henry French.
He is a staunch one and is always found in the trench;
He works all the day, and does all he can do
To add to the members of old 2, 1 and 2.

He's just been advanced from the left to the right;

He's running an extra, and 'twill be his delight
Whatever engine he has, to stand by her, true,
And he carries the good wishes from old 2, 1 and 2.

Now here comes the dandy, George Walker by name,
But he carries the respect of the girls just the same.

But the boys just joke with him and give him the cue,
For he's the life and the rusher of old 2, 1 and 2.

Well, here's to the rest of the jolly good boys,
Who handle the scoops as if they were toys,
But when you want men who are honest and true,
Just call on the Empire, old 2, 1 and 2.

Well, I'll stop with my muse, but I hope you'll enjoy it,

Though it comes from the pen of a greasy mechanic,

But here's to the health of the boys dressed in blue,

And may you all prosper as old 2, 1 and 2.

Mechanic.

WATERTOWN, N. Y., Jan. 23, 1889.



Correspondence must in all cases be brief and to the point.

Subscribers must begin with the January, April, July or October number and expire with the year.

Change of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazine will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

APRIL, 1889.

It is a mistake to suppose that a railroad bed is made of feathers.

A GREAT many railroad officials have been caught in the act of stealing their tracks, while others have been known to steal the entire road.

AN old soldier seeking employment of a railroad builder, was asked if he could spike rails, he replied, "certainly if I can find their touch holes.

THE agents of the *Firemen's Magazine*, who are actively engaged in securing subscribers are doing a noble work for the Order. Roll in the subscribers, boys.

THE *Firemen's Magazine* is winning golden opinions from courageous men throughout the country. It has won its place in the front rank and is holding it grandly.

MR. HENRY S. IVES, the Young Napoleon of finance, who swallowed several railroads is now playing "water-loo" in Ludlow prison and is on his way to Hell-ena via the C., H. & D. where he will have time to Sing Sing like a mocking bird.

THERE are "no flies" on the *Firemen's Magazine*. It is "all right." It is keeping up with the procession. We want more subscribers; our brother firemen can obtain them; shall we have them? Well, that depends largely upon the energy of the agents, and the work of the membership of all the Lodges. We ought to have 50,000 subscribers, and can have them, if all hands will work for the success of the *Magazine*.

As an illustration of the extraordinary mildness of the winter the New York Central locomotives as late as January 24th were still taking up water from the troughs between the tracks, a condition of things unprecedented in the state of New York.

THE *Magazine* is putting forth its best energies to maintain the honor, dignity and independence of our noble brotherhood. It is worthy of the support of every Brotherhood firemen. If our brethren will take hold of the matter in earnest, every one of them can send us a subscriber. We ask our brother to do this, or to make an effort in that direction.

How we have grown in a hundred years, is shown by the statement that the collection of duties at the port of New York for the first year, beginning August 5, 1789, amounted to \$366,038 85, and for the year ending December 31, 1888, the duties paid, amounted to \$140,880,080.15. Those who enjoy such problems can work them out at their leisure. They will find the growth most remarkable.

It is stated that Mr. George J. Gould, son of Jay Gould, is responsible for the dismissal of Mr. A. L. Hopkins, from his business relations with Mr. Jay Gould. Mr. George Gould, it is said has his father well under subjection, and is running things pretty much as he sees proper. Mr. Jay Gould is very rich, so it is said, but if he does not keep an eye on that boy, he may yet exclaim, "By George, we are bursted."

OUR readers, engineers and firemen, will be interested in reading a description of a "non-exhaust steam engine," taken from the *New York World*, and which appears in our department of selections. It is a highly readable account of an invention (?) which should it pan out power, will at once and forever redeem the term "crank" from derision, and place the name of the inventor at a dizzy elevation above all others who have taken the steam engine route to fame.

JUST IN TIME LODGE, No. 149, held its seventh annual ball and reunion, February 14th, and, as usual, it was a brilliant affair. Through the courtesy of Bro. J. F. Hough, we are in receipt of a large book, embellished with photographs of the Grand Officers of the Order with brief historical sketches. The book constitutes a new departure in the festivities of the Lodge, and is an evidence of enterprise and culture. The guests having each received a book, it becomes a treasured souvenir, always recalling the pleasures of a delightful occasion.

THE industrial affairs of the Missouri state prison, at Jefferson City, "reviewed from the standpoint of a convict," by G. W. Dixon, appears in the *St. Louis Globe-Democrat*. Mr. Convict Dixon writes like one who has given the subject patient consideration. It appears that of the 1,800 inmates of the Jefferson City industrial school, 950 are the employés of "contractors" who whether willing or unwilling, "knowing the terrors of the powers that be," are "persuaded to perform their tasks." Mr. Convict Dixon, who is undoubtedly an educated gentleman, assure the readers of the *Globe-Democrat*, that trades are not learned in the Missouri penitentiary—more properly "factory" or "industrial college"—only parts of a trade, as for instance, "a man to work in the shoe shops is not required to know all about making shoes, since he may be a welter, a beeler, a stitcher or a laster without knowing anything about the other parts. In the tailor shop a man may know how to run the long seams in a pair of pants without knowing how to do any other part of the work, and so it is in all the shops here." In doing this piece-work, the convict students become very proficient. They have no cares upon their minds, no wives and children to support, no rent to pay, no grocery bills to settle, they can attend strictly to business. They have three square meals a day, are not overworked, if sick, have a good doctor, and if religiously inclined, have a spiritual adviser entirely worthy of their confidence. Mr. Convict Dixon, says, his fellow students do their work better and faster than the skilled competitor on the outside," and that "the cost of making a pair of pants by these unskilled workmen is less than 4c, a pair of overalls costs about 3c, a coat costs 10c, and a vest about 4c or 5c. In the saddle shop men who stitch are required to do ten saddles a day in winter and eleven a day during spring, summer and fall." In the tailor shop, these wards of Missouri, "turn out seventy-two pairs of pants a day," at less than 4 cents a pair. Now, suppose the same number of vests and coats are turned out daily. In that case, the great state of Missouri turns out 72 suits of cloths daily at a cost, in labor of 18 cents each, or a total cost of \$13.14. In a year of 300 days, the great state of Missouri supplies 21,900 suits of clothes, at a labor cost of 18 cents each—better than "outside skilled labor" could supply—and at a labor cost that would make paupers of all honest people who attempted to compete with convicts, and what is true of clothing, is doubtless true of every other article manufactured. A convict is required to make a dozen shirts a day. His wages, 45 cents a day, makes the labor cost of a shirt less than 4 cents, and an average of 10½ saddles a day, at 45c, makes their labor cost of a

saddle about the same as that of a shirt. In this way, states are manufacturing criminals in every direction by making it impossible for honest artisans to compete with prison labor. Mr. Convict Dixon, believes, in justice to all parties, that the wages of convicts should be advanced, and that prisons ought to be run on the coöperative plan, the convicts sharing in the profits. This plan Mr. Convict Dixon believes "would encourage men to work more willingly, to do their work better, and to work more days, besides it would save many young men from a second term by giving them a few dollars on which to live on going out, till they could find some honest way of making a support. Under the present system at expiration of term the convict is given a suit of clothes, so flimsy that a hard wind would blow it to pieces, and just money enough to take him to the place from which he was sent, where, without money, clothes or friends, he is forced to steal or go hungry and naked." The management of prisons should be at once and forever divorced from all ideas of profits. The talk about reforming prisoners in prisons under present regulations, is futile. The proof is abundant. What is wanted is to deter men from the commission of crimes. To do this, torture is not required. But take the prisoner and put him into a cell and keep him there, feed him and clothe him properly—but keep him in his cell, let it be well ventilated and comfortable, but during the entire term, keep him locked up—and when he does get out, he will not, except in rare instances, be incarcerated for a second term. In proof of this, the most vicious and incorrigible villains are brought to terms. They can't bear solitary confinement. Put a felon into a cell and keep him there, even one year, and he will rarely take the chances of going to prison again. Such a policy would empty the prisons of the country.

* * *

WE have information from Rock Island, that Mr. John A. Murrin, was on the 18th of February, appointed and confirmed as the Superintendent of the Water Works at Rock Island. Mr. Murrin was a passenger engineer on the C., B. & Q. system, and was one of the heroic strikers in that long contested struggle. He is a thorough engineer, and takes the responsible office to which he was unanimously chosen by the City Council of Rock Island, with the utmost confidence of all parties, that his administration will give satisfaction. One by one the victims of the "Q" strike will find employment, but they will not see the day that they will have a regret for the effort they made to secure justice at the hands of a heartless, grinding and autocratic corporation.

DIED OF DRY ROT.

Division No. 321, of the Brotherhood of Locomotive Engineers, Disbands.

We reproduce the headlines of an Associated Press dispatch, sent from Philadelphia February 20th. The dispatch was as follows:

It is learned that at a meeting held here Sunday night, the members of Enterprise Division, No. 321, of the Brotherhood of Engineers, decided that the division be abandoned. It is said that there was an unusually large attendance at the meeting, and the resolution that the division be dissolved was adopted without a dissenting vote. A committee was appointed to wind up the affairs of the division, and to return the charter and other papers to the general offices of the order. The division was composed almost exclusively of Reading railroad engineers, and was one of the largest divisions with which the Reading engineers associated themselves. A few of the Pennsylvania men belonged to the division.

One of the members, who has been prominent as an agitator, explained his vote in the affirmative by saying that he had been threatened with discharge if he did not leave the order.

One of the ex-members of the division was asked what effect the wiping out of No. 321 would have upon the engineers of the Pennsylvania railroad system. "I am not in a position to speak for them," he said, "but I know that they, in common with the Reading engineers, have been long since satisfied that the order has become powerless to protect their interests, and of late has been simply a means of taxing all of us enormously for the support of the engineers thrown out of employment by the ill-advised and unsuccessful strike on the Chicago, Burlington & Quincy road, and I have no reason to believe but that they are as tired of this as we are. These are the reasons that principally caused us to disband."

"One of your members has said that he voted for the resolution to dissolve because he had been threatened with discharge if he did not leave the order. Do you know of any such threats?"

"I do not. We wound up because there was no use in our any longer keeping up the organization. Out of about one hundred members not more than a dozen were in good standing."

"Then you died of a sort of dry rot?"

"That's about the size of it."

The account relating to the collapse of Division No. 321, of the Brotherhood of Locomotive Engineers, as given above, seems to be so explicit as not to admit of doubt. The probability is that Division No. 321, B. of L. E., has ingloriously ceased to exist. We know nothing of its history except what is contained in the dispatch which we reproduce. The dispatch may do the division great injustice, but if it is true, then Division No. 321, B. of L. E., for the good of the Brotherhood it dishonored, has not died a day too soon; indeed, it would have been better for the order if it had never been born. It must have been infirm from its birth—totally disqualified for the rough-and-tumble battle of life. One member, so says the dispatch, voted to disband the division because "he had been threatened with discharge if he did not leave the order." That member will be required to sit for his photograph for the benefit of working men

in every division, lodge and assembly of organized labor throughout the land. Look at him. He's a dwarf—nothing big about him, except his hands and feet. God's, what a head he has on him! What a neck! Look at the curve of his spine—pipe-stem legs—his abnormally developed chest and abdomen. Look at the loose, pregnant hinges of his knees that bend in the presence of the boss, that "thrill may follow fawning." Take him *tout ensemble*, all together, from head to heels, and he's just the fellow to vote in the affirmative to disband a division or a lodge, because "threatened with discharge if he did not leave the order." It would take the brains of a thousand of such men to meet on equal terms a gallinipper. When a man votes "aye" in response to a threat, he has no more claims to manhood than a cockroach, he has no more claim to courage than a sheep, no more claim to independence than a galley-slave—and yet such mental and moral pigmies get into labor organizations as tape-worms get into the stomachs and intestines of men.

Another member of Division 321, B. of L. E., favored disbanding the division because of the strike on the C., B. & Q., and this member seems to be the spokesman for eighty-eight out of one hundred members. These eighty-eight refused to pay assessments to maintain their heroic brethren, who were struggling for victory over a soulless corporation. They loved money more than honor. The proud name of their Brotherhood, its historic triumphs, its influence in securing fair play and fair treatment in a hundred contests were totally valueless when thrown in the balance against a few paltry dollars. Such men were born to be the willing victims of power. They are fair weather sailors, dress parade soldiers. They are not for the storm nor the battle. The more of them in any labor organization the more unfortunate is that organization. After all, there is nothing in the action of Division 321, specially strange. Such incidents have occurred before in the history of labor organizations and all other organizations. Human nature, always the same, has it freaks, only in rare instances is the birth of monstrosities accounted for. No one, we presume, could tell how or why Division 321, B. of L. E., happened to have only twelve courageous, mentally and morally well formed men to eighty-eight deformities. In large litters of pigs and pups it often occurs that one is more or less abnormal—minus a tail, a foot, an eye, or perhaps with two tails or an extra leg or a double head, but seldom does the paternal display equal that of Division 321, in which eighty-eight members all have "dry rot," at the same time fatally. Most certainly do we congratulate the twelve engineers, who escaped the "dry rot" pestilence.

For the Magazine:

PLAYING WITH THE CHAIRS.

See the children in their play,—
Playing with the chairs!
Who can see the sport that they,
On a stormy winter day,
Are in innocence enjoying,
All their everglades employing,
And not wish again to be
Back to childhood's days when we,
Free from life's encroaching cares,
Danced around our mother's knee
Playing with the chairs?

Now they have a train of cars,
Which, of course, are chairs;
Nothing their enjoyment mars,
Health the gate of mirth unbars,
Hear their shouts of laughter gushing,
As their train, in fancy, rushing,
Dashes on around the curve
With a joyous sweep and swerve,
While the precious ones it bears
Wildly strain each little nerve
Clinging to the chairs.

Now they form a pallsade
With a row of chairs.
Were there ever arms arrayed
Strong enough for that stockade?
Not from clashing sabres gleaming
Comes the light so strangely beaming,
But the merry, dancing light
Streams from laughing eyes so bright,
Little diamonds set in pairs;—
Bless each little unplumed knight
Playing with the chairs!

Now they scamper to and fro,
Climbing on the chairs.
Rosy cheeks with health aglow,
Little tongues that prattle so;
Little feet that gaily patter
Keeping up a merry clatter
Till the shades of evening steal,
When the little loved ones kneel
And repeat their simple prayers,
Ere repose their lashes seal,
Kneeling by the chairs.

When the evening's work is done,
And the empty chairs,
Implements of childish fun,
Are adjusted one by one;
Still the little ones are dreaming
Of their colors proudly streaming
From the little parapet,
Nor in dreams do they forget
Any pleasure that was theirs;
For in slumber they are yet
Playing with the chairs.

Are we not like children too,
Playing with the chairs—
Doing much as children do?
Are there many "big folks" who
Never let their fancy wander,
Never in a day-dream ponder?
Yet, perhaps we sometimes make,
In our blindness, this mistake:
That our necessary cares
We would for an hour forsake
To play again with chairs.

—Geo. W. Hall.

STANBERRY, Mo., March, 1889.

* * *

We have received from the editor and publisher, J. L. Rengnalt, Esq., *Railway World Office*, 420 Library street, Philadelphia, a magnificent volume of 445 pages, devoted to a description of the "development of the transportation systems in the United States" from the earliest times to the pre-

sent, "in water channels, roads, turnpikes, canals, railways, vessels, vehicles, cars and locomotives." The book also furnishes information relating to "the cost of transportation at various times and places by the different methods," in a word, the book is a compendium, of the important matters of which it treats, of the highest value. Every page exhibits a thorough knowledge of the subjects brought to the attention of the reader, and a wise comprehension of what the student of transportation requires. In the prospectus the editor says:

The work gives a comprehensive sketch of the fundamental features of American railways from the beginning to the present time, in connection with their relations to each other, to rival and auxiliary land and water transportation agencies, and the communities served. It shows the influences to which railways have been subjected; gives the number of miles of railway constructed by each company in each year before 1880, and similar information relating to subsequent additions to mileage; contains an elaborate compilation of rates and the cost of transportation by different methods and at various periods, including the charges of typical classes of lines and the cost of movements on common roads and water routes; and presents numerous details relating to the construction, capitalization, equipment and management of railways. A considerable portion of the contents is devoted to descriptions of the principal stages of engineering and mechanical progress, by which wonderful national, industrial and corporate results have been achieved.

The book contains a number of full page illustrations, and is sold for \$5.00, which, all things considered, makes it one of the cheapest, as it is one of the most valuable, contributions to the industrial literature of the century.

* * *

THE *Employer's Magazine* says the Union Pacific Railway Company has reduced the pay of its section men 15 cents a day, and adds: "On what basis of justice, right or necessity can such be justified? What manner of man is responsible for it, will anyone assume it and attempt to justify himself? Is it simply because they can? Will they justify themselves with might, the might of the robber? Had want reached so close the hearthstones of the stockholders or bondholders of the Union Pacific that such desperate measures were necessary? If so it is very doubtful if the relief will be lasting if it gives any at all. A reduction in wages on men, who as it was only barely existed, takes the form of oppression; the oppressors of the past certainly have nothing to be happy over, the reaction has often overwhelmed them." The Union Pacific Railway Company don't stop to ask any questions with reference to the wants and rights of its section men. It sees how it can pocket 90 cents a week of their honestly earned wages, and it takes the money regardless of consequences. It is simply robbery, but there is no redress.

GRIEVANCE COMMITTEES.

The laws of our Order provide for the appointment of Grievance Committees by Subordinate Lodges. The idea of a Grievance Committee is comparatively modern. Owing to this fact it is quite probable the legitimate prerogatives of a Grievance Committee are not well understood. Certain it is that in numerous instances this grievance business has been sadly overdone. Nothing is more unfortunate than for a Grievance Committee to go roaming about in search of grievances. It recalls the exploits of Don Quixote and his squire, Sancho. When a Grievance Committee starts out for the purpose of finding a grievance, they are pretty sure to find something, and frequently, in calling it a "grievance," bring the matter and their mission into ridicule.

It appears from reports, that some of the Subordinate Lodges have had a sad Grievance Committee experience. The Grievance Committee having been appointed, regards it as an imperative duty to find a grievance, and at once the eyes of the committee become telescopic, far-reaching in their vision, besides, their hearing becomes super-sensitive. They can see a grievance as small as a pin-head a hundred miles away, and though the noise it makes is not more than the buzzing of a blue tailed fly, it is magnified to the roar of good-sized thunder. As a consequence, the Grievance Committee, exalting its mission and expanding its sphere, starts out to examine the grievance. Arriving on the spot their eyes suddenly become microscopic, and the little pin head annoyance is enlarged to the size of a mountain. Then begins the work of investigation. Facts having been obtained, the work of reporting begins. Work progresses slowly, but the end is reached at last, and then follows discussion. All of this takes time, and all the time the Grievance Committee is under pay it is eating into the finances of the Lodge, and in some cases the Grievance Committee has absolutely bankrupted the Lodge. In such cases the real grievance is the Grievance Committee itself. It becomes an annoyance. It keeps the Lodge in constant hot water. The grievances reported are simply that class of infelicities incident to and inseparable from human affairs. To call them "grievances," such as require special action, or any action at all on the part of the Lodge, or the Brotherhood at large, is to do violence to common sense. Nor is this all. It often becomes painfully notorious that the Grievance Committee assumes arrogant airs. It blusters. It gives out warnings of coming troubles, and instead of righting wrongs multiplies annoyances, and instead of pursuing a pacific course foment feelings of unrest and insecurity. And all this time it is on pay, reducing the cash in the treasury and menacing the very life of the Lodge.

It should be understood that it is no part of the duty of a Grievance Committee to hunt grievances. A real grievance don't have to be run down. It comes to the front with bold impudence, and every one recognizes it at once. A grievance is a flagrant injustice of policy, it is the dethronement of the principles of right; it is such an outrage that to endure it without protest is degradation.

For the present, at least, the Grievance Committees of Subordinate Lodges can well afford to be conspicuously quiet, at least they are not required to be on the war path. They are not to overlook grievances, but they are not required to go about with a lighted candle to hunt for them, nor to unduly magnify every unfortunate incident into a grievance.

The *Magazine* is clearly of the opinion that the time has come when the Grievance Committees can go to work on their engines or in any of the departments of their employment with positive and great benefit to their Lodge and to the Brotherhood at large. The Brotherhood stands in great need of peace and quiet. The current year should be one of growth. The supreme demand is to repair our good ship after the "Q." storm. Our ambition should be to build up the Lodges, strengthen them in every way possible, and to do this effectually we want just as few petty annoyances as possible. The mission of our Brotherhood is peace, not war. Peace is the rule, war the exception; and having been in one of the greatest battles that ever fell to the lot of any brotherhood, we must now recuperate. To do this it is of the greatest importance that we have the largest amount of quiet throughout the entire jurisdiction, compatible with honor.

* * *

At a coroner's inquest, held at Lancaster, Pa., January 24, on the death of Conductor John C. Ryan, killed in a railroad collision, it was shown that the engineer and fireman, having been on continuous duty, sixteen hours, were both asleep, and when awakened it was too late to avoid the collision. It is the old, old story. The question arises, who is to blame? It is not clear to the minds of all men, that it is something in the nature of a crime to permit, engineers, firemen, conductors, switchmen, and telegraph dispatchers, to be on duty for sixteen hours? Men in such responsible positions, ought not to be on duty over ten hours, in fact, eight hours should be the limit, except in extraordinary cases, and the public is so profoundly interested in the matter, that the laws should provide a severe penalty in every case where men are on duty over ten hours.

* * *

No ASSESSMENT, special or beneficiary, for April.

SOME MORE COGITATIONS.

BY SWITCH.

MR. EDITOR:—I think you know me better than
to believe I am a crank,
I never bottle moonshine and call it lager beer.
You know I'm in the habit of speaking pretty
frank,
And of saying a locomotive fireman is a God-
ordained equal of a locomotive engineer.
This being the naked truth,
All the way up from youth
I have had a holy horror of hypocritical cant.
I am simply what I am,
An ambitious workman,
Who declines to appropriate what other people
plant,
Thus you'll see when I glide
From left to right hand side,
When I lay down pick and scoop, and become
an engineer,
"For auld lang syne, my dear,"
Don't you doubt or fear,
I will stand by my old Brotherhood, to memory
ever dear.

MR. EDITOR:—I am studying federation, that I
may make no mistake,
About the advantages it will confer, and which
includes, I am informed, the heroes of the brake,
Locomotive firemen and the brave men of the
switch.

For the present the B. of L. E.
And the old O. of R. C.
Hold their heads altitudinal and frown
As if they were Shahs,
Sultans, Kings or Czars,
With a divine right to rule and wear a crown.
"Nuff said," let 'em go,
I'll never cry "whoa,"
While the right is cloven down by the wrong,
And here I swear—amen—
I will train with the men
Who make federation, for the good of all, their
theme and their song.

MR. EDITOR:—I am told by those who know, that
you have an office cat,
A feline institution with a voracious appetite,
And I'm also informed that the animal is awful
fat

By being fed on poems your correspondents
write.
Since I heard the news,
I've been troubled with the blues,
For every night your cat visits me in dreams,
And I hear its caterwauling,
While poems overhauling,
And I fancy I can hear the agonizing screams
Of some poem I have written,
Not intended for cat o' kitten,
A production I had hoped would win applause—
A poem plump and fat,
Fed to your office cat,
Mangled and torn by its tigerish teeth and claws.
I have no ambition
To write cat meat composition,
I contemplate with horror such a fate as that,
But if you so choose,
To mutilate my muse,
May the d— fly away with your voracious office
cat.

THE paper entitled the *Railway Mail Service*, by Thomas L. James, ex-Postmaster General, in *Scribner's Magazine* for March, is of great interest to the general reader. It tells the whole story of the mail service from colonial times to the present, and the facts are of a character that enable the reader to comprehend at a glance, not only the magnitude of the service, but the continental grandeur of the republic. The

illustrations are numerous and enable the reader to comprehend the rapid strides of development that have been made during the past century, from 1789, when there were but seventy-five postoffices, and 1,875 miles of post-roads. In 1888 there were 143,712 miles of railway post-roads to say nothing of water routes and stages. There are now about 55,000 postoffices and the extent of the mail routes is about 375,000 miles. The paper by Mr. James begins with the man on horseback, carrying the little mail pouch with a few letters and papers, and ends with the fast mail coach sweeping along at the rate of fifty-five to sixty miles an hour, with its immense freight of letters and printed matter. "The railway mail service," says Mr. James, "at the close of the fiscal year ending June 30, 1888, gave employment to 5,094 clerks, matter was distributed on 126,310 miles of railway, and 17,402 miles additional closed pouches were carried. There were also operated forty-one inland steamboat lines on which postal clerks were employed. The postal clerks travelled (in crews) 122,031,104 miles by railway and 1,767,649 miles by steamboat. They distributed 6,528,772,060 pieces of ordinary mail matter, and handled 16,001,659 registered packages and cases, and 1,103,083 through registered pouches and inner registered sacks."

IN Boards of Trade, on 'change, in all of the great centers of trade, merchants, capitalists and railroad kings talk glibly of the food crops of the country. They estimate the leading crops of 1888 about as follows: Wheat, 405,000,000 bushels; corn, 2,000,000,000 bushels; oats, 700,000,000 bushels; rye, 25,000,000 bushels; barley, 59,000,000 bushels; buckwheat, 14,000,000 bushels, giving a grand aggregate of 3,200,000,000 bushels, an average of fifty-two bushels for every man, woman and child in the country. Without work, without the working man, not one bushel of the products named would have been produced, and yet, it is a lamentable fact, that in a land, receiving the baptism of fabulous abundance, there exist such monsters of greed as "Old Hutch," of Chicago, who are permitted to place even food beyond the reach of the poor, or compel them to take less than their demands require to enable them to perform their task.

GOVERNOR SAMPLE, of Washington Territory, has a poor opinion of the Pinkertons, and private detective agencies, and says "they are mere organized bodies of ruffians on a par with the Chinese high-binders, and offering for hire to become the instruments of the rich and strong for the oppression of the poor and weak." That is the God's truth, and for telling it Governor Sample is entitled to universal applause.

SUBSCRIPTIONS TO THE MAGAZINE.

At the first Biennial Convention of the Order, held at Atlanta September, 1888, the *Locomotive Firemen's Magazine* was enlarged sixteen pages, from a book of eighty pages to one of ninety-six pages. Several other improvements were ordered, all of which went into effect January 1, 1889.

These changes, while giving the editor and manager more space for valuable matter, have also increased the cost of publication.

In making this appeal to the membership of the Brotherhood of Locomotive Firemen, we shall indulge in no fanciful phrase. We perform a duty which we owe to the Brotherhood and to the *Magazine*, in calling attention to the importance of making the strongest effort possible, not only by the *Magazine* Agents but to the entire membership to increase the circulation of the organ of the Order.

It is a work in which all can be useful and efficient. Manifestly, the *Magazine* Agents of the various Subordinate Lodges are charged with an important duty, and here and now we appeal to them to redouble their zeal, to make a prompt and thorough canvass of the communities in which they reside, and as extensively as possible, for subscriptions.

We call upon the officers of Subordinate Lodges to give this matter their earnest attention and to aid in every way possible to give to the *Magazine* a circulation worthy of its merits.

We appeal to every member of our good and grand Brotherhood, to put his shoulder to the wheel and load the subscription car with subscribers, for our book, *their* book, the Brotherhood book, the *Firemen's Magazine*, which, in shine and storm, always champions the rights of the toiling masses. The past year has been fruitful of the most trying ordeals to the Order, its financial resources having been taxed to an extent hitherto unknown. Our Brotherhood has been equal to every emergency, but the strain has been one of great severity, and we mention these facts, because they operate as a bar to the offering of premiums, as has been done in former years. But we hold that this intimation of lack of financial ability to offer premiums, should inspire the membership with greater zeal to roll up a splendid subscription list. In this case we appeal directly to the loyalty of the members, to their brotherhood love and pride, to their devotion to the welfare of the Order, and to their determination to win success.

We think we know to whom we appeal. We think we know the "boys." For years, we have marched, and fought, and bivouacked together, when victory has come to our standard we have rejoiced together and when defeat has come, we have not folded

our flag nor trailed it in the dust, nor has the enemy demoralized our ranks. We come to you now, brothers, comrades, and ask you to take hold of the *Magazine* and secure for it a rousing list of subscribers. What shall be your reward? The plaudit, "Well done." Shall this, our appeal be in vain? We will not believe it. We believe that every true member of our Brotherhood can secure at least one new subscriber. Will you do that? our faith is that you will try—and that you will try, try, again, and that you will succeed.

The *Magazine* is winning golden opinions beyond the boundaries of the Brotherhood. Men who know, who are capable of judging, and who are not members of our Order, pronounce it the *best* publication devoted to labor interests in the country. It is our high ambition to have the *Magazine* not only maintain its high position and reputation but to advance to still greater prominence and influence.

Will you help us? Will you make this work your own? Will you take hold of it with a will? Good. We are not mistaken, we feel the grasp of your brotherly hands. Your great hearts throb in unison with ours, and your eyes say "we will." Well, begin at once—and the pages of the *Magazine* shall glow with honest and merited eulogiums of your courage and constancy.

In obtaining subscriptions, please observe that the law specifically points out how they shall be received. 1st. All subscriptions must expire December 31st of the year—and for the current year, on December 31st, 1889. That is to say, no subscription can be taken running into 1890. If a subscription begins, say on the 1st of April, it *must* be for nine months, ending December 31st. A subscription cannot terminate before that date, nor will a subscription be taken for any period, except as stated. The subscription price is \$1.00 a year. The year begins January 1st, 1889, and ends December 31st, 1889. Subscriptions must in every case end December 31st, 1889—as for instance:

Subscriptions beginning with January, will be for one year	\$1.00
Subscriptions beginning with April, will be for nine months	75c
Subscriptions beginning with July, will be for six months	50c
Subscriptions beginning with October, will be for three months	25c

and so on, all ending December 31st, 1889.

Having made this matter as plain as possible, we do not hesitate to say that we are sanguine of success, believing that the members of our Order will respond in the true spirit to this our appeal for their assistance.

* * *

Toledo Blade:—It hurts a man just about as much to burn him in effigy as to have his shadow on a wall butted by a goat.

THE DIFFERENCE IS IN DOLLARS.

The New York *Dispatch*, sought to palliate the blunders the B. of L. E. has made in the course it has chosen to pursue toward the B. of L. F. by seeking for illustrations drawn from Masonry. The effort was a failure. It could be more severely characterized. Having unfolded the mysteries of Masonry, without damage to the ancient order, or advantage to the B. of L. E. the writer, in the *Dispatch* of February 17th still champions the aristocratic idea, that a locomotive engineer is a superior being to a locomotive fireman. He says, "In regard to the article printed on page 147 of the *Magazine*, there is this to be asked: If there is no difference between a fireman and an engineer, why is the latter paid double the amount received by the former? The editor's sarcasm is delicious, but the fact remains that an engineer is one degree above a fireman." In this we have the confession that the difference between an engineer and a fireman is not in character, integrity, education, intellect, honor, probity, social standing, religion or morals, in nothing that pertains to good citizenship, but in pay, the engineer receiving "double" pay, therefore stands twice as high as a fireman in the estimation of the *Dispatch* man, and the *Dispatch* man labors to have engineers entertain the same "double" estimate of themselves. The difference is in dollars. The engineer, because he is "paid double," is therefore, according to the *Dispatch* man's estimate, "one degree above a fireman." The question arises, were the delegates to the Richmond convention, in refusing to abrogate their offensive laws, and in ignoring the B. of L. F. in appointing the "Q." committee, animated by the "double" pay idea? Does the B. of L. E. assume to be "one degree above" the B. of L. F. because engineers are "paid double"? Do locomotive engineers endorse the aristocratic idea, championed by the New York *Dispatch*? Nothing more essentially asinine was ever put in print. It is stupidity, drooling idiocy, but it is in consonance with "strict neutrality" and stubborn opposition to federation. The B. of L. E. cannot afford to pay the *Dispatch* man for its efforts to boost it into such disgusting prominence. Let it once be understood that the B. of L. E. predicates any superiority over other organizations of Railway employes on a cash basis, and from that moment it sinks to fathomless contempt, and if it does assume any superiority over other labor organizations it must be on pay. Aristocracy in the United States, is not indigenous to the soil; it is not an American idea. Here, all men are "born equal," the poor man is the peer of the rich man. The New York *Dispatch* man would reverse the programme. Taking counsel of his own conceptions of dignity and honor, independence and self-respect, he would esteem any man

who receives a greater *per diem* than himself, his superior, as "above" him and in contemplating such a colossus of wealth as Jay Gould, a Vanderbilt or an Astor, would dwindle to such contemptuous insignificance in his own estimation, that to discover him at all, a microscope would be required. No, no, a switchman, a brakeman, a fireman, is the peer of the engineer. This miserable aristocratic idea merits universal detestation. It is offensive anywhere, in labor organizations it is repulsive, odious, infamous to an extent that defies proper characterization. It will not win. It will effectually down the organization that adopts it. If we are to have an aristocracy let it be based upon honor, integrity, moral courage, independence, self-respect, let it be an aristocracy distinguished by the Brotherhood of man and the fatherhood of God. Let it incorporate Peter's declaration that "God is no respecter of persons"—rather the paltry pomp based upon dollars.

* *

The Chicago *Herald*, of February 14th, prints a statement, showing that a great revolution has been inaugurated in the order of Knights of Labor. The *Herald* says:

At the Indianapolis convention many of the members felt that while they could not indorse the wild notions of Tom Barry neither could they accept Powderly's administration. Some of those in attendance got together, and after attempting to discover what was wrong and to devise a remedy they came to the conclusion that the whole trouble lay in the fact that the order had departed from its original principles of secrecy, and that the only remedy was in a return to those principles.

It appears from the *Herald's* information that the revolution has been quietly progressing, and it is stated that "in Chicago alone, more than a score of assemblies have cut off all communication with the general executive board, and have organized as a part of the new secret order. The work is done in this way: The secret organizer picks out ten anti-Powderly men—parties whom he can trust. These ten organize with a new charter on the secret plan, with a secret name, under the most binding obligations. Then the ten charter members feel their way with the other members and lead them into the secret order by twos and threes, in a quiet way, until they have captured a majority. Then they go back into the old assembly long enough to vote it out of existence." It is claimed that Mr. Geo. Schilling is at the head of the movement, and that its progress is such as will leave Mr. Powderly out in the cold. Now for the other side.

Rochester Post Express.—Betting on the result of the National election is a good deal like laying a wager on the possibilities of a woman hitting a mark with a stone.

THE name of every member who is not squared up when the next returns come in will be stricken from the grand register and his policy cancelled. The law prohibits a delinquent from being carried on our books and we shall be governed accordingly. In this we mean business.

* * *

THE Knights of Labor in the employment of the Oregon Improvement Company, at Seattle, W. T., in January, ordered a general lockout, because the company was furnishing rifles to members of the Miner's Union. Trouble was avoided by the company, which made concessions to the Knights.

* * *

THE horses designed for the fire department of New York City are all sent to college, where they graduate before entering upon active work. The college has been in operation since 1882 and has graduated 400 students. The success of the college has been so great that it is suggested that West Point must look out for its laurels.

* * *

THE New York *Dispatch* says, "Perhaps the O. R. C. never did really accomplish wonders." Perhaps it has. It "wholly failed to meet the requirements of organized labor," and made it necessary to organize the Brotherhood of Railway Conductors, which, with gigantic strides, is marching to success. The B. of R. C. is accomplishing wonders.

* * *

THOSE who know Col. G. W. Howard, Grand Chief of the Brotherhood of Railway Conductors, regard his name as a guarantee of the triumphant success of the new Order. Col. Howard did not enlist in the noble enterprise without knowing what he was doing. On the contrary, he gave the subject that consideration due the undertaking, and then quietly surrendered a position worth to him \$5,000 a year, that he might give the power of his influence to an organization having the welfare of labor at heart. Such men know no such word as fail. Every step they take means victory.

* * *

WM. C. UTTERBACK, member of Tried and True Lodge, No. 361, died at Vincennes, February 12, 1889, and was buried at Terre Haute on the 14th. The remains were accompanied to Terre Haute by Bros. Daniel Cadden, Chas. W. Halk, J. H. Kernan, Chas. Schermerhorn, Walter E. Ensign and Jas. Hogan, all of No. 361. The funeral at Terre Haute was conducted by Tried and True Lodge, No. 361, and Vigo Lodge No. 16, the pall bearers being an equal number of the members of the Lodges named. Bro. Schermerhorn, of No. 361, officiated as Chaplain, and the obsequies were, as ever, solemn and imposing. Thus, one by one, our brethren drop away.

AMONG other strange things told of the Chinese, is that a person convicted of any crime in China, except that of murdering one of the royal family, can hire a substitute to take the punishment, even if it is death. The rate they pay those substitutes has lately advanced about 20 per cent., and the cause is laid to the English. If such a law prevailed in the United States a great many scoundrels now sheltered in Canada, would be doing business at the old stand.

* * *

WE take pleasure in calling attention to J. S. Townsend's fine nickel adjusted movement watch, adjusted to five positions, Isochromein, fifteen jewels in settings, gold screws, micrometer regulator, double sunk dial, red marginal figures, patent reversible pinions and positively non-magnetic. This movement, Mr. Townsend assures us, is gotten up especially for railroad use and is guaranteed to meet all requirements of the service and is sold at \$15.00. Mr. Townsend's place of business is 1554 Wabash avenue, Chicago, and we feel assured that those who desire to purchase a watch will find them in all regards equal to the description.

* * *

THE GREAT STRIKE ON THE "Q," is the title of a small volume just issued from the press of Messrs. Elliot & Beezly. The author, Mr. John A. Hall, is "ex-yardmaster on the C. B. & Q. system," and was one of the strikers, and therefore writes from the standpoint of personal observation and experience. The work has not appeared a day too soon. In a general way, railway employes were informed in regard to the more salient features of the strike, but the history, as presented by the author of the book, will prove in many ways a most valuable acquisition to the labor literature of the times. Our purpose at this writing is not to review the work at any length, but rather to call the attention of the readers of the *Magazine* to the fact that it is now before the public, and to say that the treasures of information it contains are of the highest value to all who desire to possess a thorough knowledge of the notable struggle. The book is dedicated to the "fraternally combined labor organizations of the country," and in his preface the author says: "To obtain justice, and obtain it legally, the weak must organize. Whatever may be the ideal to which labor reformers aspire, the first step must be organization. This is a living protest against monopoly and injustice, and the means by which we must reform our social system if we would last as a nation." We most cordially commend Mr. Hall's history of The Great Strike on the "Q" to our readers. Orders should be addressed to John A. Hall, Room 17, 164 Washington street, Chicago, Ill. Price, \$1.00.

UNMASKING HYPOCRISY.

Dishonesty takes on many forms, among which hypocrisy is probably the most common. It is always the guise chosen by the cunning knave. The hypocrite is a conscienceless creature. He is the Pharisee, who to be seen of men, and for a pretense, makes long prayers while engaged in "devouring widows' houses." Like "the devil, he can cite Scripture for his purpose." He appears like "a goodly apple," but is "rotten at the core." His *forte* is dissimulation; in false professions he is always loud. The modern hypocrite, the better to make duplicity serviceable, is very apt to put on pious airs. He gracefully wears the cloak of religion, and in his private intercourse and public addresses, takes great interest in the souls of men, and quite likely at such times he is pondering in what way he can make his deceit most profitable in the way of gaining some one's confidence and of improving his financial condition. But abandoning such reflections for the nonce, we turn our attention to one E. H. Belknap, who, in February 1888, was a conductor on the C., B. & Q. Paul Morton, who won imperishable notoriety as a champion of mendacity, was just the sort of a fellow to appreciate the talents of E. H. Belknap. The C., B. & Q., when it concluded to resist every demand for fair, honorable treatment of its engineers and firemen, had a pressing necessity for scabs, and E. H. Belknap, a member of the O. R. C., filled the bill. Be this as it may, E. H. Belknap, in association with one W. C. Cross, signed a circular, dated Burlington, Iowa, March 10, 1888, captioned, "Position of the O. R. C's." and addressed "To all members of the Order of Railway Conductors." Mr. Belknap, in addressing "all members of the Order of Railway Conductors," says:

We can assure you that the O. R. C. has made a great record for faithfulness and loyalty to principle by its members among railway officials.

Manifestly, Belknap, like Wheaton, don't care a continental for grammar, his purpose is accomplished if he can make "all the members of the Order of Railway Conductors" understand that the conductors on the C., B. & Q. scabbed, as if they had been under a solemn obligation to crawl in the dirt like worms, rather than hold up their heads and walk erect like men. But not being content with his own degradation, he exhorts "all Railway Conductors" to emulate his own abject selfishness, and says:

Now, Brothers, in conclusion, let me say to you as conductors, as employes, as members of the O. R. C., that, in case this strike spreads and your road becomes involved, "Go thou and do likewise."

The circular from which we have quoted has the following indorsement:

I have given permission to Brothers Belknap and Cross to issue the above circular.

(Signed)

C. S. WHEATON, G. C. C.

Now then, we submit that the quotation we have given from E. H. Belknap's circular has the ring of honest convictions—the robust utterances of a man who entertains the highest possible respect for railway officials. We submit that 999 men out of every thousand would conclude, Belknap is a man who intimates that he never saw even one fly on any railway official, and that members of the O. R. C. never had and never expect to have anything approximating a complaint or a "grievance" against their employers. Belknap's circular, apparently, affords the most positive assurance. Belknap's circular was evidently intended for the eyes of railway officials. His purpose was to ingratiate himself in their favor. He understood that in these degenerate times thrift often follows fawning. He was playing the game of Machiavelism. Is this true? Was his policy one of duplicity? Did his anxiety to retain his position obscure all sense of manliness? In a word, while glorifying the members of the O. R. C. on the C., B. & Q. for scabbing was he honest? And when he exhorted "all members of the Order of Railway Conductors" to scab did he not indulge in dissimulation? Such questions E. H. Belknap may answer before the tribunal of the public.

For some reason, which we shall not attempt to divine, E. H. Belknap was called upon to deliver the annual address before the representatives of the Railway Passenger and Freight Conductor's Mutual Aid Association, held in Chicago in November last. The *Railway Conductors' Monthly*, of which Calvin S. Wheaton, G. C. C., is editor, in referring to Belknap's address on the occasion, says: "The address of Bro. E. H. Belknap, delivered on the above occasion, is, we think, one of the very best ever delivered before that body." Here we have an unqualified indorsement of Belknap's address by the highest authority of the Order.

Let it be understood that whether it be Belknap or Wheaton, or the *Conductors' Monthly*, or any other person authorized to speak for the Order, their public utterances are always designed to impress railway officials and the public generally with the idea that railway conductors, members of the Order, have no grievances against railway officials, but in private, hypocrisy lays aside its mask, then Belknap ceases to crawl and stands up. Belknap issuing a circular "To all members of the Order of Railway Conductors," and Belknap making an address before the delegates to the Mutual Aid and Benefit Association of the Order, judged by utterances, are as unlike as a spaniel and a royal Bengal tiger. In his circular Belknap whines, in his address he growls and roars. In his circular he is as destitute of spine as a tape worm—in his address he has the backbone of a grizzly bear. In his circular he is as meek as a mule cow. In his address he

is an untamed bull, with horns ready for attack, and with tail erect he spurns the earth and bellows like a thunder storm.

We have before us the full text of his address, delivered on the 21st of November, 1888, before the Mutual aid and Benefit Association. It is official. It appears in the proceedings of the convention of that Association, on pages 15 and 23, inclusive. For the information of the public, for the delectation of the readers of the *Magazine*, and for the purpose of unmasking hypocrisy, we give a few extracts from the address, which the *Conductor's Monthly* for February, 1888, page 55, pronounced "one of the very best ever delivered before that body." Belknap, in his address, deploras the fact that conductors are "made the scape goats of every passengers' fancied wrongs," and then asks "wherein lies the remedy and the cure?" And he answers, "Cast your frown and stamp with the seal of infamy everything, yes everything that is false and unworthy; show by you life and your character, to all mankind, that you stand at the top of the ladder." In this strain Belknap soars and corruscates; he is a pyrotechnic display all the way from a shooting-cracker to a ten-pound rocket. After pointing out how conductors can mount up the ladder of fame and "reach the top," he says: "And you ask again, will this ever be?" He answers, "it must be," and adds, "I have looked far enough in the future to tell you what most is needed for your welfare, for your permanent success." Steadily Belknap approaches the climax. He has been looking into "the future." He has seen the ladder; the conductors climbing steadily. He urges them to climb faster and get higher. He wants them to "reach the standard which all business men must reach to be considered first in the list of honorable business men." Belknap sees conductors skulking, hiding, obscuring their light, and he goes for them as follows: "Let me say to you in all kindness, that the sooner you emerge from this hiding place and believe the opposite to be the truth, the better it will be for you."

At this juncture, Belknap inquires of the conductors, "Have you gained one step each day of your life?"—that is to say, have you gone up one round in the ladder every day of your life? Have you scabbled when ordered to scab? Have you exhorted, in a circular or otherwise, your fellow conductors to scab when ordered to do so by a railway official? Have you learned the arts of duplicity? can you play the rôle of lickspittle, that you may be blest with a smile from your boss, while in your heart of hearts you loathe yourselves for your degeneracy? Such interrogatories would seem to be in the line of Belknap's public expression. But we are now dealing with him as a spokesman in war paint, feathers and eagle

claws—in the council chamber of braves. The great medicine man of the tribe, the man with two faces and a double tongue, and we want to quote him verbatim. He is the man the *Conductors' Monthly* delights to honor, but dares not quote in full. Belknap says in his address:

"Have you gained one step each day of your life? Others have, have you? If not, then sit no longer idle and repining, but rather awake, as awoken you must, if you too would be successful."

"Ah, but says one: We do not receive pay enough to do all this for any company on earth. nothing more true than this have you ever uttered, and no one more to blame than the one who utters it. None to blame but the conductors of America that this is, as is, so true; some isolated cases have been known where here and there one has gone and asked for more pay; AS WELL BREATHE HIS BREATH ON THE FROSTED PANE OF YOUR WINDOW IN HOPES TO WARM THE WORLD; AS WELL THAT GRN GHANT HAD APPROACHED, ALONE, THE BATTLEMENTS OF LEE AND JOHNSON, AND SAID, KIND SIR, PLEASE LAY DOWN YOUR ARMS AND SURRENDER. Would they have done so? Ah, no; but when he approached the n with SIXTY THOUSAND UNION SOLDIERS, the bands playing "My Country, 'tis of Thee," and the shot, shells and BULLETS SINGING, 'Down With the Traitor, Up With the Stars,' they SANG ANOTHER TUNE and learned the greatest lesson of their life, that right is might."

"Then act as men; go to them sixty thousand strong. Not with dynamite, nor bearing the red flag of anarchy (thank God it is not a native of America), but en masse, and state your grievances as becometh men: show to them in a solid phalanx what some one has tried to do unaided and alone, and then come to me and tell me the result. And finally, what you owe your employer is only the same which is expected and exacted from the servants of all practical, substantial and prosperous business firms in the world."

In the foregoing the italics and capitals are ours (the grammar is Belknap's), our desire being to aid our readers in their analysis of Belknap. We have quoted the *Conductors' Monthly* as saying Belknap's address was "one of the very best ever delivered" before the Mutual Aid and Benefit Association. The *Monthly* reproduces portions of the address, but it is careful to omit the paragraph we have reproduced. Why? It dared not. They are an overwhelming exposé of the perfidy, the hypocrisy, of the policy of the men who have controlled the affairs of the O. R. C. Never in the history of any labor organization have declarations of hostility to corporate injustice been more emphatic than those made by Belknap. They sting like a scorpion's lash, like whips of fire. Belknap, in the presence of railway officials, tells his fellow conductors that railway officials are so heartless, so mercenary, so unjust, that a conductor going to them alone, asking for the redress of a grievance, might as well "breathe his breath on a frosted window pane in hopes of warming the world." "That is to say, railway officials are never generous, never just, never honest, never noble, but always venal, always arrogant, always contemptible. There never was a more terrible arraignment. Belknap makes no exceptions; he bundles all rail-

way officials together, including the C., B. & Q., and flays them. But to still further impress upon his hearers the stolid, soulless indifference of railway officials to any honest appeal of conductors for justice. Belknap exerts himself to exhaust metaphor and says Grant might as well have approached the battlements of Lee and Johnson, and said, "Kind sirs, please surrender," as for a conductor to approach a railway official alone and ask for simple justice. What does Belknap recommend? He tells conductors to emulate Grant—never to go to railway officials alone pleading for justice, but to go "sixty thousand strong," "en masse," "in a solid phalanx," in a word, to strike for their rights. The language admits of no other construction, and this conjecture is the reason why the *Conductor's Monthly* declined to publish Belknap's utterances. It hadn't the courage of conviction.

It is this cowardice, this vulgar duplicity that has made it necessary to organize the Brotherhood of Railway Conductors. Hypocrisy is not popular. Honest men will not tolerate it. The time has come for workmen to be manly, to have the courage of conviction—to demand their rights with dignified independence, and this Belknap advocates in private, but when he issues a circular with the permission of Wheaton, his utterances are hypocritical and deceptive. Such duplicity, indorsed by the Grand Chief of the O. R. C., when known, must of necessity lead to disintegration. No order can live long that so outrages the decencies and proprieties of life. The conclusion must be, from what Belknap says, that railway officials have a supreme contempt for the O. R. C. They pay no attention whatever to the grievances of its members. When they want a member of the order to scab, or to perform any menial duty, the member obeys, and when the member has a grievance he might as well expect to "warm the world" by breathing on a "frosted" window pane, as to expect that a railway official will grant his request.

The circular and address illustrate the disgusting methods to which a certain class of men will resort to win approval, and the address points to the circular with merited scorn, and to compare the two documents extorts the verdict that such tactics merit universal contempt.

AN exchange remarks that every dollar put into railways in the country has developed a hundred, and increased the wealth of the nation in that proportion. And still there are those who try by fair means and by foul to cripple and embarrass the wonderful agencies of progress and prosperity. The granger whose property has been increased in value tenfold, pretends that he believes the railroad his greatest enemy, but whether he is honest in his opinion, the *Gazette* does not pretend to say.—*Railway Service Gazette*.

For instance a granger, living within a

hundred miles of a market for his products, found, under the "long and short haul" theory of railroads, that a granger living a thousand miles from the same market, could get the products of his field and farm into market at a price which made nearness to market worse than remoteness. If it is true that the grangers' property has been increased "ten-fold" by railroads, it ought to be shown what has been the increase in the value of such things as the granger has to sell.

THE Brotherhood of Railway Conductors is having a success that meets the fullest expectation of its founders. The Brotherhood is moving eastward from the Pacific slope and Divisions are being organized at various points, and applications for charters are pouring in upon the Grand Division. The more the purposes of the Brotherhood of Railway Conductors are studied the stronger becomes its hold upon the regards of conductors who have the welfare of labor at heart.

The business of firing passenger conductors goes steadily forward. On the C., H. & D. they have been required to step down and out, and word comes from Thornton, O., that a clean sweep has been made on the T. & O. C. These conductors, under the leadership of Messrs. Wheaton and Daniels, displayed, what is rightly called, "dishrag fidelity," to corporations, and are receiving their reward. Selah.

"THE O. R. C. usually receives what it asks for," says the *New York Dispatch*. It didn't ask for Thiel's spotters to be put upon the track of conductors on half the roads of the country, paid liars, who for pay, would swear away the character and liberty of the best railway conductor in the service. Did the O. R. C. ever ask to have the Thiel spotters called off? And did it succeed?

WHATSOEVER things are true, whatsoever things are honorable, whatsoever things are pure, whatsoever things are lovely, whatsoever things are of good report; if there be any virtue, and if there be any praise, think on these things.—*St. Paul*.

Don't forget that *expulsion* is the penalty for non-payment of Dues. See notice in another column.

RECEIVERS will take notice that there will be no beneficiary assessment levied for the month of April.

SEE notice of Dues elsewhere. Last day of payment May 1st.

THE C., B. & Q. PLAYING A NEW ROLE.

In the *Chicago Herald*, of March 10th, appears a brief outline of a scheme set on foot by the C., B. & Q., designated by the *Herald* as "The Burlington Road's New Plan." It is claimed that the Burlington roads have 38,000 employés, and the purpose of the "plan" is to tie these employés to the road by the organization of an insurance adjunct, which shall take the place of the beneficiary features of the various brotherhoods of railway employés—the real purpose being to disintegrate and finally destroy such brotherhoods.

The solicitude of the C., B. & Q. corporation for the welfare of its employés is in all regards similar to that which a wolf has for a lamb, or a hawk for a chicken. For heartless disregard of the welfare of its employés its reputation is as thoroughly established as that a rattlesnake will use its fangs or a vulture its beak and claws—and this fact is as widely known as that cholera, yellow fever, small pox and similar scourges will kill their victims. This "new department," says the *Herald*, "will be under the supervision of an advisory committee of thirteen, six members of which will be elected by directors of the Burlington road and six by the members of the relief fund. The general manager of the company will also be a member of the committee. The department will be conducted by a superintendent, appointed by the president of the Burlington Railroad Company. The superintendent will be aided by an assistant superintendent, and, when the department is in full operation, by a corps of some twenty clerks and some twenty-five medical examiners." The information is given that the scheme will operate "substantially the same" as similar schemes inaugurated on the Pennsylvania, and the Baltimore & Ohio Railway systems. There should be no misunderstandings of these schemes by railroad employés. They should be thoroughly analyzed and their real purpose vividly defined. In the first place, railway corporations are not now, nor were they ever organized for the benefit of their employés. There is not one fact on record to justify such a conclusion, while there are ten thousand facts which lead to and confirm contrary conclusions. Railway corporations, and all other corporations, are hostile to labor organizations. We state the rule. There may be exceptions; if so, they are like angel's visits, few and far between. These corporations, having failed by every method they have tried to abolish labor organizations, have concluded to try the "beneficiary scheme." It is upon the plan adopted by the spider when it lured the fly into its "parlor." It is a "soothing syrup" scheme. The corporations finding that labor was aroused, that its organizations were gaining in strength, efficiency, intelligence and inde-

pendence, have, in some instances at least, changed their arrogance to cajolery, and what they could not do by presumption and baughty domineering they hope to accomplish by flattery and chicanery.

They assume, and rightfully, too, that workmen are profoundly solicitous for the welfare of their wives and children. They are strongly impressed with the fact because they see that the various brotherhoods annually pay out thousands of dollars to the wives and children of their members who died at their post; hence, the corporations conclude that if they can establish a "beneficiary" attachment to the corporation they can wean their employés from the brotherhoods and irrevocably bind them to the roads upon which they are employed, and this done, they know they have the employés in their power. Up to a certain point they reason well. The officers of the corporations are students of human nature. They say in effect, "If we can detach the employés from his brotherhood, if we can influence him to pay his money to us instead of to his brotherhood he will be our man, for 'where his money is there will his heart be also.'" This being accomplished, they hold that the employés will belong to the road as certainly as its engines or its cars—that there will be an end of grievances and all other infelicities growing out of the independence and self respect of employés. The employés, having paid in his money to the corporation, can't afford to quit, and for the welfare of wife and children, he will yield, and bend and crawl rather than assert his manhood.

It will be observed that in the scheme started by the C., B. & Q. for the enslavement of its employés, the employés has no more voice in it than the ties in the road bed, no more than so many mules. All the employés has to do is to pay in his money and sit dumb as an oyster. He belongs to the road. He is counted in the assets of the corporation as in former times the serfs of Russia were a part of the estate of the land owner. He becomes a sort of chattel. His insurance policy may be worth something if he remains, if he quits he loses all, and the corporation gleefully says, "We've got him."

The scheme of the C., B. & Q., by virtue of which it hopes to contribute something in the way of disbanding the brotherhoods of railway employés is set forth in the *Herald* as follows:

Membership is entirely voluntary. The Burlington Company will pay all the operating expenses of the department, amounting to some \$80,000 per annum, so that every dollar contributed to the fund by members will be paid out to sick or disabled members or to the families of deceased members. The company will take charge of the funds, guarantee the safe keeping and proper disbursement of the same, guarantee the safe investment of funds not needed for immediate use and pay interest on monthly balances in its hands at the rate of 4 per cent. per annum. During the first six months any employé

may become a member without regard to age and without passing a medical examination, the only condition being that he shall at the time of his application be able to do enough to perform his regular duties. After the first six months no employé will be admitted who is over forty-five years of age, and no employé will be admitted who fails to pass a satisfactory examination.

The contributions vary from seventy-five cents to \$3.75 per month, according to class. The regular contribution is all that any member can be called upon to pay. There is no assessment and no charge for admission fee, initiation, certificate, medical examination, or any extra.

The benefits to which the members are entitled by the above regular contributions vary from fifty cents to \$2.50 a day. In case of accident in the service, the member is entitled during disability to benefits at full rates for fifty-two weeks, and at half rates thereafter. He is also entitled to surgical attendance free as long as such attendance may be necessary. In case of accident occurring to a member while he is not in discharge of duty for the company he is entitled, during disability, to full rate for fifty-two weeks.

In case of sickness he is entitled during disability to full rate for fifty-two weeks. Death benefits vary from \$250 to \$1,250. Additional death benefit may be secured, so that the total death benefit will vary from \$4,000 to \$5,000, according to class, by the additional payment of thirty cents per month for each \$250 of additional death benefit.

If a member is injured while in the discharge of duty for the company he is not prevented by his membership from bringing suit against the company to recover damages, but he may either sue for damages or accept the benefits of the fund.

The foregoing should be carefully studied by every railway employé. In the first place, the C., B. & Q. would have its employés to believe that it will put its skinny fingers, which have been trained to robbing its employés, into its empty pockets and pay out annually \$60,000 in token of its love for workmen. As well believe that the devil would run an ice cart between the north pole and hades for the special accommodation of Paul Morton. The company assumes to have 38,000 employés, who are to pay from .75 to \$3.75 a month to officers of the "Insurance Bureau." Suppose the average is \$2.00 per month, then these employés would pay annually \$912,000 into the bureau—or trap—and for its honest disbursement the employés have no guarantee except the integrity of the C., B. & Q., which, to say the most and the best, is malodorous in the estimation of all honorable workmen. As a business proposition, workmen should never pay their money into any lock up to which they have no key, and when such a demand is made upon them it is *prima facie* evidence that roguery is at the bottom of the scheme—the tracks, like those to a slaughter house, all point inward, and the more plausible the scheme, the more dangerous it will be found to be. The times are degenerate, fraud is rampant. Theft and embezzlement are rife. Schemes for defrauding the unsuspecting are being daily unearthed. The C., B. & Q. system, if not absolutely bankrupt, is in a financial condition to arouse suspicion that its "beneficiary scheme" is without

any honest purpose whatever, and of all the corporations in the country, not one has a reputation for purity that bears any approximate relation to that of the C., B. & Q. And its new scheme, with its army of officers and clerks, its intricacies, red tape and circumlocution, should be a warning to all level-headed railway employés to keep out of it—to shun it as a pestilence.

But after all, the corporations that are seeking to overthrow labor organizations are making fatal mistakes in their estimate of the men who compose them, nor are they more fortunate in their estimate of the purposes these organizations have in view. Brotherhoods of railway employés, it were folly to deny, take a profound interest in the beneficiary features—but money is not the only consideration, that is to say, benefits. Labor organizations are animated by a determination to everlastingly put an end to class legislation, to repeal laws which degrade labor and deny workmen their rights. They are not opposed to capital, but they are opposed to an aristocracy of capital, and to the degrading wrongs which such an aristocracy imposes. In the mighty mustering and massing of the forces of labor the corporation reads its doom, and hence we have the inauguration of schemes designed to disband such organizations. Here and there more or less success attends them, but when a wider survey of the field is taken it is seen that the great heart of the working men of the country beats high for independence, and that the decree has gone forth to achieve victory.

* *

WORD comes from France that the courts of that country have recently rendered a decision which establishes an important precedent, and will help to make the trades unions of that country more permanent. The journeymen hatters union entered a suit against a member for refusing to pay his dues for the year 1887. The court ordered the defendant to pay his arrearage in dues, fines and assessments and the cost of the trial; and to continue the payment of dues, etc., to the union. The courts of France seem to hold, that trades unions are a good thing, and should be supported.

* *

WE acknowledge the receipt of a beautiful little souvenir of the Twelfth Annual Ball of Boston Lodge, No. 57, given Thursday evening, February 21. The pretty keepsake comes in the shape of a cushion with "Boston Lodge, No. 57, B. of L. F." tastefully wrought in beads of various colors, which form the title page of the programme of the ball. While not costly such mementoes are highly valued by those who receive them, as remembrances of pleasant occasions and friendships formed and strengthened.

BILL THROTTLETON, MY BILL BOB.

Bill Throttleton, my Bill Bob,
When you and I first met,
The rain was mighty damp, Bill,
And you were limp and wet,
Yes, you were wet and cold, Bill,
And you didn't play the snob,
And put on lofty style, Bill,
Bill Throttleton, my Bob.

Bill Throttleton, my Bill Bob,
About ten years are gone,
Since you wandered to the round-house, Bill,
Wet, ragged and forlorn,
You wanted to be a greaser, Bill—
Didn't care about the job,
So 't would bring you three square meals a day,
Bill Throttleton, my Bob.

Bill Throttleton, my Bill Bob,
What makes you feel so proud?
What makes you strut and swagger, Bill?
What makes you talk so loud?
When now you meet a fireman, Bill,
You pass him with a nod,
To impress him with your magnificence
Bill Throttleton, my Bob.

Bill Throttleton, my Bill Bob,
You are now an engineer;
You've forgotten pick and scoop, Bill,
And are standing on your ear.
You wear the finest clothes, Bill,
And try to act the snob,
But you're rated a dampfool, Bill,
Bill Throttleton, my Bob.

Bill Throttleton, my Bill Bob,
As you were passing by,
I heard a pretty girl inquire
"What makes him step so high?"
The laughter rippled loud, Bill—
You could have heard it fifty rods—
To see you act the big mogul,
Bill Throttleton, my Bob.

Pony.

* * *

THE *Firemen's Magazine* never rejoices in the downfall of any labor organization. It greatly prefers to aid them as opportunity offers, and to the extent of its ability, to achieve success. But the O. R. C. having totally failed "to meet the requirements of organized labor," ought not to be referred to as a labor organization at all. It is not and never was in sympathy with labor. We refer to the very small majority of the Order that, so far, has been able to control its policy. The large minority are loyal to labor, and would be glad to see the O. R. C. change its policy. The minority long since discovered that to

"Crook the pregnant hinges of the knee"
in the hope that

"Thrift may follow fawning"

does not succeed always, and seldom with the members of the O. R. C. It don't get them any nearer "the throne." On the contrary, the corporation, seemingly at least, regards this degeneracy of the majority of the O. R. C. as a bid for recognition, which it persistently ignores. In confirmation of this we are creditably informed that one Henry Wells, an old O. R. C. man, has been appointed Traveling Conductor of the Southern Pacific railroad system, with headquar-

ters at San Francisco, and that since his elevation, eleven O. R. C. men have been "fired bodily," and no reasons assigned for their discharge. In such cases the O. R. C. simply accepts the degradation of its members without protest, and continues to recommend scabbing, as usual. Messrs. Wheaton and Daniels accept the situation with bowed heads and prate of the glorious "future" in store for the conductor, "when all of them will stand on the top round of the ladder. But the way they are climbing on the Southern Pacific is a sort of down grade affair. This thing of requiring a conductor to surrender his punch, brass buttons and other insignia of office, without assigning a reason for the degradation, is not only "firing" a conductor, but it is shooting him dead as a mackerel, without so much as giving him a "Judge Lynch" trial. Possibly, when Messrs. Wheaton and Daniels are together they colloquially discuss matters something after the following style:

Says Wheaton to Daniels, "The Southern Pacific
Is firing Our men in a way that's infernal.
Don't you think we had better say something
terrific
In the next issue of the O. R. C. Journal?"

Says Daniels to Wheaton, "There is no use in
blabbing;
Our duty is clear, we must recommend scab-
bing.
We're non-resistants; that's well known to you,
To the Southern Pacific and the C. B. & Q.
And s'pose we should kick? H—I, can't you see
We'd play into the hands of the B. of R. C.?"

"Daniels, you'r right, but, gods! I am tired
Of hearing the news of our men getting 'fired.'
Let us swing round the corner and get in some
lunch,
And wash it down with a liquid nickel-plate
punch."

POCAHONTAS COAL.

We ask special attention to the advertisement of "Pocahontas Coal," which is to be found in this issue of the *Magazine*. Railroad Managers are financially interested in securing the best quality of coal, and we notice that sixteen roads of New England and the Atlantic seaboard, after exhaustive trials, award superiority to the Pocahontas coal. It is positively asserted that Pocahontas coal will generate more steam in less time than any other American coal, and as all the coal is consumed, it produces no soot, consequently the flues of the boilers are kept free from obstruction. An exhaustive analysis of Pocahontas coal made by an eminent English chemist, shows the Pocahontas coal to be equal to the best Welsh steam coals, than which none better are known. Such facts, when known to engineers and firemen, cannot fail to give the Pocahontas coal the first place in their esteem—and their recommendation has, as it ought to have, proper weight with railroad managers.

A NOTABLE SOCIAL EVENT.

Nothing is better calculated to thrill the American heart with ecstasy almost divine, than to participate in celebrating Washington's birthday, and even to read of honors paid to the memory of America's most illustrious son, is scarcely less delightful. Washington was born on the 22d day of February, 1732, and though 157 years have joined the centuries gone since Heaven gave Washington to America, his name, its glory and its worth, is as dear to the hearts of his countrymen, as it was when he was struggling for independence.

And so it shall be, while eternity tarries,

And pauses to tread in the footsteps of time;
The bid of the tempest, whose quick platoon carries

Our arrows of vengeance, shall hover sublime;
Wherever that flag on the wind shall be rolled,

All hearts shall be kindled with anger and shame

If e'er they are told,

They are careless and cold,

In the glory that circles our Washington's name."

In doing homage to the name of Washington, nothing could be more in consonance with elegant and refined proprieties, than to bear testimony of loyalty to world acknowledged virtues, under the auspices of the ladies.

We have on our table, the Jersey City *Argus* of February 23d, in which we find a well written account of a number of celebrations of the birthday anniversary of the "Father of his Country." Of these the *Argus* says:

Doubtless the most numerous and attended and exclusively brilliant event ever held in Pavonia Hall, was the anniversary reception and ball of the Adopted Daughter Lodge, No. 3, Brotherhood of Locomotive Firemen, held here last night. The finely decorated hall, with the brilliancy of the company assembled made a scene of dazzling beauty, brighter than any that has preceded it. The decorations were profuse and artistic, attracting attention to every point and in the centre of the room was located a fountain of cologne sending forth its delectable perfume. The balcony was occupied by Prof. Ellis' Orchestra of New York, and good music was provided to guide the revellers through the mystic dance. While the floor was filled with dancers, there were an equally large number of spectators, occupying the surrounding gallery, who seemed to take equal delight in gazing upon the movements of those upon the floor. The pleasure commenced at half-past ten o'clock with the grand march, led by Floor Manager Charles W. Martin and Mrs. J. B. Sweet, who was attired in a white corded silk with black lace over dress. About ninety couples joined in the grand march, among whom were Mr. J. B. Sweet and Mrs. Martin, who wore a heavy black silk with jet ornaments; F. A. Barry and wife, the latter in white silk with cream lace over dress and pearl trimmings; Mr. H. Bachman and Miss Donnelly dressed in white silk with diamond ornaments; Mr. Henloyne and Miss Van Bresser looking graceful in a bi-litrope alstroemeria; Edward Alfers and Miss Lillie Donnelly, olive plush and pearls; D. Mahoney and Miss Huckleby, of Philadelphia, black corded silk and diamond ornaments; Louis Mahoney and sister, of Philadelphia, brown satin dress, white lace trimmings and low corsage; Charles E. Benter and wife, who wore Nile green silk; Mr. Spencer and Miss

Jones in velvet, surah and plush; Charles W. Plant and Miss Carey, of Philadelphia, in pale blue silk and white lace, low corsage; Mr. Brozier and Miss Dean, who wore orange silk skirt and olive green plush waist; Mr. and Mrs. Shultz, the latter wearing black silk with jet ornaments; Mr. Corbitt and Miss Bailey attired in white lace with pink trimmings; T. Mooney and sister, white silk with Nile green trimmings; Robert Godfrey and Miss Nellie Manning dressed in red plush; Miss Caston, under escort of Mr. F. L. Hopper, wore red satin with lace trimmings. Mrs. E. Reynolds, accompanied by her husband, was attired in black silk, lace trimmings, with corsage of tea roses. John R. Nice and wife, black silk and jet ornaments. A. Bradley and Miss Walsh, cream surah and lace; Mr. Baker and Miss Emily Jones, surah and old gold plush; Mr. Towle and Miss Belle Morie, who wore bottle green silk; Miss Demarest, in company with Mr. John Bars, had on a heavy black silk with black lace overskirt. Miss Winner wore a pale blue brocade silk. Mr. and Mrs. G. R. French, Mr. and Mrs. H. Fleigel, Mr. and Mrs. J. Garretson, Mr. and Mrs. J. Bennett, J. Donnelly and Miss Mamie Riden, Wm. Jelly and wife, B. Cogh and wife, D. Mahoney, sister and lady, A. Oppenheimer and Miss Jacobs, W. Schwenck and Miss Aonle Wayue, R. Badman and wife, James Barry and wife, Mr. and Mrs. George Blakey, Mr. and Mrs. Thomas Keeley, Edward McManus and wife, William T. Casewell and sister, J. Amble and wife, Frank Lozier and wife, W. Middleworth, Thomas Connors, Charles Plant, J. McDonald, Stephen Wyles and J. S. Lent, J. Hall and Miss Fagan, W. C. Johnson and wife, H. Holland, Engineer No. 53, P. F. Doyle of Central Division No. 157, D. L. & W. R. R., with two ladies from New York, F. McNally, Yardmaster, and John Spear, Assistant Yardmaster at Harrison's Cove, Arthur Bugert, of Washington Lodge B. of L. F. with ladies, Jos. Memser and Etwa D. Rhodes and H. Hares, of Washington Lodge, Engineer Al Bird and wife, Mr. Denning, Harvey Jennings and Miss Emma Smith, Freeholder Kilroy, and hosts of others.

The company was filled with merriment and sociability and nothing occurred to mar the enjoyment of the festivities which were continued until the dawn of day summoned the railroad boys to the responsibilities of another day. The officers under whose able management the affair was so successful, were D. W. J. Mahony, chairman; Garret P. French, director; C. W. Martin, floor manager; Howard Bachman and Jacob Boehm, assistant floor managers; J. B. Sweet, C. A. Smith, A. Harris, James Welsh, E. McManus, C. Hanson, F. L. Hopper, Chas. E. Benter, F. Keala, C. W. Plant, James Riley and F. G. Egan, floor committee. Reception committee, George Aucter, chairman; R. R. Thoruhill and J. H. Vorhis, assistant chairmen; Clerk B. Galt, Wm. Sweet, A. A. Hamel, E. P. Hutton, P. Logan, H. A. Decker, Jos. Hall, J. A. Barry, C. A. Denning, J. Capner, Jr., H. E. Johnson, T. Mooney. Committee of arrangements, D. W. J. Mahony, chairman; George Aucter, Jr., H. Noorick, R. R. Thoruhill and G. R. French. All the different railroads and Lodges of Brotherhood were largely represented.

We devote more than usual space to this event, because the ladies ("God bless 'em,") of Adopted Daughter Lodge No. 3, of the Brotherhood of Locomotive Firemen, originated the patriotic and delightful affair, and are entitled to the most generous baptism of praise the *Magazine* can bestow. The "Adopted Daughters" of Jersey City have set a splendid example. They know how to organize success, and their sisters throughout all the jurisdiction of the Brotherhood can do the same when they set their heads about it.

That they will have the coöperation of

"the boys," goes without the saying,—it is one of the fixed facts. They will find everywhere men of the chivalric culture and courage of Bro. D. W. J. Mahoney, who acted as chairman of the committee, and who has a go-ahead gallantry which inspires confidence in the minds of associates; indeed, the *personnel* of the various committees was such as to win the gratitude of the ladies, and we are not surprised that the "wee sma' h' urs" were disregarded, and that the shibboleth of the ladies and gentlemen was, "We won't go home till morning." We are not in the habit of croaking over what can't be helped, but in this case, we must say, we regret we were not of the happy company.

It affords the *Magazine* special pleasure to welcome the *Denver Patriot* to its exchange list. The *Patriot* is under the editorial control of L. W. Rogers, Esq., a member of the B. of R. B., than whom those who can wield a more aggressive pen are few and far between. The *Denver Patriot* is a continuation of the St. Joseph. Mo., *Patriot*, which in going west "to grow up with the country," enlarges its sphere of usefulness and instead of being strictly a railroad journal will in its new field be the "organ of laboring people without regard to calling or condition." The traveling solicitor of the *Patriot* is Mr. C. H. Griffith, of the B. of L. E. who is known to be wide-awake and well qualified to represent the interests of the enterprise. The *Patriot* is published under the auspices of the "Patriot Publishing Company," with Mr. James Glynn President, and Bro. W. F. Hynes, of the B. of L. F., Treasurer. The business and editorial team of the *Patriot* is in all regards a strong one, and we bespeak for the paper a wide circulation and a large measure of success. In the *Patriot*, Labor will have a fearless champion—one well deserving its confidence and patronage. As a co-laborer in the same field of journalism, and animated by the same high ambitions, the *Magazine* most cordially welcomes the *Denver Patriot*. All that is wanted is for the labor organs to pull together, and the shout of victory at no distant day, will be heard all along our lines.

Mr. Chas. Prudhomme, a prominent member of the B. of R. C., has been appointed Superintendent of the Los Angeles & Pacific Railway, with headquarters at Los Angeles. No better appointment could have been made.

KICK 'EM OUT.

The B. of L. E. at Frisco took the firemen by the nose, and led them to the door, and said "hereafter we propose To keep you out of our conventions, no matter how it seems, And we'll give the B. L. F. another dose, when we go to New Orleans."

STRICT NEUTRALITY.

Once there was an old woman whose husband had a fight—
Had a fight with a bear, of blood-curdling brutality,
But the woman went on knitting, and seemed to enjoy the sight,
Saying, "as 'tween the old man and the bear, she was for 'strict neutrality.'"

THE manual of exercises of Adopted Daughter Lodge No. 3, on the occasion of its eighth anniversary, was an artistic piece of work, and attracted wide attention. It was gotten up in the form of a book of ninety-four pages, and contained the history of the Order, sketch of the Grand Master's life and numerous other sketches, poems and illustrations of an interesting character. The dancing programmes were also very beautiful and attractive. Adopted Daughter Lodge No. 3 is blossoming out as one of the most enterprising in the Order.

A VERY important movement has been started, having for its object the bringing about of an amicable understanding between all the national and international labor organizations now in existence, and at a conference held in Philadelphia, February 14, very satisfactory headway was made. A number of prominent men identified with labor organizations met in Philadelphia, on the day named and the following resolution tersely states the purposes in view:

Resolved, We hold that the interests of all classes of labor are identical, and hence all organized labor should work together in harmony, and we believe the time has come when trades unions, Knights of Labor and all others should clasp hands and march together for the advancement of the working classes.

The resolution embodies facts of great importance, and states a platform upon which all labor organizations can stand and work together for the good of all.

THE amount of possible blundering in a country as large as the United States is enormous. The Postoffice Department alone records, for the past fiscal year, 6,250,000 pieces of original dead mail matter received at the Dead Letter Office at Washington—an increase of nearly 1,000,000 over last year. Nearly 5,000,000 of these were ordinary unclaimed letters; 173,700 were sent abroad to foreign countries and returned as not deliverable. The number held for lack of postage is only 121,000, which is not so large when we consider the chances in favor of such carelessness. These last letters contained over \$35,000 in money, besides a very large amount of negotiable paper, amounting to over \$1,000,000 face value, besides postal notes to the value of \$5,000. This does not include other property unclaimed. This report covers a vast amount of pure heedlessness.



THE LANGUAGE OF THE WAVE.

I had come to visit Galveston; was walking on
the beach,
Where the shells and salty sea-weed strew the
strand.
A sense of awe and wonderment bereft me of my
speech,
When a stranger came and took me by the
hand.

"Dost thou sicken?" said he. "Brother, thy face
is like a child's
As he views the panorama in a show."
"O, no," I answered kindly; "but the waves
they look so wild!
See the waters, how they come and how they
go."

I had felt this same awfulness, so strangely wild
and sweet,
When, clinging to the cliff with foot and hand,
I looked down in the Royal Gorge at the iron
horse so fleet
That was dashing down the Denver'n Rio
Grande.

I love my little mountain home beside the rip-
pling rill,
And the Colorado sky so bright and blue,
Where the mountains in the moonlight stand
motionless and still;
Where the heliotrope and hop-vines catch the
dew.

I love the little flowers, for they tell us o'er and
o'er
That there's hope for those who're good beyond
the grave;
But, oh! I love to linger where the waters kiss
the shore,
And I'd like to learn the language of the wave

KEELY OUTDONE.

New York World.

In a top loft on a quiet block in Marion street a number of men have been working for months past busy over lathes and planers and vises, getting out queer-shaped bits of metal and fitting them into a great frame standing in the middle of the floor. The door of the loft is kept closely locked and the visitor is sharply scanned and questioned before he is admitted into the noisy workshop. The contrivance, which is slowly assuming shape, is a non-exhaust steam engine, the invention of a man named E. D. Speer, of Cincinnati, but late of New York. Now and then an investor is brought up into the loft. There is a great deal of talk from Inventor Speer, a rush of explanations, which do not materially explain, and then the happy visitor goes away with a certificate of stock safely tucked away in an inside pocket and for which a good round check has been exchanged. There is in all \$5,000,000 of this stock to be sold before the

Non-Exhaust Steam Engine Company will who have studied steam-engineering for years smile when they hear the mention of a non-exhaust steam engine, and mutter the names of Paraf or of Keely or the thermic motor or the electric-sugar folks in the same breath in which they pooh-poo the contradiction of a non-exhaust steam engine. All steam engines nowadays are either of the high-pressure sort, exhausting directly from the cylinders the steam which has done its work in forcing the pistons, or the engine may be of a low-pressure type, in which the exhaust steam passes into a condenser, where it is resolved back into water again. This condenser, being a partial vacuum, acts to that extent in relieving the idle side of the piston from the atmospheric pressure of fifteen pounds to the square inch.

In the Speer engine the steam passes to the cylinder, does its work, then passes back to the boiler, gets warmed over to make up for the natural loss of power and heat from radiation, and so goes on indefinitely working away, so that once the steam is up in the boiler the effort of the fireman will be a sinecure of the softest sort. He will simply have to keep the fire from going out, and the engine will go on until something wears out. "Why," said Mr. Speer, as he stood by the heavy mass of metal and did not know he was talking to a *World* reporter, "we save 95 per cent. of the power of the fuel. You see we have two cylinders on each side of the frame. This is a 100-horse power engine, and the cylinders are 10x12 inches. The pair of cylinders on one side take the steam direct from the boiler. There is no cut-off, and the steam is taken the full length of the stroke. The pistons connect with either end of a stout rock-shaft, so that when the stroke is over and the fly-wheel has made a half revolution the shaft on that side separates for the return stroke, and the motion is kept up by the pair of cylinders on the other side of the frame."

"But what of the steam supply in the first pair of cylinders?"

"Why, don't you see that, as one works forward and the other backward in making the stroke, when the rock-shaft breaks the pressure in one cylinder exactly neutralizes the pressure in the other and with the little finger they can be moved, so that but a very small effort on the part of the live cylinders on the other side of the frame throws the first pair of pistons into position for their second stroke?"

Such lucid explanations as this have been given out by Mr. Speer until he seems to believe them himself, and he certainly repeats them with a glibness born of much repetition. Over in a corner is the only working model of the invention. It is almost a toy, but it has a record of one complete revolution. This fact was accomplished before an

have cashed in all its nominal capital. Men interested and, at the finish, delighted company of investor spectators. Steam was not used, but instead a tank somewhat like a domestic hot-water kitchen boiler filled with compressed air. There was a gauge indicating forty-five pounds pressure to the square inch. Two pipes led from the tank to the engine, one to either set of cylinders. One stop-cock was opened and the pistons on one side pushed over the miniature fly-wheel; a quick motion cut off the air from this side, and the opening of another stop-cock allowed it to flow in on the opposite cylinder, and the fly-wheel completed its revolution. There was a drop in the pressure gauge from 45 to 5 pounds. The wheel had turned once, the demonstration was complete, and there was a clamor for more stock. Had any of those present been able to see wind, they would have seen that the air merely pushed over the crank and then ran into the atmosphere without. Instead of being non-exhaust, it was pretty much all exhaust. At first it was thought possible to start the company in Cincinnati, but that town was too small or capital too wary, and so the shift was made to New York, and from the quantity of stock sold and the air of prosperity in the preparations the change has so far been a profitable one.

The proprietor of the shop furnishes the men and quarters, and carries out the orders of the voluble inventor without expressing any very decided opinion of his own as to the possibility of the machine doing what is claimed for it. There was a German draughtsman, Bergh by name, who made drawings of the various parts of the machine, under the directions of the inventor, and so long as his duty was to work on paper only he was content, but when he was expected to lend his assistance in explaining the working of the machine to the ladies and gentlemen who came to purchase stock he rebelled, and resigned rather than make wordy claims for a machine which as a mechanical expert he was convinced would never do what was asserted of it.

Now and then some cautious would-be-investor has taken a mechanical expert along to see what there was of the machine, as far as complete, to look at the drawings submitted and listen to the explanations of Inventor Speer. In such cases the investment was not made. Said one well-qualified expert, who had given the device a thorough examination: "When it is all complete the stockholders will have the old iron and brass in the machine to sell for old metal as an asset, and they will have nothing else. It is nonsense to talk of having the steam drawn from a boiler, doing the work in the engine and then going back into the same boiler. What becomes of the power of the steam? How does the inventor propose to

get it back into the boiler? The drawings show nothing, and there is no invention yet for any such chimerical scheme. In fact, it is doubtful whether there is any patent wanted. It is much easier to explain matters and tack on 'Patent Pending' or 'Patent Applied For' to the circulars sent out to the lambs. If the United States Patent Office will issue a patent on this, then it might as well at once send out papers for a perpetual-motion machine. It is possible that some device about this queer mechanical anomaly may be patented, but as for getting a patent on a non-exhaust engine, that is simply a rank bit of nonsense."

In the shop, beside the slowly rising first copy of the non-exhaust engine, is a device which to many of those who come on speculation bent to the shop is more fascinating even than the engine itself. This is a combination of three wheels, which the same inventor calls the "Power Multiplier." Not content with setting the laws of mechanics at defiance in the big engine, he has flown directly in the face of every axiom of mechanical science by making something from nothing. It is not merely getting speed at the expense of power, or power at the expense of speed, which is done in a thousand ways in all manner of mechanical contrivances, but the claim is made that the third wheel of the series of three has more power than the first one. "Make the third wheel the first of a new series, and so on, and you would soon be able to run a great steamship with a dollar-toy engine," said the expert, who had gone over the whole wondrous property of the company and had been taken in neither by the non-exhaust engine nor the wheel-power creator.

"It is surprising," he went on, "to find how easy it is to cajole money out of people by some jumble of machinery explained by a fluent tongue. A dealer in feathers came down to the shop and he lost no time in getting stock at way down first chance prices. A prominent lawyer who was first class at law work, but imagined he knew all about mechanics, took a slice of stock and so on all through the list. You don't find such big power users as the electric light companies or the machine shops trying to get stock. No; they are content with their present engines, or at any rate want to understand the contrivance they are buying stock into. If this affair ever comes to a head it will prove a second Keely motor concern. There will be secret rooms and renewed experiments until the patience of the stockholders gives out and then there will be a big row. I must admire the supreme confidence of the man, however, who came out with two such self-evident bits of mechanical impossibility as a non-exhaust engine and a power-creating trio of wheels."

CREMATION IN JAPAN.*Correspondence of the North China Daily News.*

A few days ago an occasional correspondent in Hang Chow sent you an account of cremation among the Chinese. Perhaps a short account of cremation among the Japanese will interest your readers. The Japanese almost universally burn their dead. If the body is to be buried it is squeezed in a sitting posture into an earthenware jar. If to be burned, it is placed in a similar manner in what the Japanese would call a coffin, but what every one else would call a tub. In either case the appointed receptacle is so small that it is only with great difficulty that the body is placed within it. The body having been placed in the tub and the lid fastened on, it is stood in what in India would be called a palanquin, to be carried to the place of burning. Around Kobe several of these places may be found. One in the hills just above the settlement consists of a large barn-like structure built of brick, roofed with tiles. In this building six bodies may be cremated at one time. One enters from the porch through large doors; the interior is black with smoke, which finds its way out through venetian shutters which run all around just beneath the roof. On the floor are six long troughs, across which the firewood is placed upon which the coffin rests. When all is ready straw mats are placed over the coffin. These, when ignited, soon set fire to the bamboo bands which encircle it, and it is not long before all is in a blaze. Another place on the hill above Hiego (E-yun Ya-ma, Ya-ki-ba) is much more elaborate. This building can be distinguished for miles by the high chimney which rises above it. It is in the hands of a private company, who have made such arrangements that there is nothing to offend either eye or nostril. There are several buildings connected with this establishment. The one in which the cremation takes place being distinguished by the before-mentioned tall chimney. This building is built of red brick, with very foreign-looking glass windows to light the interior. Upon passing through the doors one discovers that the red brick building is, so to speak, an outer shell, the actual place of burning being a very substantial erection inside. The whole place reminded me at once of an English bake house. In the outer wall were the foreign glass windows, in the inner, large iron doors. There were eight of these doors, raised about 2 feet from the ground, each door being about 4 feet by 3. Upon opening the doors a brick chamber or oven was seen within. The coffin, having been placed on the properly arranged wood and covered with blazing straw mats, was shut in by the iron door and left for the fire to do its work. All the chambers were connected with the tall chimney, so that smoke and everything unpleasant are

rapidly carried away and dispersed in the upper air. On the third day friends come and search in the ashes for the teeth and upper bone of the vertebra. These are carefully collected, placed in a little box and sent to the village or town where the deceased was born. There the box is placed upon the shelf before the family shrine. Boxes for this purpose very neatly made may be purchased in the premises. In conversation with a Japanese dentist, I asked what would be done in the case of an old man or one who had no teeth. He said if he found it necessary to extract a tooth, that tooth would be sure to be asked for by its owner, to be by him treasured up, that it might at some future time be placed in the little box and sent with the rest to the ancestral shrine. He added that it was elderly men chiefly who asked for their teeth; the younger men did not seem to attach much importance to it. The charge for cremation seems to vary from 80 cents to \$1 and more.

The shades of evening were closing in as I entered one of the lovely glens which abound in the Kobe Hills. As I traversed the winding path the young moon overhead shone brighter and brighter, and the stars one by one added their light as if to counteract the gloom of the rapidly advancing darkness. The silence was intense—no breeze stirred the motionless leaves. The distant whistle of some steamboat in the bay or the roar of some train on its way to and from Osaka were all that could be heard. Suddenly, upon turning a corner, a large building could be dimly seen on the rising ground in the distance. Volumes of smoke were issuing from beneath the roof, and through the large open doors the interior could be seen brilliantly lighted up. I advanced to the door and looked in. Strange was the sight that met my gaze. Three large fires were burning furiously, in each of which was a body in the act of being cremated. Through the blinding smoke I could see the figures of two men hovering about. These men, in their ragged clothing, looked scarcely human, as, armed with pitchforks, they silently moved from fire to fire, re-arranging the blazing logs or adding fresh fuel, as the occasion required. Such a sight held one rooted to the spot. Indeed, the large, gloomy building, the roaring of the flames, especially when contrasted with the quiet moonlit scene without, but, above all, the two ragged attendants, who, gliding about from time to time, with their pitchforks stirred the fires, sending showers of sparks up into the smoke-laden air above; all this presented a scene which, once gazed upon, could never be effaced from the memory.

Puck.—Britons in search of ruins in this country are invited to inspect the November crop of used-up campaign uniforms.

THE BRAVEST OF BATTLES.

The bravest battle that ever was fought,
Shall I tell you where and when?
On the maps of the world you'll find it not;
'Twas fought by the mothers of men.

Nay, not with cannon or battle shot,
With sword or nobler pen;
Nay, not with eloquent word or thought
From mouth of wonderful men.

But deep in a walled-up woman's heart—
Of woman that would not yield—
But bravely, silently borne her part—
Lo! there is that battle-field.

No marshaling troop, no bivouac song,
No banner to gleam and wave!
But, oh, these battles! they last so long—
From babyhood to the grave!

—Joaquin Miller.

RAILROAD GAUGES OF THE WORLD.

Railway Life.

From a comprehensive review of the history and development of the railroad gauges of the world by Herr Claus, in *Glaser's Annalen*, the following particulars in regard to the gauges of the world are extracted. After a battle of the gauges, 4 ft. 6 in., 4 ft. 8½ in., 5 ft. 0 in. and 7 ft. 0 in., it was agreed in England about 1848 that a uniform gauge of 5 ft. 8½ in. should be used on all new roads, except those already served by the 7 ft. 0 in. gauge. The first German road from Nuremberg to Furth was built with 4 ft. 8½ in. gauge, which is now used by all the principal roads of Germany, although there is a very considerable mileage of narrower gauges, mainly 1 metre, or 3 ft. 3½ in. France started her roads with a width between rail centres of 4 ft. 11 in., which has led to some slight variations of gauges, according to rail width. The later roads have been built with a gauge of 4 ft. 8½ in. Holland began with a 6 ft. 4 in. gauge, but has now altered all its roads to 4 ft. 8½ in. The Railroad Congress at Berne in May, 1886, adopted the following resolution, which is to apply to Germany, Austria-Hungary, France, Italy and Switzerland:

"The gauge of railroads measured between the inner edges of the rail heads shall, for roads built or altered as to gauge after this resolution takes effect, not be less than 4 ft. 8½ in. on straight lines, nor more than 4 ft. 9½ in. on curves."

In Russia the first road opened in 1838 from St. Petersburg to Zarskoe-Selo, about 16 miles, had a 6 ft. gauge. When the second road was made in 1842 from St. Petersburg to Moscow, the Czar, at the instance of our countryman, Major Whistler, fixed the Russian gauge at 5 ft., which increase over the English gauge was thought desirable for locomotive purposes. Major Whistler thought as wide a gauge as 6 ft. uncalled for. The 5 ft. gauge has continued the standard in Russia; but that it was not made different from the German gauge for military reasons, seems to be proved by the fact, instanced by

Herr Claus, that the lines built under imperial direction from Warsaw to Vienna, and from Warsaw to Bromberg (the Berlin line) were carried out with the German gauge. The history of American gauges is briefly and intelligently reviewed, without reference to the narrow gauges; the author confining himself to the standard gauges of the world for the most part.

Ireland has a standard gauge of 5 ft. 3 in.; Spain and Portugal, 5 ft. 6½ in.; Sweden and Norway have the 4 ft. 8½ in. gauge over the majority of their railroads, but 20 per cent. of the Swedish roads have other gauges varying from 2 ft. 7½ in. up to 4 ft. Norway has 592 kilometres of standard gauge and 970 kilometres of 3 ft. 6 in. gauge.

In Asia, of the British-Indian roads with a collective length of 12,366 miles, about 7,450 miles have a gauge of 5 ft. 5½ in., the remainder being divided among six gauges from 2 to 4 ft. Of the narrow gauges, the most prevalent, embracing 4,200 miles, is the metre, 3 ft. 3½ in. The Ceylon railroads have the standard Indian gauge. The Russian trans-Caspian lines have the Russian standard gauge of 5 ft. In Asia Minor the line Mudania Brussa has a gauge of 3 ft. 7½ in. The island of Java has 449 miles of 3 ft. 6 in. gauge and 126 with 4 ft. 8½ in.

In Japan, with the exception of an eight-mile piece begun in 1885, with a gauge of 2 ft. 9 in., all the roads have a 3 ft. 6 in. gauge.

In Africa, the Egyptian railroads amounting to 932 miles, are of the 4 ft. 8½ in. gauge. Algiers and Tunis, with 1,203 miles in 1884, had the 4 ft. 8½ in. standard on all except 155 miles, which had a 3 ft. 7½ in. gauge. The English Cape Colony had in 1885, 1,522 miles, all of 3 ft. 6 in. gauge.

In America, apart from the comparatively small mileage of United States roads with 3 ft. gauge, practically the whole of the United States and Canadian railroads are of 4 ft. 8½ in. to 4 ft. 9 in. gauge. In Mexico, in 1884, 2,083 miles were 4 ft. 8½ in., and 944 3 ft. gauge. In Brazil, at the end of 1884, there were 869 miles of 5 ft. 3 in. gauge, and 4,164 miles of various gauges between 2 ft. and 4 ft. 7 in., over 3,700 miles being 1 metre, or 3 ft. 3½ in., so that this may be considered the standard gauge of Brazil.

In Australia the different colonies, rather singularly, have different gauges, that of New South Wales being 4 ft. 8½ in.; Victoria, 5 ft. 3 in., South Australia, 5 ft. 3 in. and 3 ft. 6 in., and the other colonies 3 ft. 6 in.

The total mileage in operation in the world at the end of 1885 was 303,048 miles. Of this length, seventy-four per cent. were of the 4 ft. 8½ in. to 4 ft. 9 in. standard, 12 per cent. had larger gauges and 14 per cent. smaller.

Merchant Traveler.—It is considered very bad form for a ballet girl to pad unevenly.

A POLITICAL LABOR PARTY?

Chicago Knights of Labor.

A great deal of nonsensical talk is indulged in by labor agitators and labor papers relative to the formation of a new labor party based on some abstruse theories that the proposers themselves do not comprehend, and that the great body of wage workers if they took the trouble to study would simply laugh at. As a national organization a labor party or any other distinctively class party is played out. If any demonstration of that fact is needed we refer our readers to the returns of the late campaign. The Union Labor Party, which was supposed to represent the Knights of Labor, the Trade Unions, the Farmers Alliance, the Wheel, the Grangers, Anarchism, Socialism, Greenbackism, Free Land, Free Labor, Free Transportation, Free Banks and Free Lunch polled about one hundred and fifty thousand votes and that too after a campaign of brag and bluster such as was never indulged in by a prize fighter. A few notorious cranks, quack doctors, cheap lawyers, professional office-seekers, and political auctioneers, flock themselves in the various industrial centers, elect themselves delegates to a national convention and nominate some of their number for national offices, and then go home and try to sell their supposed influence with the working classes to one or the other of the old parties, and this is the beginning and end of a National Labor Party.

Before attempting to establish a reform party the advocates of reform should establish permanent and successful municipal, county and state organizations. The working classes can exert their power to a much better advantage by using their votes as a club to smash the head of that one of the other of the old parties that refuses to deal justly with them. In the meantime agitate, organize, educate for the eight hour day on the first of May, 1890.

CHINESE FAMILY QUARRELS.

People With Grievances Go Out in the Street and Howl.

Among a population of such unexplained density, says the *North China Herald*, where families of great size are crowded together—three or four generations, with all the wives and children, under one roof—occasions for quarrels are all-pervasive. The sons' wives and children are prolific sources of domestic unpleasantness. Each wife strives to make her husband feel that in the community of property he is the one who is worsted; the elder wife tyrannizes over the younger ones, and the latter rebel. The instinct of the Westerner with a grievance is to get it redressed straightway; that of the Oriental is, first of all, to let the world at large know that

he has a grievance. A Chinaman who has been wronged will go upon the street and roar at the top of his voice.

The art of hallooing, as it is called in Chinese, is closely associated with that of reviling, and the Chinese women are such adepts in both as to justify the aphorism that what they have lost by their feet they have gained in their tongues. Much of this abusive language is regarded as a sort of spell or cure. A man who has had the heads removed from his field of millet stands at the entrance of the alley which leads to his dwelling and pours forth volleys of abuse upon the unknown offender. This has a double value—first, as a means of notifying the public of his loss and his consequent fury, thus freeing his mind; and, secondly, as a prophylactic tending to secure him against the repetition of the offense.

Women indulge in this practice of "reviling the street" from the flat roofs of the houses, and shriek away for hours at a time until their voices fail. Abuse delivered in this way attracts little or no attention, and one sometimes comes on a man or woman thus screeching themselves red in the face, with not an auditor in sight. If the day is a hot one the reviler bawls as long as he—or she—has breath; then proceeds to refresh himself with a season of fanning, and afterward returns to the attack with renewed fury. A fight in which only two parties are concerned usually resolves itself into mere hair-pulling; the combatants, when separated by their friends, shout back to each other maledictions and defiance. The quarrel between Laban and Jacob, recorded in the thirty-first chapter of Genesis, when the latter stole away from Laban's house, is a photographically accurate account of the "truly Oriental performance which the Chinese call making an uproar."

UNDERSTOOD THE "Q"

The Frog.

At the time the strike took place on the "Q" the Travelers' Insurance Company owned stock in that corporation that was worth \$160,000. To-day that stock is worth \$122,000. Being a stock and bond holder it would seem natural for "Travelers" to fight for the "Q." But they didn't do it. They evidently considered the good will of brotherhood men and respectable workmen worth more than \$160,000 coupled with the Burlington scabs, and the "Travelers," we are proud to say, has never written a policy on the "Q." since the strike.

VIRTUE'S AUXILIARY REWARD.

Time.

Garçon—Monsieur has given me a counterfeit twenty-five cents.

Monsieur—Is that so? Well, keep it for your honesty.

SHE WASN'T A MOTHER.**A Railroad Conductor Deposits a Baby in the Wrong Lap.**

Conductor Provost, of the Pennsylvania's Long Branch road, made a startling mistake the other day, if a story in the Mount Holly *Herald* is correct. A woman with three children boarded his train. One of the children was an infant, which Conductor Provost gallantly raised in his arms, saying: "I'll bring it in to you, ma'am; just step aboard with the rest." The woman did so, the signal to start was given and Provost jumped aboard with the infant. He walked into the car and deposited the cherub, as he supposed, in the mother's lap.

"What's this for?" said the female passenger excitedly.

"It's your baby, ma'am," responded Provost, with a smile.

"My baby!" shouted the now thoroughly excited passenger. "Why, I'm a single woman; I never had a baby in my life!"

Just then the mother of the child called out: "Here I am; bring the baby here."

Provost at once made a profound apology, but the disgusted female passenger wouldn't look at him.

THE DEADLY FROG.**Tragic Fate of a Workman Whose Foot Became Fixed Between the Rails.****Jersey City Special.**

Picture a man held fast on a railroad track and an express train thundering towards him. See him struggle and tear at the cruel iron frog that binds his foot. Think of the mental anguish of his deciding in a second's space whether he shall be a life-long cripple or meet death at once. Then let imagination paint him with hands raised above his head and a whispered prayer on his lips. Another picture ends it. He has thrown himself in front of the train. This is the way John Trainor died.

He was twenty-five years old, and worked in the Delaware, Lackawanna & Western shop in Hoboken. He was a carpenter, and had started to cross the track to get a saw from the tool-house. An overdue train was hurrying on to gain lost time. When on the east-bound track Trainor suddenly stopped. His fellow-workmen looked at him in wonder, for the flying train was very near. Some one shouted to him to go on. Then they knew it all. He had jammed his foot in the frog, and in five seconds more the engine would be upon him. They saw him strain and struggle, but without avail. He tried to throw himself from the track, but the frog held him like a vice, and they were too far away to help him. He plucked at his shoe-string, but there was no time. Nearer came the train. The engineer saw

him from the cab window. His face blanched. The whistled shrieked and the engines were reversed, but there was no time. Trainor had made up his mind. There were two alternatives. To die or to be crippled for life.

By throwing his body from the track the car wheels would amputate his leg and leave him helpless. It was life-long misery or death. The awe-stricken workmen grouped at the shop door saw him suddenly straighten up. He looked from one side to the other. He raised his hands above his head as divers do when making a great plunge. He flung himself headlong to the iron wheels. The train thundered over him. That which had been a moment before a living, breathing man, full of strength and vitality, was gathered up tenderly, a crushed and shapeless mass. Trainor was unmarried, and the expenses of the funeral, which took place to-day, were paid for by the men who saw him die.

A FRIEND OF POOR BOYS.**New York World.**

A benevolent enterprise of almost startling dimensions, even in this age of large charities, has been undertaken by Mr. J. V. Williamson, of Philadelphia. He proposes to give \$12,000,000 for the establishment of an industrial school and home for poor boys. He has studied his plans an arranged for an intelligent use of this vast sum of money. Architects are already preparing for the erection of buildings and a board of seven prominent citizens has been selected to control the institution.

Unless the Stanford University, in California, should prove an exception, this is the most important gift to humanity on the part of any one individual in the history of the country, not to say of the world. It is doubtful if a better direction could be discovered for the benevolence than the one chosen. The best method of helping people is to enable them to help themselves, and to train boys who would otherwise grow up in the streets of our cities in vice and idleness to become honest and self-sustaining citizens is a most effective means of promoting morality and thrift.

A similarly valuable institution would be one that by competent training should give the power of self-support to girls. The beneficiaries in such an institution are given a fair chance in life. Many are doubtless hopelessly handicapped by the vices of heredity, but not so the majority.

The act of Mr. Williamson is one that makes every citizen prouder that he is an American. Wealth wisely directed in such channels as this becomes a potent factor in the solutions of the social problem that is causing so much uneasiness among thoughtful persons in this country.

GRAND LODGE

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Dues and Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

APRIL, 1889.



Notice of Dues.

OFFICE OF GRAND SECRETARY AND TREASURER }
TERRE HAUTE, IND., April 1, 1889. }

To Subordinate Lodges:

SIRS AND BROTHERS:—Notice is hereby given that the second quarter's dues under the new law is payable on or before May 1, 1889. The amount is regulated by each of the several Lodges, provided that it can in no case be less than five (\$5.00) dollars. This payment will be in full of local dues and Beneficiary Assessments for the quarter ending July 31, 1889. Any member failing or declining to make payment as above provided will stand expelled (said expulsion taking effect May 2d) and will be so reported by the Secretary to the Grand Lodge.

Yours fraternally,

F. P. SARGENT, G. M.
EUGENE V. DEBS, G. S. AND T.

Acknowledgments.

PHILADELPHIA, PA., February 21, 1889.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I herewith acknowledge the receipt of draft for \$1,500 through Benj. F. Pettit, the Receiver of United Lodge, No. 60, as payment in full for the amount due on the Beneficiary Certificate of my late husband, George C. Green. May God bless and prosper the Brotherhood and help them along in their good work is my wish.

Yours respectfully,

MRS. PHEBE A. GREEN.

ACTON, CANADA, February 8, 1889.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I wish to acknowledge the receipt of fifteen hundred dollars (\$1,500) from the Receiver of Lodge No. 93, Mr. Wallbaum, being the full amount on the policy held by my late

brother, Thomas F. Lee. With many thanks I wish the Brotherhood of Locomotive Firemen every possible success in their undertakings.

Yours, very respectfully,

JULIA LEE.

LA CROSSE, WIS., January 27, 1889.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

DEAR SIRS AND BROTHERS:—It is with feelings of gratitude I acknowledge the receipt and payment of my disability claim by draft for \$1,500.00, the amount of insurance, on the 4th inst. I also desire to tender thanks to the officers and members of Lodge No. 168, for their care and kind attendance to me while confined with my injury. Wishing you all good luck and the best of success in all your undertakings, I remain

Yours fraternally,

H. V. SCHNEIDER.

BARRE, MASS., March 2, 1889.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I desire through your Magazine to offer my sincere thanks for a draft of \$1,500, the amount of insurance held by my son, Martin Higgins, from Troy City Lodge, No. 315, of which he was a member. And especially to Mr. Williams and Mr. Spafford, of No. 315, do I wish to return my heartfelt thanks, for the kind manner in which it was settled so promptly; also for their kindness at the time of the death of my son. With best wishes for the prosperity of the Brotherhood I remain,

Very sincerely yours,

MRS. SABINA HIGGINS.

OTTAWA, CAN., January 15, 1889.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN:—It is with sincere thanks that I acknowledge the receipt of a draft for \$1,500 for the policy held by my son, Wm. Arris. It was presented to me by the Receiver, H. Handyside, who is so prompt in his duties as an officer. And my heartfelt thanks are tendered to F. G. Lawrence Lodge, No. 172, for their many acts of kindness to their late Brother and to me in my time of affliction and sorrow, and for the respectful manner in which they performed the last sad rites at the funeral. May God bless the Order and the band of noble-hearted members that sustain it, is my prayer.

Respectfully yours,

EDWARD ARRIS.

SUNBURY, PA., February 20, 1889.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I have received from C. C. Bowen, Receiver of Provident Lodge, No. 220, a draft for the sum of \$1,500, the full amount due me on the Beneficiary Certificate held by my late husband, Absalom Grubb. Please accept my sincere thanks, which are extended especially to the members of Provident Lodge, No. 220, for the kindness shown me in my sorrow and affliction. Their kindness will ever be remembered. May God bless each and every one of you, and may the Brotherhood prosper and be to others as it has truly been to me, a friend to the widow and fatherless.

Very respectfully,

MRS. ABSALOM GRUBB.

PHILLIPSBURG, KAN., February 14, 1889.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

DEAR SIRS AND BROTHERS:—Through Brother J. C. Bowman, Receiver of Morning Star Lodge, No. 88, I have this day received a draft for fifteen hundred dollars (\$1,500) due me on my disability claim. In accepting it, allow me return my most heartfelt thanks to the Brotherhood, collectively and individually, and to the members of No. 88 in particular; also, to Brother Eugene

V. Debs, who so kindly and promptly answered all my communications. May the blessings of heaven ever rest upon our noble Order and each of its member, is the prayer of

Your disabled brother,

J. J. LECAIN.

Unknown Addresses.

ALLEN HATHAWAY—Is requested to correspond with J. A. Richards, Master of Herald Lodge, No. 161, Burlington, Iowa.

FRANK ROUGEAN—When last heard from was in Ashland, Wis., and expected to go west as far as Montana. His relatives are extremely anxious to hear from him, and anyone knowing his whereabouts will please address his brother, W. H. Rougean, River du Loup Station, River du Loup, Quebec.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., March 1, 1888.

Beneficiary Statement.

To Subordinate Lodges:

SIRS AND BROTHERS: The following is a statement of the Beneficiary Fund, for the month ending February 28, 1888:

RECEIPTS.

Lodge Nos.	Assessm'ts.	Assessm't	TOTAL.	Lodge Nos.	Assessm'ts.	Assessm't	TOTAL.
1	\$148 00		\$148 00	50	\$188 00		\$188 00
2	6 00		6 00	51	93 00		93 00
3	422 00		422 00	52	114 00		114 00
4	160 00		160 00	53	44 00		44 00
5	182 00		182 00	54	194 00		194 00
6	144 00		144 00	55	52 00		52 00
7	90 00		90 00	56	45 00		45 00
8	210 00		210 00	57	572 00		572 00
9	201 00		201 00	58	60 00		60 00
10	133 00		133 00	59	188 00		188 00
11	184 00		184 00	60	38 00		38 00
12	470 00		470 00	61	142 00		142 00
13	174 00		174 00	62	102 00		102 00
14	333 00		333 00	63	72 00		72 00
15	150 00		150 00	64	46 00		46 00
16	280 00		280 00	65			
17	56 00		56 00	66	128 00		128 00
18	75 00		75 00	67	194 00		194 00
19	84 00		84 00	68	92 00		92 00
20	56 00		56 00	69	80 00		80 00
21	132 00		132 00	70	60 00		60 00
22				71	118 00		118 00
23	88 00		88 00	72	242 00		242 00
24	78 00		78 00	73	92 00		92 00
25	112 00		112 00	74	42 00		42 00
26	142 00		142 00	75	179 00		179 00
27	158 00		158 00	76	150 00		150 00
28	109 00		109 00	77	226 00		226 00
29	97 00		97 00	78	89 00		89 00
30	68 00		68 00	79	78 00		78 00
31	66 00		66 00	80			
32	74 00		74 00	81	351 00		351 00
33	112 00		112 00	82	233 00		233 00
34	88 00		88 00	83	114 00		114 00
35	46 00		46 00	84	118 00		118 00
36	145 00		145 00	85	118 00		118 00
37	64 00		64 00	86	118 00		118 00
38	118 00		118 00	87	72 00		72 00
39	66 00		66 00	88	90 00		90 00
40	86 00		86 00	89	21 00		21 00
41				90	97 00		97 00
42	78 00		78 00	91			
43	228 00		228 00	92	61 00		61 00
44				93	151 00		151 00
45	126 00		126 00	94			
46	92 00		92 00	95	255 00		255 00
47	160 00		160 00	96	76 00		76 00
48	126 00		126 00	97	150 00		150 00
49	100 00		100 00	98			

Beneficiary Statement—Continued.

Lodge Nos.	Assessm'ts.	Assessm't	TOTAL.	Lodge Nos.	Assessm'ts.	Assessm't	TOTAL.
99	\$192 00		\$192 00	178			
100	52 00		52 00	180	\$40 00		\$40 00
101				181	22 00		22 00
102	68 00		68 00	182	62 00		62 00
103	260 00		260 00	183	78 00		78 00
104	88 00		88 00	184	34 00		34 00
105	154 00		154 00	185	57 00		57 00
106	42 00		42 00	186	200 00		200 00
107	178 00		178 00	187	36 00		36 00
108	46 00		46 00	188	150 00		150 00
109	153 00		153 00	189	82 00		82 00
110	60 00		60 00	190	78 00		78 00
111	128 00		128 00	191	88 00		88 00
112	64 00		64 00	192			
113	51 00		51 00	193	58 00		58 00
114	26 00		26 00	194	81 00		81 00
115	56 00		56 00	195	53 00		53 00
116	104 00		104 00	196	74 00		74 00
117	97 00		97 00	197	84 00		84 00
118	63 00		63 00	198	59 00		59 00
119	56 00		56 00	199	65 00		65 00
120	138 00		138 00	200	24 00		24 00
121	87 00		87 00	201	37 00		37 00
122	24 00		24 00	202	148 00		148 00
123	156 00		156 00	203	115 00		115 00
124	70 00		70 00	204	18 00		18 00
125	100 00		100 00	205	95 00		95 00
126				206	13 00		13 00
127	86 00		86 00	207	161 00		161 00
128	50 00		50 00	208	93 00		93 00
129	240 00		240 00	209	64 00		64 00
130				210	54 00		54 00
131	161 00		161 00	211	97 00		97 00
132	117 00		117 00	212	70 00		70 00
133	84 00		84 00	213			
134	68 00		68 00	214	60 00		60 00
135	61 00		61 00	215	108 00		108 00
136	54 00		54 00	216			
137	58 00		58 00	217	49 00		49 00
138	64 00		64 00	218	30 00		30 00
139	51 00		51 00	219	84 00		84 00
140	162 00		162 00	220	80 00		80 00
141	212 00		212 00	221	70 00		70 00
142	184 00		184 00	222	63 00		63 00
143	78 00		78 00	223			
144	44 00		44 00	224	77 00		77 00
145	191 00		191 00	225	46 00		46 00
146	95 00		95 00	226	60 00		60 00
147	112 00		112 00	227	46 00		46 00
148	30 00		30 00	228	240 00		240 00
149	394 00		394 00	229	51 00		51 00
150	112 00		112 00	230	112 00		112 00
151	94 00		94 00	231	93 00		93 00
152	130 00		130 00	232	44 00		44 00
153	93 00		93 00	233	47 00		47 00
154	42 00		42 00	234	146 00		146 00
155	40 00		40 00	235	79 00		79 00
156	92 00		92 00	236	48 00		48 00
157	83 00		83 00	237	165 00		165 00
158				238	62 00		62 00
159	38 00		38 00	239	90 00		90 00
160	90 00		90 00	240	178 00		178 00
161				241	20 00		20 00
162	192 00		192 00	242	165 00		165 00
163	68 00		68 00	243	24 00		24 00
164	92 00		92 00	244	185 00		185 00
165	96 00		96 00	245	111 00		111 00
166	104 00		104 00	246	131 00		131 00
167	79 00		79 00	247			
168	134 00		134 00	248	84 00		84 00
169	272 00		272 00	249	91 00		91 00
170	86 00		86 00	250	176 00		176 00
171	50 00		50 00	251	100 00		100 00
172	133 00		133 00	252	148 00		148 00
173				253	76 00		76 00
174	204 00		204 00	254	110 00		110 00
175	32 00		32 00	255			
176	28 00		28 00	256	34 00		34 00
177	100 00		100 00	257	113 00		113 00
178	124 00		124 00	258	50 00		50 00

Beneficiary Statement—Continued.

Lodge No.	Assessm'ts.	Assessm't	TOTAL.	Lodge No.	Assessm'ts.	Assessm't	TOTAL.
259	\$56 00		\$56 00	329	\$30 00		\$30 00
260				330	33 00		33 00
261	75 00		75 00	331	82 00		82 00
262	60 00		60 00	332	38 00		38 00
263	84 00		84 00	333	186 00		186 00
264	140 00		140 00	334	42 00		42 00
265	183 00		183 00	335	56 00		56 00
266	96 00		96 00	336	22 00		22 00
267	104 00		104 00	337	96 00		96 00
268				338	44 00		44 00
269	109 00		109 00	339	6 00		6 00
270	178 00		178 00	340			
271	40 00		40 00	341	50 00		50 00
272	56 00		56 00	342	75 00		75 00
273	79 00		79 00	343			
274	62 00		62 00	344			
275	71 00		71 00	345	33 00		33 00
276	36 00		36 00	346	24 00		24 00
277	47 00		47 00	347	24 00		24 00
278	31 00		31 00	348			
279				349	136 00		136 00
280	68 00		68 00	350	38 00		38 00
281				351	24 00		24 00
282	42 00		42 00	352	92 00		92 00
283	84 00		84 00	353	54 00		54 00
284	193 00		193 00	354	98 00		98 00
285	102 00		102 00	355	50 00		50 00
286	18 00		18 00	356	76 00		76 00
287	113 00		113 00	357	132 00		132 00
288	26 00		26 00	358			
289				359	46 00		46 00
290	34 00		34 00	360	60 00		60 00
291	100 00		100 00	361	75 00		75 00
292				362	51 00		51 00
293	73 00		73 00	363	90 00		90 00
294	46 00		46 00	364	56 00		56 00
295	40 00		40 00	365	58 00		58 00
296	62 00		62 00	366	14 00		14 00
297	68 00		68 00	367	18 00		18 00
298				368	54 00		54 00
299	83 00		83 00	369	64 00		64 00
300	60 00		60 00	370	18 00		18 00
301	46 00		46 00	371	57 00		57 00
302	38 00		38 00	372	56 00		56 00
303	15 00		15 00	373	48 00		48 00
304	73 00		73 00	374	44 00		44 00
305	42 00		42 00	375	47 00		47 00
306	122 00		122 00	376	101 00		101 00
307	78 00		78 00	377	88 00		88 00
308	45 00		45 00	378	71 00		71 00
309	29 00		29 00	379	46 00		46 00
310	56 00		56 00	380			
311	50 00		50 00	381	40 00		40 00
312				382	64 00		64 00
313	62 00		62 00	383	42 00		42 00
314	24 00		24 00	384	32 00		32 00
315	106 00		106 00	385	19 00		19 00
316	86 00		86 00	386			
317	86 00		86 00	387	42 00		42 00
318	30 00		30 00	388	84 00		84 00
319	86 00		86 00	389	51 00		51 00
320	54 00		54 00	390	32 00		32 00
321				391	26 00		26 00
322	55 00		55 00	392	22 00		22 00
323	45 00		45 00	393	34 00		34 00
324	12 00		12 00	394	20 00		20 00
325				395	16 00		16 00
326	73 00		73 00	396	12 00		12 00
327	66 00		66 00	397	20 00		20 00
328	20 00		20 00	398			

Balance on hand February 1 \$40,233 75
 Received during month 33,399 00

Total \$73,632 75
 By claims 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13,
 14, 15, 16, 17, 18, 19, 20, 22, 23, 24 and 25 \$37,500 00
 Balance on hand March 1 36,132 75

Respectfully submitted,
 EUGENE V. DEBS, G. S. and T.

Grand Lodge.

F. P. SARGENT Grand Master
 Terre Haute, Indiana.

J. J. HANNAHAN Vice Grand Master
 Box 655, Englewood, Ill.

E. V. DEBS Grand Secretary and Treasurer
 Terre Haute, Indiana.

E. V. DEBS Editor and Manager of Magazine
 Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

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 2131 South Eleventh St., St. Joseph, Mo.

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C. J. SINGLETON L. Box 835, Mattoon, Ill

Subordinate Lodges.

1. DEER PARK; Port Jervis, N. Y.

Meets in Union Hall at 2 P. M. every Sunday.
 James Fordyce, Box 385 Master
 William Uhlman, 18 Crawford St. Secretary
 William Uhlman, 18 Crawford St. Collector
 Charles E. Bauman, Box 26 Receiver
 W. H. Decker, 143 Pike St. Magazine Agent

3. ADOPTED DAUGHTER; Jersey City, N. J.

Meets in Germania Hall, 140 Newark ave., 2d and
 4th Sundays at 2 P. M.
 C. W. Martin, 467 Grove St. Master
 D. W. J. Mahoney, 243 Second St. Secretary
 J. B. Sweet, 125 Academy St. Collector
 J. B. Sweet, 125 Academy St. Receiver
 J. H. Voorhis, 243 2d St. Magazine Agent

4. GREAT EASTERN Portland, Maine.

Meets in B. of L. E. Hall, 1st and 3d Sunday.
 F. O. Mitchell, 12 Mountfort St. Master
 C. D. Getchell, 9 Brattle St. Secretary
 A. E. Dennison, 23 Merrill St. Collector
 F. A. Huff, 47 Hanover St. Receiver
 F. Howard Pember, 89 Lincoln
 St. Magazine Agent

5. CHARITY; St. Thomas, Ontario.

Meets in Engineer's Hall every Tuesday at 7:30
 P. M.
 M. J. Blanch, Box 1273 Master
 Wm. Deyell, Box 1273 Secretary
 Robert Tremblin, Box 1273 Collector
 Frank Turrill, Box 1273 Receiver
 Joseph R. Odell, Box 1273 Magazine Agent

6. PRIDE OF THE WEST; DeSoto, Mo.

Meets in K. P. Hall, 2d and Boyd Sts., every Mon-
 day at 2 P. M.
 J. Christofel, L. Box 196 Master
 Alexander Williams, L. Box 212 Secretary
 Michael Rabbitt, Box 18 Collector
 Michael Rabbitt, Box 18 Receiver
 Alex. Williams, L. Box 212 Magazine Agent

7. POTOMAC; Washington, D. C.

Meets 2d and 4th Sundays in Monumental Building, Pennsylvania avenue, northwest, between 1st and 2d Streets.

A. J. Williams, 327 C St., S. W. Master
H. A. Wilvert, 17 Virginia Ave., S. W. . . . Secretary
Wm. C. Jasper, 509 S Capitol St. Collector
A. J. Williams, 327 C St., S. W. Receiver
John F. Robey, 442 2d St., S. W. . . . Magazine Agent

8. RED RIVER; Denison, Texas.

Meets in I. O. O. F. Hall, Main St., 1st and 3d Saturdays at 7 P. M., and 2d and 4th at 2 P. M.

W. R. Lanan, 227 Munson St. Master
R. E. Sherrill, 717 Nelson St. Secretary
T. W. Weaver, 700 W Munson St. Collector
J. J. Crofton, 308 Houston Ave. Receiver
Jerry Scott, 800 Shepherd St. . . . Magazine Agent

9. FRANKLIN; Columbus, Ohio.

Meets at 64½ N High St., first Monday and third Tuesday evenings.

F. W. Arnold, Box 53 Master
C. C. Colt, 906 Pennsylvania Ave. Secretary
N. T. Beynon, 97 St. Clair St. Collector
F. J. Kistler, 212, 214 South High St. . . . Receiver
Leonard Lawrence, 800 Arsenal Ave. . . . Magazine Agent

10. FOREST CITY; Cleveland, Ohio.

Meets at 182 Ontario St., 1st and 3d Sundays at 1:30 P. M.

Jas. F. Tousley, 24 Alford St., S. S. . . . Master
A. G. Laubscher, Seward St., West Cleveland Secretary
T. P. Curtis, 141 Emmett St., S. S. . . . Collector
John Crouse, 81 Penn St. Receiver
A. G. Laubscher, Seward St., West Cleveland Magazine Agent

11. EXCELSIOR; Phillipsburg, N. J.

Meets in Grimer's Hall, 2d and 4th Sundays.

Frank N. Caffey Master
C. A. Stevenson, Box, 106 Secretary
Elvin Teel Collector
J. W. Sinclair, L Box 96 Receiver
E. F. Stevenson Magazine Agent

12. BUFFALO; Buffalo, N. Y.

Meets at 198 Seneca St., every Tuesday at 8 P. M.

J. J. Knauff, 238 Fifth St. Master
Wm. J. Bruman, 855 Swan St. Secretary
F. J. Minor, 507 Eagle St. Collector
P. J. McNamara, 178 Miami St. Receiver
Jno. S. Bauld, 237 Elk St. . . . Magazine Agent

13. WASHINGTON; Jersey City, N. J.

Meets cor. Maple St. and Pacific Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M.

George E. Hull, 339 Communipaw Ave. . . Master
Henry Kline, 128 Van Horn St. Secretary
Arthur M. Bogart, 334 Communipaw Ave. . . Collector
Peter C. Quick, Somerville, N. J. . . . Receiver
Edward Rhodes, 154 Whiton St. . . Magazine Agent

14. EUREKA; Indianapolis, Ind.

Meets at 34 W Washington St., fourth floor, every Tuesday at 8 P. M.

Geo. P. Kern, 77 E Morris St. Master
Wm. F. Smith, 680 E Washington St. . . Secretary
E. J. Kline, 635 North West St. Collector
W. J. Hugo, 45 Ruckel St. Receiver
H. Zink, Vandalia Yard Office . . . Magazine Agent

15. ST. LAWRENCE; Montreal, Canada.

Meets in St. Charles Club Room, Point St. Charles, every alternate Sunday.

James Murphy, 65 Mullen St. Master
James Ashcroft, 9 Edinburg St., Point St. Charles, Montreal Secretary
Samuel Edwards, 212½ Bourgeois St. . . Collector
H. J. Clarke, 154 Charron St., Point St. Charles, Montreal Receiver
Richard Burke, 60 Mullins St. . . Magazine Agent

16. VIGO; Terre Haute, Ind.

Meets 2d and 4th Mondays, at 7:30 P. M.

E. V. Debs Master
J. F. O'Reilly, 624 N 5th St. Secretary
Henry Baiersdorf, 203 N 12th St. . . . Collector
C. A. Bennett, 1004 N 9th St. Receiver
Ralph Sherburne, 602 N 8th St. . . Magazine Agent

17. PINE RIDGE; Chadron, Neb.

Meets in Lowenthal Bros. Hall, 1st and 3d Sundays at 1 P. M.

J. H. Royce, L Box 307 Master
L. V. Bowman Secretary
E. M. Wiles, L Box 321 Collector
Rufus E. Chandler, L Box 315 Receiver
D. H. Coyle Magazine Agent

18. WEST END; Slater, Mo.

Meets in I. O. O. F. Hall, 1st and 3d Sunday nights.

Charles McMillan Master
J. J. Day Secretary
Albert Disney, Box 19 Collector
George W. Michel, Box 145 Receiver
F. S. Adams Magazine Agent

19. TRUCKEE; Wadsworth, Nevada.

Meets every Friday at 7 P. M.

J. S. Raftt, Box 8 Master
W. E. Cobb, Box 437 Secretary
F. W. Youngmans, Box 8 Collector
Edgar Shepley, Box 8 Receiver
Charles Short, Box 8 Magazine Agent

20. STUART; Stuart, Iowa.

Meets in Engineer's Hall every Monday at 7:15 P. M.

Ed. Cahow Master
George C. Wells, Box 117 Secretary
George Morse Collector
A. H. Copeland Receiver
Pat Quinn, Box 183 Magazine Agent

21. INDUSTRIAL; St. Louis, Mo.

Meets at 902 South 4th St., 2d and 4th Tuesdays at 8 P. M.

Eli Giehas, 944 Chouteau Ave. Master
D. C. McClintock, 2120 Randolph St. . . Secretary
William Merkle, 810 Chambers St. . . Collector
Wm. C. Linck, 1420 Sullivan Ave. . . . Receiver
Wm. C. Linck, 1420 Sullivan Ave. . . Magazine Agent

22. CENTRAL; Urbana, Ill.

Meets in I. O. O. Hall, 2d and 4th Sundays.

Daniel O'Connor Master
George Richter Secretary
Alexander McLennan Collector
Daniel O'Connor Receiver
George Brash Magazine Agent

23. PHOENIX; Brookfield, Mo.

Meets 2d and 4th Tuesdays, in Odd Fellow's Hall.

Joshua Proctor Master
John S. Ott, Box 381 Secretary
H. A. Dick, Box 284 Collector
John S. Ott, Box 381 Receiver
A. P. Josselyn Magazine Agent

24. GREAT WESTERN; Parsons, Kansas.

Meets in I. O. O. Hall, on Johnson Ave., every Wednesday at 2:30 P. M.

J. E. Powell, L Box 114 Master
F. E. Green, Box 413 Secretary
Charles W. Maier, Box 514 Collector
J. E. Powell, L Box 114 Receiver
Wm. J. Mathis, Box 568 Magazine Agent

25. CONNECTING LINK; Boone, Iowa.

Meets 1st and 3d Sundays at 2 P. M.

Aaron Starke, Box 349 Master
Ed. C. Brownson, Box 34 Secretary
James F. Bills Collector
Simon Rogers Receiver
N. Burlingame Magazine Agent

26. ALPHA; Baraboo, Wis.

Meets in B. of L. E. Hall., 2d and 4th Mondays
 William H. Pobjoy Master
 Thomas Williams Secretary
 William H. Pobjoy Collector
 Frank R. Melcher Receiver
 E. M. Terry Magazine Agent

27. HAWKEYE; Cedar Rapids, Iowa.

Meets in Room 13, O'Hara's Block, 2d Sunday at
 2:30 P. M., and 4th Mondays at 7:30 P. M.
 Fred. McArdle, 353 G Ave., West Master
 J. E. Collins, 20 8th St., N. Secretary
 J. L. Jennings, 328 G Ave., West Collector
 Fred. McArdle, 353 G Ave., West Receiver
 C. G. Jones, 69 2d Ave Magazine Agent

28. ELKHORN; North Platte, Neb.

Meets every Wednesday at 7:30 P. M.
 Thomas Burney, L Box 285 Master
 Reed M. Hindman, L Box 322 Secretary
 John T. Stuart, L Box 307 Collector
 Frank D. Winn, L Box 232 Receiver
 Reed M. Hindman, L Box 322 Magazine Agent

29. CERRO GORDO; Mason City, Iowa.

Meets 1st and 3d Tuesday evening of each month,
 corner Second and Main Sts.
 Charles O. Burkhart, Box 147 Master
 J. H. Fulton, Box 708 Secretary
 Max Newbowers Collector
 J. H. Fulton, Box 708 Receiver
 S. A. Trine Magazine Agent

30. CEDAR VALLEY; Waterloo, Iowa.

Meets in Black Hawk Hall, Lafayette St. and E
 Waterloo, 1st and 3d Sundays at 2 P. M.
 E. T. Gregory, 511 Saxon St. Master
 R. A. Corson, Box 1154 Secretary
 H. P. Esty Collector
 R. A. Corson, Box 1154 Receiver
 J. A. Mulkern, 26 5th St., Dubuque,
 Iowa Magazine Agent

31. R. R. CENTRE; Atchison, Kansas.

Meets corner 3d and Commercial Sts., 1st and 3d
 Sundays, at 2 P. M.
 H. L. Clark, cor. Roberts and Commer-
 cial Sts. Master
 S. S. Hamrick, 1303 Main St Secretary
 Chas. Bennington, 14th and Santa Fe St. Collector
 John O'Connor, 1303 Main St Receiver
 Frank Short Magazine Agent

32. BORDER; Ellis, Kansas.

Meets in K. of P. Hall every Tuesday at 3 P. M.
 George M. McClure, Box 235 Master
 Gustave Ebeling Secretary
 A. M. Petrie, Box 103 Collector
 A. Waters, Box 105 Receiver
 Harry Stigall Magazine Agent

33. SUCCESS; Trenton, Mo.

Meets in Engineer's Hall, over Union Bank, 1st
 and 3d Mondays at 2 P. M., and 2d and 4th
 Mondays, at 7 P. M.
 Thomas E. Torpey Master
 Thomas Griffin, Box 145 Secretary
 Chas. W. Gallup Collector
 Frank M. Park Receiver
 C. H. Torpey Magazine Agent

34. CLINTON; Clinton, Iowa.

Meets in Engineer's Hall, 4th St., 1st and 3d Sun-
 days at 2:30 P. M.
 Frank A. Kinch, 522 7th Ave Master
 J. M. Wheeler, 515 Comanche Ave Secretary
 Frank A. Kinch, 522 7th Ave Collector
 Thomas E. Bulen, 619 6th Ave Receiver
 A. J. Hemstead, 421 8th Ave Magazine Agent

35. AMBOY; Amboy, Ill.

James Lavell Master
 Thomas Monahan, Box 458 Secretary
 James Bersley Collector
 Thomas Monahan, Box 458 Receiver
 James P. Duggan Magazine Agent

36. TIPPECANOE; Lafayette, Ind.

Meets in Red Men's Hall, at 2 P. M., Sundays.
 Charles Ernst, 161 Salem St., over U. S.
 Express Co Master
 Albert H. Kelley 98 Green St. Secretary
 Louis Raub, 120 N 8th St Collector
 W. R. Johnson, 110 S 4th St Receiver
 M. S. Hewes, 82 Smith St Magazine Agent

37. NEW HOPE; Centralia, Ill.

Meets every Thursday at 8 P. M.
 H. G. Cormick, Box 151 Master
 W. D. Holton, Box 244 Secretary
 W. D. Holton, Box 244 Collector
 C. W. Styles Receiver
 T. J. Prickett Magazine Agent

38. AVON; Stratford, Ontario.

Meets 1st and 3d Sundays at 2 P. M.
 James Harvey, Box 318 Master
 J. T. Burke, Box 318 Secretary
 William O'Brien, Box 318 Collector
 George Nursey, Box 318 Receiver
 S. J. Spencer, Box 318 Magazine Agent

39. TWIN CITY; Rock Island, Ill.

Meets in Engineer's Hall, 2d and 4th Sundays
 at 2 P. M.
 George H. Hinkley Master
 Daniel H. Moroney, 8th Ave. & 27th St. Secretary
 John C. Kane, cor. 6th Ave. and 25th St., Collector
 George H. Hinkley Receiver
 James Griffin, cor. 9th Ave. and 27th
 St Magazine Agent

40. BLOOMING; Bloomington, Ill.

Meets at 910 W Chestnut street, Tuesdays at 7:30
 P. M.
 Joseph Turpin, 707 W Locust St. Master
 P. L. Cutler, 707 W Locust St. Secretary
 P. L. Cutler, 707 W Locust St. Collector
 Ed. J. Spreen, 608 N Mason St. Receiver
 Thomas Powderly, 1208 Western Ave.,
 Magazine Agent

41. ONWARD; Dickinson, Dakota.

Meets in Odd Fellow's Hall, every Thursday at
 7:30 P. M.
 W. F. Cunningham, L Box 215] Master
 O. A. Dosskey, Box 17 Secretary
 O. A. Dosskey, Box 17 Collector
 Joseph Crosthwaite, L Box 158 Receiver
 W. R. Williams, Box 32 Magazine Agent

42. ELMO; Madison, Wis.

Meets in Good Templar's Hall, 2d and 4th Sun-
 days.
 Alfred H. Tyler, 312 Lake St Master
 Jno. L. Cashen, cor. Clymer & Broom St. Secretary
 John Harrington, 520 W Main St Collector
 Byron B. Wilber, 720 W Dayton St Receiver
 Frank Lawrence, 843 W Clymer
 St Magazine Agent

43. ST. JOSEPH; St. Joseph, Mo.

Meets in I. O. O. F. Hall, 101 Pacific St., 1st and 3d
 Thursdays.
 F. O. Porter, N. E. Cor. 13th and Penn St. Master
 James Hyndman, 2216 S Sixth St Secretary
 James Hyndman, 2216 S Sixth St Collector
 W. E. Sullivan, 2303 S Sixth St Receiver
 W. E. Sullivan, 2303 S Sixth St Magazine Agent

44. F. W. ARNOLD; East S. Louis, Ill.

Meets in Jackesch Hall, corner Missouri and Main Sts., alternate Tuesdays at 7:30 P. M.
 T. J. Hayes, Box 375 Master
 J. P. Collins Secretary
 Chas. E. Long, Box 354 Collector
 Phil. C. Cramer, Box 68 Receiver
 C. E. Long, Box 354 Magazine Agent

45. ROSE CITY; Little Rock, Ark.

Meets in Quapaw Hall every Monday night.
 P. H. Williams, 1114 Water St. Master
 Ed. Chamberlain, Box 174, Argenta, Ark. Secretary
 William Smith, 206 Cross St. Collector
 George Emery, 802 North St. Receiver
 Ed. Chamberlain, Box 174, Argenta, Ark. Magazine Agent

46. CAPITAL; Springfield, Ill.

Meets in Engineers' Hall, 217 South 5th St., 1st and 3d Sundays, at 2 P. M.
 A. Cunningham, 1125 N Fifth St. Master
 E. W. Rowland, 421 S 9th St. Secretary
 E. W. Rowland, 421 S 9th St. Collector
 James Allen, S 11th St. Receiver
 E. W. Anderson, 1007 Cook St. Magazine Agent

47. TRIUMPHANT; Chicago, Ill.

Meets in Prosperity Hall, N. E. corner State and 18th Sts., 1st Monday evening and 3d Sunday afternoons.
 W. E. Burns, 122 Newberry St. Master
 William Keeler, 3330 LaSalle St. Secretary
 William Keeler, 3330 LaSalle St. Collector
 C. W. Watson, 183 E 22d St., Flat 12 Receiver
 Thos. O'Connor, 1240 Indiana Ave. Magazine Agent

48. W. F. HYNES; Peoria, Ill.

Meets in G. A. R. Hall 1st Saturday at 7:30 P. M., and 3d Sunday at 2 P. M.
 George C. Watt, 617 1st St. Master
 J. V. Johnson, 412 Spencer St. Secretary
 W. A. McMillan, 206 State St. Collector
 George C. Watt, 617 1st St. Receiver
 John Watt, 617 First St. Magazine Agent

49. J. M. RAYMOND; Decatur, Ill.

Meets in Engineers' Hall, E Eldorado St., 2d and 4th Sundays at 3 P. M.
 Charles Hockery, 1113 N Calhoun St. Master
 George Horner, 1021 Cerro Gordo St. Secretary
 William Murphy, 921 E Eldorado St. Collector
 A. H. Sutton, 975 N Water St. Receiver
 Wm. Laugel, 903 N Morgan St. Magazine Agent

50. GARDEN CITY; Chicago, Ill.

Meets 1st and 3d Saturdays at 7:30 P. M.
 John J. Coffey, Kendrick's School, 143d and Tracy Ave., Town of Lake Master
 Calvin M. Wolcott, 5001 State St., corner 50th St. Secretary
 C. D. Dickerman, 5142 Dearborn St. Collector
 John J. Delaney, 4839 Halstead St. Receiver
 James T. Lee, 4703 State St., Adams House Magazine Agent

51. FRISCO; North Springfield, Mo.

Meets in Masonic Hall, 2d and 4th Saturdays of each month at 7:30 P. M.
 John S. Carson, Box 437 Master
 Michael Gaffney, Box 277 Secretary
 George Hasler Collector
 John S. Carson, Box 437 Receiver
 L. S. Wolfe, Box 448 Magazine Agent

52. GOOD WILL; Logansport, Ind.

Meets corner 4th and Market Sts., every Sunday at 2 P. M.
 Charles Truman, 1318 Spear St. Master
 W. A. McDonald, 1216 Smead St. Secretary
 John T. Maloy, 715 W Ottawa St. Collector
 M. W. Jamison, Market and 4th Sts. Receiver
 J. A. Holland, corner George and 15th Sts. Magazine Agent

53. EMPORIA; Emporia, Kansas.

Meets in A. O. U. W. Hall, cor. 5th and Commercial Sts., 1st and 3d Mondays at 1 P. M.
 John C. Hauptson, 309 W 4th St., Newton, Kan. Master
 Louis D. Brigham, 108 Rural St. Secretary
 John McGaha, Moline, Kan. Collector
 John Turnpaugh, 2 Pine St. Receiver
 Edward Fithen, Strong City Magazine Agent

54. ANCHOR; Moberly, Mo.

Meets in Supplies Bros.' Hall, Tuesdays at 7 P. M.
 James A. Robertson Box 34 Master
 J. T. Grimes, L Box 113 Secretary
 M. Sullivan, Box, 1551 Collector
 Luther B. Chamblin, Box 284 Receiver
 M. Sullivan, Box 1551 Magazine Agent

55. BLUFF CITY; Memphis, Tenn.

Meets at No. 16 Johnson Ave., 2d and 4th Thursday evenings.
 Jacob Puches, L. & N. Shops Master
 Jacob Wagner, L. & N. Shops Secretary
 Jacob Wagner, L. & N. Shops Collector
 Laurence Fox, 134 High St. Receiver
 J. E. McFadden, 196 Johnson Ave. Magazine Agent

56. BANNER; Stanberry, Mo.

Meets every Saturday night at 7:30 P. M.
 Joseph J. Smith Master
 W. E. Baldwin, L Box 400 Secretary
 Charles H. Runyan Collector
 T. A. Newcomb Receiver
 Joseph J. Smith Magazine Agent

57. BOSTON; Boston, Mass.

Meets in Odin Hall, 47 Hanover St., 1st and 3d Sundays of each month.
 F. F. Derby, Fitchburg R. R. Engine House Charlestown, Mass. Master
 T. H. Haines, Ocean View St., Winthrop, Mass. Secretary
 A. W. Spurr, 66 Hammond St. Collector
 T. H. Haines, Ocean View St., Winthrop, Mass. Receiver
 H. E. Stevens, 5 Davis St. Magazine Agent

58. SACRAMENTO; Rocklin, Cal.

Meets in Masonic Hall, every Monday and Thursday at 1:30 P. M.
 C. C. Brown Master
 C. E. Warmington Secretary
 George B. Clark Collector
 M. H. Tuttle Receiver
 Frank J. Peacock Magazine Agent

59. ROYAL GORGE; South Pueblo, Colo.

Meets every Monday evening at 7:30.
 A. M. McMurray, Box 458 Master
 John Gallagher, 27 Block S Secretary
 C. S. Walker, 124 Mechanic St., Pueblo Collector
 M. C. Donnelly, 610 E 3d St., Pueblo Receiver
 John T. Dedersey, Pueblo Magazine Agent

60. UNITED; Philadelphia, Pa.

Meets in Dover Hall, Marshall St., above Susquehanna Ave., alternate Sundays.
 James Wertz, 2013 N 3d St. Master
 B. F. Pettit, 2055 N 9th St. Secretary
 J. R. Race, 521 Diamond St. Collector
 B. F. Pettit, 2055 N 9th St. Receiver
 Chas. H. Reihner, 529 Butler St., Franklinville, Pa. Magazine Agent

61. MINNEHAHA; St. Paul, Minn.

Meets in Druid's Hall, corner Jackson and 7th St., 2d and 4th Sundays.
 James V. Piper, corner Jackson St., and Como Ave. Master
 P. McLaughlin, 76 Sycamore St. Secretary
 H. E. Kemp, 233 Granite St. Collector
 Theo. T. Hart, 709 Tuscarora St. Receiver
 J. F. Mullany, Cor. Como Ave. and Jackson St. Magazine Agent

62. VANBERGEN; Carbondale, Pa.

Meets in Odd Fellows' Hall, cor. 7th and Church
Sts., 2d and 4th Sundays at 3 P. M.,
John P. McCawley, Box 608 Master
U. S. Van Dermark, Box 41 Secretary
W. H. Brokenshire Collector
A. M. Banks, Box 479 Receiver
D. N. Swan Magazine Agent

63. HERCULES; Danville, Ill.

Meets in K. of H. Hall, West Main St., 1st and
3d Sundays.
John Myers, 808 N Jackson St. Master
Bernard Manion Secretary
John Wakely, Box 772 Collector
H. J. Bohn, 501 E Main St. Receiver
T. A. Hudson Magazine Agent

64. SIOUX; Sioux City, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at 2:30
P. M.
D. L. Davenport, 1521 E 6th St Master
James Griffin, 419 Clark St Secretary
Sidney Weir, 506 Iowa St. Collector
D. L. Davenport, 1321 E 6th St Receiver
Warren Bennett Magazine Agent

65. FORT RIDGELY; Waseca, Minn.

Meets in Engineers' Hall, 1st and 3d Sundays.
James B. Newcomer, Winona, Minn. Master
G. Bennett, Box 3 Secretary
J. A. Robinson Collector
W. D. Grimes, Box 488 Receiver
M. J. Fitzpatrick, 821 W 5th St., Winona, Minn Magazine Agent

66. CHALLENGE; Belleville, Ontario.

Meets in B. of L. F. Hall, 2d and 4th Sundays at
2:30 P. M.
Robert Milne, Belleville Station Master
F. C. Link, Belleville Station Secretary
W. J. Logue, Box 9, Belleville Station Collector
Timothy Daly, Jr., Belleville Station Receiver
R. Snell, Belleville Station Magazine Agent

67. DOMINION; Toronto, Canada.

Meets in I. O. O. F. Hall, 2d and 4th Sundays, at
2:30 P. M.
W. Brent, 85 Spadina Ave. Master
Sidney Vaughan, 5 Draper St Secretary
James Pratt, 172 Huron St. Collector
Sidney Vaughan, 5 Draper St. Receiver
Robert Reid, 31 Leonard Ave. Magazine Agent

68. EAU CLAIRE; Altoona, Wis.

Meets 2d and 4th Sundays at 2 P. M.
Martin Duggan Master
Timothy Anglin, Box 12 Secretary
Patrick E. Keating, Box 62 Collector
E. W. Brogan Receiver
Charles Dinneen Magazine Agent

69. ISLAND CITY; Brockville, Ontario.

Meets in the Merrill Block, every Thursday at
7:30 P. M.
Thomas Shields, Box 358 Master
A. W. Dales, Box 206 Secretary
J. G. Goodison, Box 206 Collector
I. J. Beehler, Box 538 Receiver
Francis Flanagan Magazine Agent

70. LONE STAR; Longview, Texas.

Meets in I. O. O. F. Hall, every Tuesday at 2
P. M.
I. H. Stout, Box 411 Master
Lorenzo D. Oden, Box 411 Secretary
Albert N. Oden, Box 411 Collector
Lorenzo D. Oden, Box 411 Receiver
C. W. Slayter, Box, 421 Magazine Agent

71. SUSQUEHANNA; Oneonta, N. Y.

Meets in B. of L. E. Hall, 2d and 4th Sundays at
3 P. M.
Willard Robinson, 6 Mickley Ave. Master
W. W. Rowe Secretary
R. W. Mills Collector
Irvin Baker Receiver
James Walters, 82 W Broadway Magazine Agent

72. WELCOME; Camden, N. J.

Meets at N. E. corner 3d and Federal Sts. 1st and
3d Sundays of each month.
John Colton, 588 Benson St. Master
James L. Gibbs, Collinswood, N. J. Secretary
Garret M. Weston, 565 Bridge St. Collector
James L. Gibbs, Collinswood, N. J. Receiver
G. W. Austerlühl, 437 Mickie St. Magazine Agent

73. BAY STATE; Worcester, Mass.

Meets at 302 Main St., 2d and 4th Sundays.
E. Brewer, 27 Houghton St Master
Charles A. Smith, 124 Central St. Secretary
J. J. Cunningham, 29 Prescott St. Collector
Charles A. Smith, 124 Central St. Receiver
W. N. Holland, 87 Prospect St. Magazine Agent

74. KANSAS CITY; Kansas City, Mo.

Meets in Foresters' Hall alternate Mondays.
D. McDonnell, 2114 Bellevue Ave. Master
J. M. Tierney, Box 73, Station "A" Secretary
R. Haslett, 2117 Madison Ave. Collector
W. B. Roberts, 1722 Holly St. Receiver
G. B. Campbell, Argentine, Ark. Magazine Agent

75. ENTERPRISE; Philadelphia, Pa.

Meets in Erickson's Hall, 3947 Lancaster Ave.,
2d and 4th Sunday afternoons
Chas. I. Hisbing, 916 Belmont Ave Master
C. W. Reeves, 750 N 36th St., West Phila-
delphia Secretary
John Finley, 3601 Fairmount Ave. Collector
C. W. Reeves, 750 N 36th St., West Phila-
delphia Receiver
J. T. Findley, 3604 Fairmount Ave Magazine Agent

76. NEW ERA; Breckenridge, Minn.

Meets in Masonic Hall, 2d and 4th Sundays at 2
P. M.
George W. Sebastian, Box 131, Grand Forks,
Dakota Master
W. C. Hall Secretary
Harry Pearce Collector
W. W. Hurd Receiver
Wm. Pannou, Box 67 Magazine Agent

77. ROCKY MOUNTAIN; Denver, Colo.

Meets in Neef's Hall, 15th St., every Thursday at
7:30 P. M.
Charles D. Lane, 2646 Lawrence St Master
W. F. Brundage, 1216 Larimer St. Secretary
D. L. Marrs, 445 Beecher Ave., N side Collector
W. F. Brundage, 1216 Larimer St Receiver
H. M. Johns, 940 11th St Magazine Agent

78. GOLDEN EAGLE; Sedalia, Mo.

Meets in Hart's Hall, E 13th St., every Thursday
at 7 P. M.
John Laybourne, 318 Engineer St. Master
H. D. Boultt, 1223 E 6th St. Secretary
Edward J. Moore, 109 E Boonville St. Collector
Henry Meyer, 318 Engineer St. Receiver
G. H. Lyons, 318 Engineer St. Magazine Agent

79. J. M. DODGE; Roodhouse, Ill.

Meets in Engineer's Hall, 1st and 3d Mondays
and 2d and 4th Sundays.
John Underwood Master
Charles E. Stone Secretary
Charles E. Stone Collector
Walker Watson Receiver
J. A. Wells Magazine Agent

80. SELF HELP; Aurora, Ill.

Meets over 2d and 28 Broadway, every 2d Sunday
George Goding, 428 Benton St. Master
William Mitchell, 222 Jefferson Ave. Secretary
Frank Richardson, 439 S Broadway Collector
Frank G. Boomer, 95 LaSalle St. Receiver
Chas. Kelly, 308 Fox St. Magazine Agent

81. PINE CITY; Brainerd, Minn.

Meets in I. O. O. F. Hall, 6th St., South, 2d and
4th Sundays 2 P. M.
Emery Scott Master
George Watts, Box 1831 Secretary
W. J. Bain, Box 1763 Collector
Rowland Arundel, Box 569 Receiver
S. W. Green, L. Box 1878 Magazine Agent

92. NORTHWESTERN ; Minneapolis, Minn.

Meets 2d Saturday evening and 4th Sunday afternoon of each month, at 6870 6th St S

Ernest B. Mayo, 424 1st Ave. South . . . Master
W. E. Richmond, 820 N Girard Ave . . . Secretary
Robert J. Watson, 716 4th Ave. North . . . Collector
W. E. Richmond, 820 N Girard Ave . . . Receiver
Ernest B. Mayo, 424 1st Ave. S . . Magazine Agent

93. TRINITY ; Fort Worth, Texas.

Meets in B. of L. F. Hall every Wednesday, at 8 P. M.

I. M. Dean, Box 406 . . . Master
George H. Tucker, Box 406 . . . Secretary
I. M. Dean, Box 406 . . . Collector
J. M. Russ, Box 406 . . . Receiver
J. S. Whitley, Box 406 . . . Magazine Agent

94. CALHOUN ; Battle Creek, Mich.

Meets in Whitcomb's Block, N Jefferson St., 2d and 4th Sundays at 2:30 P. M., and 1st Monday at 7:30 P. M.

E. C. Wilder, 50 South Ave . . . Master
James Burgess, 76 Bennett St . . . Secretary
Frederick Voss, 103 Green St . . . Collector
E. C. Wilder, 50 South Ave . . . Receiver
R. E. James, 269 Marshall St . . Magazine Agent

95. FARGO ; Fargo, Dakota.

Meets 2d and 4th Sundays in I. O. O. F. Hall, corner Robert St. and 2d Ave.

W. W. Sturman, Box 825 . . . Master
Eugene McAuliffe, Box 688 . . . Secretary
Wash. Terrett . . . Collector
R. Roggeveen, 324 13th St. North . . . Receiver
Thomas A. Kelly, Fargo, Dak . . Magazine Agent

96. BLACK HILLS ; Laramie City, Wyoming.

Meets in K. of L. Hall, Friday evening at 7:30.

George W. DeForest, Box 455 . . . Master
James C. Love, Box 517 . . . Secretary
George W. DeForest, Box 455 . . . Collector
William N. Roth, Box 346 . . . Receiver
George M. Harris . . . Magazine Agent

97. SUMMIT ; Rawlins, Wyoming.

Meets in I. O. O. F. Hall, 1st and 3d Thursdays, at 7:30 P. M.

Thomas F. Croake, Box 87 . . . Master
Ed. Smyth . . . Secretary
Charles Sullivan . . . Collector
Frank J. Keefe, Box 152 . . . Receiver
Myles Scallan . . . Magazine Agent

98. MORNING STAR ; Evanston, Wyoming.

Meets in I. O. O. Hall, Thursdays at 7:30 P. M.

J. C. Bowman . . . Master
Kenneth G. McLean, Box 150 . . . Secretary
William L. Gray . . . Collector
J. C. Bowman . . . Receiver
Samuel Carpenter . . . Magazine Agent

99. CHEHAW ; Montgomery, Ala.

Meets every Sunday in K. of P. Hall, over National Bank, Commerce St.

E. L. Cranford, 408 Clay St . . . Master
Ed. Austin, 115 Dexter Ave . . . Secretary
A. F. Grubbs, Box 524 . . . Collector
George I. Fuller, 26 N Perry St . . . Receiver
E. L. Cranford, 408 Clay St . . Magazine Agent

99. SAN DIEGO ; San Bernardino, Cal.

Meets in Odd Fellows' Hall, 1st and 3d Monday evenings.

George A. March, Box 645 . . . Master
F. H. Bennett . . . Secretary
Harvey Smith, Box 645 . . . Collector
J. W. Hilliard, Box 645 . . . Receiver
J. E. Culcy, Box 645 . . . Magazine Agent

91. GOLDEN GATE ; San Francisco, Cal.

Meets corner Valencia and 16th Sts., 1st Sunday at 1 P. M., and 3d Tuesday at 7 P. M.

Wm. Lockwood, 24 Mission Ave . . . Master
Chas. A. Crites, 203 16th St . . . Secretary
W. J. Allen, 24 Julian Ave., near 15th . . . Collector
James Doyle, 537, 18th St . . . Receiver
F. W. McCune, 230 Shotwell St . . Magazine Agent

92. FRONTIER CITY ; Owego, N. Y.

Meets 2d and 4th Sundays in N. Y., O. & W. Ry. Depot.

Charles Spath, 39 W Talman St . . . Master
Myrom H. Counsell, 16 E 5th St . . . Secretary
Myrom H. Counsell, 16 E 5th St . . . Collector
Myrom H. Counsell, 16 E 5th St . . . Receiver
S. C. Forsyth, 166 W Utica St . . Magazine Agent

93. GATE CITY ; Keokuk, Iowa.

Meets in Horn's Hall, corner 8th and Main St., 2d and 4th Sundays at 2 P. M.

John Cronin, corner B and Bluff St . . . Master
Ed. J. Kelly, 519 Ridge St . . . Secretary
Ed. J. Kelly, 519 Ridge St . . . Collector
John H. Carter, 507 Main St . . . Receiver
Henry Montgomery, Centerville, Magazine Agent

94. CACTUS ; Tucson, Arizona.

Meets in B. of L. F. Hall, corner Tool Ave. and Pennington St., every Tuesday at 7:30 P. M.

W. E. Butler, Box 218 . . . Master
Jacob Hettrick . . . Secretary
F. M. Blaney . . . Collector
N. H. Cramer . . . Receiver
W. D. Anderson, Box 218 . . . Magazine Agent

95. CHICAGO ; Chicago, Ill.

Meets at 237 Milwaukee Ave., 2d Tuesday at 8 P. M., and last Sunday of each month, at 9:30 A. M.

D. M. Leavitt, 36 Temple St . . . Master
Vernon L. Culver, 174 N Halstead St . . . Secretary
J. F. Cantlon, 112 Front St . . . Collector
E. W. Wallbaum, 22 Larrabee St . . . Receiver
Wm. R. Stuart, 174 N Halstead St. Magazine Agent

96. ALEXIA ; Wellsville, Ohio.

Meets 1st and 3d Sundays in B. of L. E. Hall, Main St.

G. Leibtag . . . Master
Frank Ray, Box 605 . . . Secretary
William M. King . . . Collector
Joseph Quinn, Box 239 . . . Receiver
John Leibtag, Box 306 . . . Magazine Agent

97. ORANGE GROVE ; Los Angeles, Cal.

Meets at 512 San Fernando St., every Tuesday evening at 7:30.

George C. Morton, Box 72 . . . Master
J. D. DeFrees, Box 72 . . . Secretary
William T. Curl, Box 72 . . . Collector
Ed. Whitney, 46 Ann St . . . Receiver
A. V. Blackburn, 35 Railroad St. Magazine Agent

98. PERSEVERANCE ; Terrace, Utah.

Meets in Engineers' Hall every Tuesday.

R. W. Shields . . . Master
E. G. White . . . Secretary
J. H. Neven . . . Collector
Clarence W. Veasy . . . Receiver
Geo. F. Leidig . . . Magazine Agent

99. ROCHESTER ; Rochester, N. Y.

Meets at No. 31 Market St., every Friday evening.

E. E. Pruyn, 41 1st Ave . . . Master
W. P. Couch, 99 Broadway . . . Secretary
George Kingsley, 22 Upton Park . . . Collector
Mathias S. Dubelbeiss, 94 Bay St . . . Receiver
Jas. Walters, 82 W Broadway . . Magazine Agent

100. ADAIR ; Bowling Green, Ky.

Meets in Wright's Hall, corner Main and Adams Sts., every Monday at 2 P. M.

William Coleman . . . Master
Woods L. Miller, Box 416 . . . Secretary
Woods L. Miller, Box 416 . . . Collector
Wesley Alsop . . . Receiver
Richard A. Potter . . . Magazine Agent

101. ADVANCE ; Creston, Iowa.

Meets in Firemen's Hall, 222 Pine St., every Monday at 7:30 P. M.

J. W. Crouch, Box 288 . . . Master
Frank Giltner . . . Secretary
J. W. Crouch, Box 288 . . . Collector
J. F. Bryan, L Box 319 . . . Receiver
H. H. Carter . . . Magazine Agent

102. CONFIDENCE; East Des Moines, Iowa.

Meets in I. O. O. F. Hall, S. E. corner Sycamore and 6th Sts., alternate Sundays at 2 P. M.
 F. S. Payne, 1221 Court Ave. Master
 C. M. Krull, 717 Lyon St. Secretary
 John Loveless, 1208 Fillmore St. Collector
 J. W. Combs, 1321 Buchanan St. Receiver
 C. M. VanHorn, 225 E 6th St., Des Moines Magazine Agent

103. FALLS CITY; Louisville, Ky.

Meets in Colgan's Hall, corner 10th and Walnut Sts., every Thursday at 2 P. M.
 William C. Abbey, 1017 Story Ave. Master
 James J. Lawson, 1108 12th St. Secretary
 John B. Reynolds, 1017 13th St. Collector
 James J. Lawson, 1108 12th St. Receiver
 John H. Patrick, 939 10th St. Magazine Agent

104. "OLD KENTUCKY;" Ludlow, Ky.

Meets in I. O. O. F. Hall, 1st and 3d Thursdays at 7:30 P. M.
 Frank Robertson Master
 M. J. Connelly Secretary
 Charles Heimberger Collector
 Frank Robinson Receiver
 Charles Heimberger Magazine Agent

105. PROGRESS; Galesburg, Ill.

Meets in B. of L. E. Hall every Thursday evening at 7:30 P. M.
 William Heath, 351 E Main St. Master
 J. L. Nelson, 327 N Seminary St. Secretary
 J. L. Nelson, 327 N Seminary St. Collector
 M. J. Buckley, 122 W Knox St. Receiver
 C. G. Nelson, 522 Seminary St. Magazine Agent

106. KEY CITY; Dubuque, Iowa.

Meets over Master Mechanic's office, 2d and 4th Sundays at 2 P. M.
 Joseph Chaloupka, 1470 Cedar St. Master
 D. W. Mason, 438 High St. Secretary
 Joseph Chaloupka, 1470 Cedar St. Collector
 Laverett Douglass, 993 Garfield Ave. Receiver
 Edward A. Forster 438 High St. Magazine Agent

107. ECLIPSE; Gallon, Ohio.

Meets in Zimmerman's Hall every Wednesday night.
 August Gerhart, Box 196 Master
 W. G. Morgan Secretary
 C. D. Hoyt Collector
 J. A. Farnsworth, Box 283 Receiver
 George Canaan, Box 386 Magazine Agent

108. PIONEER; Chama, New Mexico.

Meets in D. & R. G. Passenger Depot, every Wednesday at 7:30 P. M.
 Geo. A. Riddle Master
 Edward Bradley Secretary
 Frank Wilson Collector
 Herman Berndt, Durango, Colo. Receiver
 John A. Simon Magazine Agent

109. PEACE; St. Louis, Mo.

Meets in Summit Hall, corner Ewing Ave. and Market St., 2d and 4th Fridays of each month at 7:30 P. M.
 W. M. White, 944 Chouteau Ave. Master
 J. L. Pate, 2919 Caroline St. Secretary
 Charles Durnell, 1303 S Compton Ave. Collector
 J. L. Pate, 2919 Caroline St. Receiver
 J. L. Pate, 2919 Caroline St. Magazine Agent

110. OLD GUARD; Bucyrus, Ohio.

Meets in Engineers' Hall, cor. Sandusky & Mansfield St., every 2d and 4th Sundays at 2 P. M.
 J. R. Gordon, L Box 235 Master
 C. P. Collins, Corning, O. Secretary
 William Fitzmaurice Collector
 W. C. Bruce Receiver
 C. P. Collins, Corning, O. Magazine Agent

111. BEACON; Mattoon, Ill.

Meets in K. of L. Hall, Sunday at 2:30 P. M.
 C. J. Singleton, L Box 835 Master
 T. F. Barrett, Box 127 Secretary
 F. W. Neidheiser Collector
 C. J. Singleton, L Box 835 Receiver
 George S. Norris Magazine Agent

112. EVENING STAR; Mr. Vernon, Ill.

Meets in Helserman's Hall, 1st and 3d Tuesdays at 7:30 P. M.
 S. R. Wild Master
 John C. Branham Secretary
 John C. Branham Collector
 E. F. Lynch Receiver
 G. T. Colvin Magazine Agent

113. CLARK-KIMBALL; Pocatello, Idaho.

Meets in Masonic Hall every Monday at 7:30 P. M.
 W. J. Ingling Master
 Ed. Anderson Secretary
 John H. Shannon Collector
 Frank Walton, Allerdice, Mont Receiver
 John Futz Magazine Agent

114. MAGIC CITY; Cheyenne, Wyoming.

Meets in Engineers' Hall, Idleman's Block, every Wednesday at 8 P. M.
 John F. Bingham, Box 250 Master
 Thomas O. Jones, Box 250 Secretary
 Thomas O. Jones, Box 250 Collector
 Ernest Heenan, 1010 Central Ave. Receiver
 James J. Keelan Magazine Agent

115. GULF CITY; Galveston, Texas.

Meets 1st and 3d Wednesdays in the Temple of Honor.
 H. L. Briggs, Cor. 8th and Market Sts. Master
 Charles F. Harritt, W Ave. L, bet. 35th and 36th Sts. Secretary
 G. E. Labbit, 76 W Ave. and L Sts. Collector
 H. L. Briggs, Cor. 8th and Market Sts. Receiver
 Wm. Powell, N E Cor. 39th St. and Broadway Magazine Agent

116. ST. CLAIRE; Fort Gratiot, Mich.

Meets in Engineers' Hall, 1st and 3d Sundays at 1:30 P. M.
 William Dingwall, 2004 Stone St., Port Huron, Mich. Master
 R. S. Gee, 1604 Poplar St., Port Huron Secretary
 R. S. Gee, 1604 Poplar St., Port Huron Collector
 E. G. Hubbard, Box 127 Receiver
 J. J. Jackson, 2202 Stone St., Port Huron, Mich. Magazine Agent

117. BEAVER; London, Ontario.

Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.
 Edwin S. Chapman, 151 Clarence St. Master
 George Black, 460 Simcoe St. Secretary
 S. T. Fletcher, 221 Maitland St. Collector
 John Dickson, 367 Simcoe St. Receiver
 Robert Lister, 411 Hill St. Magazine Agent

118. STAR OF THE EAST; Richmond, Quebec.

Meets in Pearson's Hall every Wednesday at 7:30 P. M., and 1st and 3d Sundays at 2 P. M.
 R. A. Leonard Master
 Geo. A. Pearson, Richmond Station Secretary
 Geo. A. Pearson, Richmond Station Collector
 John Kelly, Richmond Station Receiver
 Geo. A. Pearson, Richmond Station, Magazine Agent

119. COLONIAL; River du Loup, Quebec.

Meets Wednesday and Thursday nights, alternately, in English School Room.
 W. H. Rougean, River du Loup Station Master
 Louis D. Poulin, I. C. Ry. Station Secretary
 Louis D. Poulin, I. C. Ry. Station Collector
 W. H. Rougean, River du Loup Station Receiver
 W. H. Rougean, River du Loup Station Magazine Agent

120. FORTUNE; Syracuse, N. Y.

Meets in C. M. B. A. Hall, Cor. Fayette and Salina Sts., 1st and 3d Sundays at 3 P. M. and 2d and 4th Tuesdays at 7 P. M.
 E. F. McNulty, 266 W Fayette St. Master
 Simon Mangun, 196 Shonnard St. Secretary
 L. G. Rousson, 161 Richmond St. Collector
 F. H. Livingston, 50 Jackson St. Receiver
 A. D. Collins, 6 Fitch St. Magazine Agent

- 121. FELLOWSHIP; Corning, N. Y.**
Meets in Odd Fellows' Hall, 1st and 3d Sundays of each month at 3 P. M.
James F. Roody Master
Isiah B. Wolcott, 2 Magee St. Secretary
Isiah B. Wolcott, 2 Magee St. Collector
E. E. Everts, 150 E Erie Ave. Receiver
Chas. J. Boylan Magazine Agent
- 122. FEDERATION; Pana, Ill.**
Meets in Woodmen's Hall, 1st and 3d Sundays at 2:30 P. M.
Charles Roley Master
W. D. Stokes, L Box 18 Secretary
Wm. J. Miller Collector
Thos. H. Crowner Receiver
A. C. Reiff Magazine Agent
- 123. OVERLAND; Omaha, Neb.**
Meets in K. of P. Hall, Cor. 14th and Douglass Sts., every Wednesday at 8 P. M.
William Dolan, 1123 S 7th St. Master
E. S. Emmons, 1820 Mason St. Secretary
William Anderson, 811 Pacific St. Collector
Albert Cole, 636 S 17th St. Receiver
William A. Cummings, 1306 S 12th St. Magazine Agent
- 124. PILOT; Perry, Iowa.**
Meets in Odd Fellows' Hall, 2d and 4th Sundays at 9:30 P. M.
H. A. Draper Master
Wm. L. Johnston, Box 554 Secretary
H. C. DeGroat Collector
B. W. Zilly Receiver
E. G. Benson Magazine Agent
- 125. GUIDE; Marshalltown, Iowa.**
Meets in B. of L. F. Hall, S Center St., 2d and 4th Sundays.
W. M. Gallup, 512 S 3d St. Master
J. P. Boyce, 311 W Nevada St. Secretary
J. S. Smodes, 307 S Center St. Collector
J. M. Larimer, 307 S 3d Ave. Receiver
J. O. Rose, 410 W Church St. Magazine Agent
- 126. COMET; Austin, Minn.**
Meets in Hays' Hall, 1st and 3d Mondays and 2d and 4th Sundays.
J. A. Harriman Master
A. B. Lawrence, Box 473 Secretary
J. E. Gilbert Collector
Oliver C. Cornforth Receiver
C. J. Erickson Magazine Agent
- 127. NORTHERN LIGHT; Winnipeg, Manitoba.**
Meets in Assinaboine Hall, 133 Ross St., 1st Tuesday and 3d Sunday.
John Wellington, 14 Patrick St. Master
W. H. Woods, 14 Patrick St. Secretary
Thomas Reese, 226 McWilliams St. Collector
J. G. Jonah, 226 McWilliams St. Receiver
George M. Vansickle, 31 Isabel St. Magazine Agent
- 128. LANDMARK; Glendive, Montana.**
Meets in Coleman's Hall, every Tuesday at 7 P. M.
Arthur Todd Master
James McKenzie, Box 55 Secretary
Martin E. Colbert, Box 55 Collector
James McKenzie, Box 55 Receiver
J. C. Sorenson Magazine Agent
- 129. MINERAL KING; Escanaba, Mich.**
Meets in B. of L. E. Hall 2d and 4th Sundays at 1 P. M.
Richard Letcher, Box 123 Master
James S. Hill, L Box 116 Secretary
George H. Valentine, Box 511 Collector
J. S. Rogers, Box 622 Receiver
William Finnegan Magazine Agent
- 130. GUIDING STAR; Milwaukee, Wis.**
Meets in Engineers' Hall, 2d and 4th Sundays at 2 P. M.
Thomas Dwyer, 335 Jackson St. Master
Bernard J. Fahl, cor. 34th and Wells St. Secretary
Frank E. Search, 436 Barclay St. Collector
Con. S. McAuliffe, 561 Washington St. . Receiver
James D. Dwyer, 99 6th St. Magazine Agent
- 131. GOLDEN RULE; Stevens Point, Wis.**
Meets in Redfield's Hall, 1st and 3d Fridays at 7:30 P. M., and 2d and 3th Sundays at 2:30 P. M.
Arthur T. Willett Master
George L. Gearhart Secretary
A. R. Johnson, Box 8 Collector
R. J. Luxan, Box 396 Receiver
R. J. Luxan, Box 396 Magazine Agent
- 132. MARVIN HUGHITT; Eagle Grove, Iowa.**
Meets in Opera House, 1st and 3d Sundays and last Wednesday at 2 P. M.
Fisher Wressell, Box 13 Master
W. R. Hammond, Box 408 Secretary
James H. Long, Box 6 Collector
John H. Howell Receiver
E. G. Bates Magazine Agent
- 133. SPRAGUE; Sprague, Washington, Ty.**
Meets in Postoffice Hall, 2d and 4th Sundays at 7 P. M.
J. D. Irby, Box 10 Master
H. A. Moore, Box 10 Secretary
A. E. Bowman, Box 10 Collector
Arthur Herlder, Pasco Receiver
J. C. Smith Magazine Agent
- 134. EASTMAN; Farnham, Quebec.**
Meets 1st and 3d Sundays and 2d and 4th Mondays.
E. W. Gibson Master
H. E. Cowan Secretary
J. H. Cunningham Collector
E. W. Gibson Receiver
Louis Lepine Magazine Agent
- 135. NEW YEAR; El Paso, Texas.**
Meets in Firemen's Hall, 1st and 3d Tuesdays at 7 P. M.
Colin McArthur Master
F. L. Fitch Secretary
William T. Fields Collector
Colin McArthur Receiver
W. P. Sirsion Magazine Agent
- 136. J. SCOTT; Lindsay, Ontario.**
Meets in S. O. E. Hall, alternate Saturdays at 7:30 P. M.
Laughlin McIntosh, Box 454 Master
Robert N. Johnston, Box 454 Secretary
Joseph Kelcher, Box 454 Collector
J. Jeterles, Box 454 Receiver
Jos. Kelcher Magazine Agent
- 137. PROTECTION; Eldon, Iowa.**
Meets in K. of P. Hall, 2d and 4th Sundays at 2:30 P. M.
C. W. Friend Master
J. T. Hull, Box 196 Secretary
George W. Trott, Box 185 Collector
A. Shunterman Receiver
Geo. W. Wright Magazine Agent
- 138. UNION; Freeport, Ill.**
Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.
Thomas Cummsford Master
Samuel Shaunnassy, 16 Crocker St. Secretary
Samuel Shaunnassy, 16 Crocker St. Collector
George Showalter Receiver
George Showalter Magazine Agent
- 139. MT. WHITNEY; Tulare, Cal.**
Meets in Schultz's Hall, 1st and 3d Sundays and 2d and 4th Fridays at 2 P. M.
Clark Hewitt, Box 233 Master
George E. Landes, Box 31 Secretary
G. G. Hutchings Collector
George E. Landes, Box 31 Receiver
Frank Zuber Magazine Agent
- 140. MOUNT OURAY; Salida, Colo.**
Meets in Fraternity Hall every Monday at 7:30 P. M.
G. W. Miller Master
C. C. Warman, Box V Secretary
J. W. Hardy, L Box 599 Collector
Henry Wise, L Box 599 Receiver
N. A. Worden, Box 130 Magazine Agent

141. A. G. PORTER; Fort Wayne, Ind.

Meets in Grand Army Hall every Wednesday at 7:30 P. M.

A. J. Kohler, 461 Calhoun St. Master
Patrick C. Lupton, 33 E Williams St. Secretary
J. H. Westernman, 20 Buchanan St. Collector
W. R. Fredericks, 415 S Lafayette St. Receiver
T. E. Short, 29 Boone St. Magazine Agent

142. C. R. WHIPPLE; Toledo, Ohio.

Meets in Johnson's Hall, 1st and 3d Sundays at 1:30 P. M., and 2d and 4th Thursdays at 7 P. M.
Henry Harms, 446 Forte St., E Toledo Master
Fred. E. Bittman, 713 S Erie St. Secretary
George Bittman, 713 S Erie St. Collector
Fred. E. Bittman, 713 S Erie St. Receiver
B. I. Ross, Penn. Eng. House Magazine Agent

143. E. C. FELLOWS; West Oakland, Cal.

Meets in Pythian Hall, 1050 Broadway, every Monday, at 7:30 P. M.
T. J. Roberts, 752 Willow St. Master
R. H. Potts, 1792 7th St. Secretary
Ed. Johnson, 1714 4th St. Collector
T. J. Roberts, 752 Willow St. Receiver
C. Sellander, 963 4th Ave., East Oakland, Cal Magazine Agent

144. SUGAR LOAF; Campbellton, New Brunswick.

Meets in Patterson's Hall, I. C. R. Depot, 2d Sundays at 9 A. M., and 4th Sunday afternoons.
William A. Thompson Master
William Hamilton Secretary
James Thompson Collector
John Deveraux Receiver
William Smallwood Magazine Agent

145. DAVY CROCKET; San Antonio, Texas.

Meets in Jonas' Hall, 601 Austin St. every Tuesday at 8 P. M.
R. D. Wallace, 818 Ave. D. Master
Edward Beere, 320 Austin St. Secretary
O. H. Cole, 1112 Ave. D. Collector
Edward Beere, 320 Austin St. Receiver
J. D. Kennedy, 815 Ave. D. Magazine Agent

146. BAYOU CITY; Houston, Texas.

Meets 1st and 3d Mondays at 7 P. M., and 4th Mondays at 2 P. M.
John F. Broughton, S. P. Shops Master
J. P. Monaghan, N. W. cor. Vine and Shea Sts. Secretary
H. A. Spear, S. P. Shops Collector
D. M. Moody, 109 Elysian St. Receiver
D. M. Moody, 109 Elysian St. Magazine Agent

147. MIDLAND; Temple, Texas.

Meets every Monday at 8 P. M.
John McBride, Box 105 Master
T. J. Robbins, Box 105 Secretary
James Conney, Box 105 Collector
Howard Covington, Box 105 Receiver
H. Sims, Box 105, Temple, Tex. Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.

Meets in K. of P. Hall, every Friday at 1:30 P. M.
W. F. Thompson, Box 416 Master
S. F. James, Box 416 Secretary
J. R. Faskell, Box 416 Collector
Ed. Kendrick, Box 416 Receiver
David Tipton, Box 416 Magazine Agent

149. JUST IN TIME; New York, N. Y.

Meets at 110 East 125th St., 2d and 4th Saturdays at 8 P. M.
James F. Hough, 1124 Ave. A. Master
P. A. Donahue, 311 W 55th St. Secretary
Robert T. Roscoe, 1958 3d Ave Collector
P. A. Donahue, 311 W 55th St. Receiver
Charles Johnson, 313 E 120th St. Magazine Agent

150. S. M. STEVENS; Marquette, Mich.

Meets in Mack's Hall, cor. Washington and 3d Sts., 2d and 4th Sundays at 2 P. M.
Arthur C. Bishop, 146 Main St. Master
Fred. Fletcher, 212 Garden St. Secretary
John Munroe Collector
Wm. D. Reany, 416 W Washington St. Receiver
Wm. J. Turner Magazine Agent

151. MAPLE LEAF; Hamilton, Ontario.

Meets 1st and 3d Sundays at 2:30 P. M.
Alexander McGilvery, N. & N. W. Shops Master
J. E. Painter, 135 John St. N. Secretary
William F. Baines, 118 Queen St., N. Collector
Robert Martin, 15 Mayhill St. Receiver
William Broughton, 14 Inchbury St., S. Magazine Agent

152. NORTH POLE; West Bay City, Mich.

Meets in Royal Arcumn Hall, 1st and 3d Sundays.
Patrick J. Roach, Box 845 Master
Frank E. Ayers, Box 104 Secretary
Fred. C. McDonald Collector
John Hatchard, Box 377 Receiver
Frank E. Ayers, Box 104 Magazine Agent

153. H. C. LORD; Fort Scott, Kansas.

Meets in I. O. O. F. Hall, Market St., between Wall and 1st Sts.
H. L. Wright, 11 S Barbee St. Master
J. M. Parmley, 618 Wall St. Secretary
J. M. Parmley, 611 Wall St. Collector
C. T. Helman, 114 N Broadway Receiver
J. M. Parmley, 618 Wall St. Magazine Agent

154. McKEEN; Ottawa, Kansas.

Meets in K. of P. Hall, on 2d and 4th Sundays 2 P. M.
Chas. C. Northway, 916 N Oak St. Master
E. Eshnaur, 629 N Poplar St. Secretary
J. E. Flint, 128 N Cedar St. Collector
M. A. Lea, 903 N Hickory St. Receiver
James M. Jones, Chanute, Kan. Magazine Agent

155. J. F. BINGHAM; New York, N. Y.

Meets in Schrader's Hall, 147 W 32d St., 1st Saturday at 8 P. M., and 3d Sunday at 10 A. M.
Ed. S. Wetherbee, 417 W 48th St. Master
William J. Campbell, 2632 8th Ave. Secretary
William J. Campbell, 2632 8th Ave. Collector
S. Baines, 824 Quincy St., Brooklyn Receiver
William P. Green, Dutchkill P. O., Long Island City, N. Y. Magazine Agent

156. NECHES; Palestine, Texas.

Meets in Engineers' Hall every Saturday night.
L. T. Branham, Box 256 Master
O. A. Stetzel, Box 256 Secretary
T. C. Imrie, Box 256 Collector
R. F. Wright, Box 256 Receiver
J. C. Potter Box 256 Magazine Agent

157. ECHO; Peru, Ind.

Meets in Echo Hall 1st and 3d Sundays at 2 P. M., and 2d and 4th Tuesdays at 7 P. M.
B. E. Flaherty Master
H. P. Matthews, L Box 201 Secretary
H. P. Matthews, L Box 201 Collector
B. E. Flaherty Receiver
G. H. Smith Magazine Agent

158. STANDARD; Detroit, Mich.

Meets at No. 47 Monroe Ave., up stairs, 2d and 4th Sundays at 1:30 P. M.
Alban Doane, W Detroit St. Master
A. Edmiston, 298 Riopelle St. Secretary
Louis Groscaup, 251 Labrosse St. Collector
Ed. Heidenrich, 124 Hastings St. Receiver
Peter Sewell, 199 Orleans St. Magazine Agent

159. W. H. THOMAS; Nashville, Tenn.

Meets in Simmons' Hall, cor. Summer and Union Sts., every Monday at 9 A. M.
Ed. G. Junk, 1213 S Market St. Master
D. J. Singleton, 471 Humphrey St. Secretary
J. H. Bullentine, N. C. & St. L. Round House Collector
J. L. Enoch, 233 Marks St. Receiver
L. Sudekum, cor. Market and Chestnut Sts. Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.

Meets in A. O. U. W. Hall, 3d and Main Sts., 2d and 4th Sundays at 2 P. M.
 Frank W. Hunter, 1044 Main St. Master
 Ed. A. McGriff, 17 Chandler Ave. Secretary
 Ed. A. McGriff, 17 Chandler Ave. Collector
 John K. Taylor, 100 Lincoln Ave. Receiver
 John Z. Fairchild, 516 Upper 11th St.,
 Magazine Agent

161. HERALD; Burlington, Iowa.

Meets in Knights of Pythias Hall every other Sunday at 2 P. M.
 J. A. Richards, 1117 S 8th St. Master
 W. A. Flannery, 1212 N 8th St. Secretary
 S. J. Eccles, 906 Angular St. Collector
 J. D. Hawksworth, 2003 Madison St. Receiver
 W. A. Flannery, 1212 N 8th St. Magazine Agent

162. PROSPECT; Elkhart, Ind.

Meets in B. of L. F. Hall, 505 Main St., every Tuesday night 7:30, and 1st Sunday at 2 P. M.
 D. F. Wagner, 206 4th St. Master
 W. F. Howard, 1200 S Main St. Secretary
 D. F. Wagner, 206 4th St. Collector
 William J. Hunt, 104 Prairie St. Receiver
 Charles White, 1008 S Main St. Magazine Agent

163. ETNA; Pine Bluff, Ark.

Meets in Masonic Hall, every Friday at 7 P. M.
 Charles McWilson, Box 56 Master
 D. B. Rathfon, Box 56 Secretary
 H. Peele, 718 E 3d Ave. Collector
 D. B. Rathfon, Box 56 Receiver
 O. J. Holmes Magazine Agent

164. KEL RIVER; Butler, Ind.

Meets Tuesday evenings in I. O. O. F. Hall, on Broadway.
 R. H. Moeshammer, 19 20th St., Detroit, Mich. Master
 C. E. Blair Secretary
 R. H. Moeshammer, 19 20th St., Detroit, Mich. Collector
 John J. Derck, Box 902 Receiver
 Ed. Eldridge Magazine Agent

165. ROBERT ANDREWS; Andrews, Ind.

Meets in Firemen's Hall every Monday at 7 P. M.
 J. E. Brombaugh Master
 James Van Riper Secretary
 George B. Richardson Collector
 Albert I. Routh Receiver
 J. N. Wright Magazine Agent

166. WM. HUGO; Huntington, Ind.

Meets in Engineer's Hall, 1st and 3d Wednesdays and 2d and 4th Tuesday at 7 P. M.
 Jacob A. Hoover Master
 James W. VanEman, Box 483 Secretary
 John S. Dolan, Box 915 Collector
 C. E. Wallace, L Box 993 Receiver
 A. W. Beaver, Box 529 Magazine Agent

167. MOUNT HOOD; The Dalles, Oregon.

Meets in K. of P. Hall, 1st and 3d Wednesdays at 2 P. M., and 2d and 4th at 7 P. M.
 John Anderson Master
 N. B. Whyers Secretary
 H. P. Smith, L Box 347 Collector
 James W. Ashton Receiver
 H. P. Smith, L Box 347 Magazine Agent

168. GUARD RAIL; North La Crosse, Wis.

Meets in B. of L. F. Hall, 129 Rose St., 1st and 3d Sundays at 2 P. M., and 2d and 4th Mondays at 7:30 P. M.
 J. Moriarity, Portage, Wis. Master
 Frank Krouse, Box 206, Portage, Wis. Secretary
 George Brewer, 403 cor. Avon and Gould St., La Crosse, Wis. Collector
 Frank Krause, Box 206, Portage, Wis. Receiver
 Frank Krause, Box 206, Portage, Wis. Magazine Agent

169. H. G. BROOKS; Hornellsville, N. Y.

Meets in Washington Hall, Broad St., every Monday at 7:30 P. M.
 W. E. Smith, 22 Taylor St. Master
 C. F. Stone, 6 South Division St. Secretary
 H. H. Sweet, 26 Erie Ave. Collector
 A. H. Spencer, 18 Elm St. Receiver
 C. S. Graham, 31 S Division St. Magazine Agent

170. PRAIRIE; Huron, Dakota.

Meets in Odd Fellows' Hall on 2d and 4th Sundays at 3 P. M.
 George E. White, 357 E 3d St. Master
 Frank Booth, Room 1, Houghton blk. Secretary
 John J. Conley, Box 899 Collector
 John Mills, 651 Beach St. Receiver
 William A. Brown Magazine Agent

171. SUNBEAM; Truro, Nova Scotia.

Meets in Caledonia Hall 2d Saturdays and 4th Thursdays.
 L. D. King Master
 Hugh Fraser Secretary
 Frederick Geddes, Box 167 Collector
 T. W. Hennessy, Box 167 Receiver
 R. A. Sutherland, Box 173 Magazine Agent

172. F. G. LAWRENCE; Ottawa, Ontario.

Meets alternate Sundays in Manchester Hall, cor. Sparks and Wellington Sts.
 Horatio Hymers, Rochester, Ont. Master
 J. G. Armstrong, Richmond Lodge Secretary
 F. W. Morrison, C. P. R. Shops Collector
 Hugh Handyside, Hintonbury, via Ottawa, Ont. Receiver
 Mills Foster, 544 Wellington St. Magazine Agent

173. PACIFIC; Winslow, Arizona.

Meets in B. of L. F. Hall, every Sunday at 7:30 P. M.
 Simeon Frost Master
 Isaac C. Hustis Secretary
 John C. Bull, Williams, Ariz. Collector
 C. F. Evans, Albuquerque, New Mex. Receiver
 Elmer E. Ward, Albuquerque, New Mex. Magazine Agent

174. HARRISBURG; Harrisburg, Pa.

Meets cor. 3d and Cumberland Sts., over Merchant's Bank, 2d and 4th Sundays at 1 P. M.
 H. S. Gingrich, 1413 Wallace St. Master
 H. O. Motter, 1720½ N Third St. Secretary
 H. J. Roberts, 503 Riley St. Collector
 William Blessing, 422 Riley St. Receiver
 H. S. Gingrich, 1413 Wallace St. Magazine Agent

175. TAYLOR; Newark, Ohio.

Meets in O. R. C. Hall at 12½ N 2d St., every Wednesday at 7 P. M.
 A. A. Hickerson, 283 E. Main St. Master
 James Kelsey, 348 E. Main St. Secretary
 John Callahan, 118 Valandingham St. Collector
 Lorin C. Hogue, 58 N Arch St. Receiver
 C. D. Tomlinson, 179 S 4th St. Magazine Agent

176. MAIN LINE; Clinton, Ill.

Meets in Warner's Hall, 1st and 3d Wednesday evenings.
 A. G. Turley, Box 61 Master
 W. F. Gorman, Box 205 Secretary
 W. F. Gorman, Box 205 Collector
 C. H. Porter, Box 41 Receiver
 C. H. Porter, Box 41 Magazine Agent

177. SUNSET; Marshall, Texas.

Meets in Firemen's Hall, every Thursday at 7:30 P. M.
 T. P. Davis Master
 H. M. Worthington, Box 184 Secretary
 William Kane Collector
 T. P. Davis Receiver
 H. M. Worthington, Box 184 Magazine Agent

178. SALT LAKE; Salt Lake City, Utah.

Meets in Emporium Hall Tuesdays, at 8 P. M.
 Leonard W. Kessler, 223 N 3d St. W. Master
 E. W. Foote, 466 W 3d South St. Secretary
 Richard Mace, D. & R. G. Shops Collector
 W. C. Wightman, 50 N 3d St. W. Receiver
 J. F. Keim, D. & R. G. Round House, Magazine Agent

179. BEE-HIVE; Lincoln, Neb.

Meets in K. of P. Hall, 2d and 4th Sundays.
 J. W. Barber, 901 N 15th St. Master
 J. K. Robinson, 718 H St. Secretary
 J. W. Barber, 901 N 15th St. Collector
 J. K. Robinson, 718 H St. Receiver
 E. L. Fuller, Box 632 Magazine Agent

180. THREE STATES; Cairo, Ill.

Meets cor. 12th St. and Washington Ave., 2d and 4th Sundays.
 M. J. Kiley, 714 Cedar St. Master
 Robert Stevenson, 438 8th St. Secretary
 David Meehan, I. C. R. R. Shops Collector
 M. J. Kiley, 714 Cedar St. Receiver
 Robert Stevenson, 438 8th St. Magazine Agent

181. WELLINGTON; Palmerston, Ontario.

Meets in Odd Fellows' Hall, 1st and 3d Sundays at 2 P. M.
 Wilson Munro Master
 James Combs Secretary
 Alexander Dunbar Collector
 James Nicholson Receiver
 Alexander Dunbar Magazine Agent

182. GOOD INTENT; Erie, Pa.

Meets in Firemen's Hall, Zuck's Block, 1st and 3d Tuesdays.
 H. E. Hilliker, Miles' Grove Master
 A. H. Gifford, 1815 Myrtle St. Secretary
 A. H. Gifford, 1815 Myrtle St. Collector
 William Fitzmorris, 63 W 13th St. Receiver
 Charles Fitzmorris, 63 W 13th St. Magazine Agent

183. LAKE SHORE; Collinwood, Ohio.

Meets in Engineers' Hall alternate Thursdays at 7 P. M., and alternate Tuesdays at 1:30 P. M.
 W. F. Storey, Box 278 Master
 W. R. Rosekrans, Box 108 Secretary
 W. T. Wade, 49 Maplewood Ave Collector
 H. I. Miller, 133 W 13th St. Receiver
 D. A. Carver, Box 301 Magazine Agent

184. LIMA; Lima, Ohio.

Meets every Sunday at 1:30 P. M., in Irish Block.
 E. L. Melhorn Master
 M. R. Lacy Secretary
 Joseph Bowsher, 496 S Tanner St. Collector
 John E. Myers, 639 S Main St. Receiver
 S. H. Harting, 601 N Union St. Magazine Agent

185. FIDELITY; Delphos, Ohio.

Meets in Beyer's Hall every Sunday at 2 P. M.
 W. S. Miller, Box 311 Master
 Arthur T. Hogarth, Box 153 Secretary
 J. B. Grove, Box 143 Collector
 F. A. Drolett, Box 153 Receiver
 J. B. Grove, Box 143 Magazine Agent

186. CHAMBERLIN; Chicago, Ill.

Meets in Walther's Hall, 3934 State St., 1st and 3d Sundays of each month.
 J. E. Callaghan, 2538 Butterfield St. Master
 Jas. Manning, Wabash Roundhouse, 41st St. Secretary
 George M. Blackburn, Wabash Roundhouse, 41st St. Collector
 Frank Lamb, 4085 Butterfield St. Receiver
 Sherman Alsop, Wabash Roundhouse, 41st St. Magazine Agent

187. LITTLE GIANT; Charleston, Ill.

Meets in Firemen's Hall, 1st and 3d Sundays at 2:30 P. M.
 Harry Douglass, Box 142 Master
 Charles V. Wilson Secretary
 Frederick L. Patton Collector
 John F. McDougle Receiver
 Morgan Callahan Magazine Agent

188. S. S. MERRILL; Chicago, Ill.

Meets cor. Western Ave. and Indiana St., 1st and 3d Sundays at 2 P. M.
 James Taylor, 10½ Artesian Ave. Master
 Wm. O. Cleveland, 100 Washtenaw Ave., Secretary
 Chas. Benjamin, 49 Maplewood Ave. Collector
 George Ford, 15 Southwestern Ave. Receiver
 Jas. H. Mason, 76 Artesian ave. Magazine Agent

189. BALDWIN; Ft. Howard, Wis.

Meets in Narris' Block, Green Bay, Wis., 2d and 4th Sundays.
 H. L. Nichols Master
 D. E. Hogan, Box 87 Secretary
 Jay Parkinson, Box 373, Green Bay, Wis., Collector
 Martin Sheehy Receiver
 George Shequin Magazine Agent

190. FERGUSON; Mitchell, Dakota.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M.
 Emmet Wentworth, Box 102, Sanborn, Ia., Master
 Albert D. Perry, Box 727 Secretary
 William Phillips, Box 731 Collector
 Oscar W. Merwin, Box 717, Sanborn, Iowa Receiver
 Edward Smith, Sanborn, Iowa Magazine Agent

191. CUSTER; Livingston, Montana.

Meets in Thompson's Hall every Wednesday at 7:30 P. M.
 Wm. T. Field Master
 George N. Martin, L Box 16 Secretary
 C. E. Huffman Collector
 Hannibal Mayhew, Box 162, Billings Receiver
 J. Martin, L Box 16 Magazine Agent

192. MT. TACOMA; Tacoma, Washington Ter.

Meets in Mason Block, 1st and 3d Thursdays at 7:30 P. M.
 Fred. L. Dexter, 1718 D St. Master
 John Cartwright, Box 222 Secretary
 Frank S. Stevens, 120½ A. St. Collector
 Phillip Green, 1526 R. R. St. Receiver
 William F. Lawton, 1702 Jefferson St. Magazine Agent

193. J. B. MAYNARD; East Portland, Oregon.

Meets in Ross's Hall, 2d and 4th Sundays.
 J. R. Clark Master
 H. W. Hall, Box 287 Secretary
 D. J. Byrne, Box 287 Collector
 H. W. Hall, Box 287 Receiver
 Wm. A. Ransom, Box 287 Magazine Agent

194. BONAZZA; Missoula, Montana.

Meets in I. O. O. F. Hall 1st and 3d Thursdays.
 E. L. Hollister, Box 124 Master
 Charles S. Cranston, Box 107 Secretary
 W. F. Copenhagen, 1537 Rose Ave. Collector
 Charles S. Cranston, Box 107 Receiver
 Samuel Gardner Magazine Agent

195. RE-ECHO; Montpelier, Idaho.

Meets in Montpelier Hall, Fridays at 7:30 P. M.
 Michael Malone Master
 Peter Layng Secretary
 James Duffy Collector
 Martin King, Glenns Ferry Magazine Agent

196. CLOUD CITY; Leadville, Colo.

Meets in B. of L. F. Hall, 125 E 6th St., every Friday at 8 P. M.
 H. A. Huddleston, Box 330 Master
 J. C. Hale, Box 330 Secretary
 Daniel Givens Collector
 Jacob Switzer, Box 330 Receiver
 Harry C. Newell, 214 E 10th St. Magazine Agent

197. RIVERSIDE; Savanna, Ill.

Meets 1st and 3d Sunday of each month.
 Clarence Latham, Box 446 Master
 Ira M. Hurless, Box 79 Secretary
 Ira M. Hurless, Box 79 Collector
 William K. Lord, Box 147 Receiver
 F. L. Collier, Sabula, Iowa Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.

Meets 1st and 3d Sundays.
 V. C. Fitzsimmons, 35 Newton St. Master
 H. P. Bayley, 152 Whitlsey Ave. Secretary
 James Burns, 44 State St. Collector
 W. Y. Dennis, 37 W Seminary St. Receiver
 H. G. Ferris, 35 Newton St. Magazine Agent

199. MAHONING; Youngstown, Ohio.

Meets every other Sunday evening in Union Veterans Hall, Federal St.
 John B. Reese, 1235 Enma St. Master
 W. B. Wiseman, Oak St. Secretary
 W. B. Wiseman, Oak St. Collector
 H. W. Clark, McGuffey St. Receiver
 A. C. Clemens, Sheby St. Magazine Agent

200. FAITH; Meridian, Miss.

Meets in Engineers' Hall every Thursday evening at 7:30 P. M.
 Peter McHale, N. O. & N. E. Shops Master
 J. E. Mitchell Secretary
 John H. Woodruff Collector
 James M. Adams, 3319 — 5th St. Receiver
 Simon F. Baker Magazine Agent

201. FRIENDLY HAND; Jackson, Tenn.

Meets every in K. of P. Hall Saturday at 7 P. M.,
 J. D. Bledsoe Master
 James Gaffany Secretary
 Robert McKinley Collector
 J. L. Jones Receiver
 J. L. Jones Magazine Agent

202. SCIOTO; Chillicothe, Ohio.

Meets in Clough's Hall, 1st Sunday at 2:30 P. M.,
 and 3d Monday at 7 P. M.
 Selton B. Cook, 388 E 2d St. Master
 Lewis Gettle, jr., 86 N Sugar St. Secretary
 Albert Maunsell, 344 2d St. Collector
 Frank Willis, 345 E 5th St. Receiver
 C. W. Sanders, Box 1281 Magazine Agent

203. GARFIELD; Garrett, Ind.

Meets every Friday at 7:30 P. M.
 M. W. Smith, Box 169 Master
 J. W. Stoner, 219 Iowa Ave. Secretary
 J. J. Smith Collector
 Valentine Moughlor, Box 27 Receiver
 H. Wohlford Magazine Agent

204. COTTON BELT; Jonesboro, Ark.

Meets in Stacy Hall, every Wednesday at 7:30 P. M.
 Geo. B. Youch, L. D. R. Master
 L. D. Roberts, L Box 165 Secretary
 William E. Dixon Collector
 L. D. Roberts, L Box 165 Receiver
 J. H. Lambert, Box 100 Magazine Agent

205. FLOWER OF THE WEST; Topeka, Kansas.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at
 2 P. M.
 E. H. Powell, 400 Chandler St. Master
 John F. Mills, 201 Monroe St. Secretary
 John K. Mullin, 121 Adams St. Collector
 W. H. Jones, 135 Adams St. Receiver
 George Tittley, 206 Kline St. Magazine Agent

206. FORT PICKERING; Memphis, Tenn.

Meets in Miller's Hall, Cor. 5th and Jackson Sts.,
 1st and 3d Saturdays at 7:00 P. M., 2d and 4th
 Sundays at 7:30 A. M.
 Ed L. Forsyth, 83 market St. Master
 D. J. Hatch, 219 Iowa Ave. Secretary
 J. J. Smith Collector
 Chas. A. Crane, 86 Florida St. Receiver
 John D. Franklin, 156 Tennessee St.,
 Magazine Agent

207. LOYAL; Meadville, Pa.

Meets in Arcanum Hall, 1st and 3d Thursdays
 and 2nd and 4th Wednesdays.
 C. W. Brown, 89 Poplar St. Master
 F. H. Nichols, 1025 Water St. Secretary
 Thomas Newberry, 35 E Center St. Collector
 George A. Oster, 223 Pine St. Receiver
 H. J. Prenatt, 783 Garden St. Magazine Agent

208. KEYSTONE; Susquehanna, Pa.

Meets in C. M. B. A. Hall alternate Tuesday and
 Saturday evenings.
 John Hill Master
 J. J. Lannan, Box 208 Secretary
 J. J. Buckley Collector
 W. P. Emery, Box 577 Receiver
 C. A. Allen Magazine Agent

209. SABATOGA; Whitehall, N. Y.

Meets in Engineers' Hall, Breet's Building,
 alternate Sundays
 W. J. Herbage, Box 188 Master
 John McCarthy, Box 208 Secretary
 Henry W. Collins, Box 274 Collector
 W. R. Combs Receiver
 Mike Bradshaw Magazine Agent

210. 18-K; Schenectady, N. Y.

Meets in McCamus Hall every other Thursday.
 Charles W. Vedder, Box 497 Master
 John W. Vrooman, Box 497 Secretary
 John W. Vrooman, Box 497 Collector
 J. E. VanVranken, Box 497 Receiver
 C. R. Weekes, 140 Jay St. Magazine Agent

211. ONOKO; South Easton, Pa.

Meets in Bragg's Hall, 1st and 3d Sundays at 2
 P. M.
 Charles Long, 716 Main St. Master
 C. L. McKee, 209 S 5th St., Easton Secretary
 James R. Morris, 711 Wilkesbarre St. Collector
 A. J. Mickley, 725 Berwick St. Receiver
 E. A. Seek, 823 Berwick St. Magazine Agent

212. EMPIRE; Watertown, N. Y.

Meets in Good Templars' Hall, 2d and 4th Sun-
 days.
 T. H. Lynch, 101 Factory St. Master
 H. A. French, 42 Coffeen St. Secretary
 H. A. French, 42 Coffeen St. Collector
 George B. Walker, 25 Meadow St. Receiver
 Clarence Dixon, 25 Meadow St. Magazine Agent

213. WEST SHORE; Syracuse, N. Y.

Meets in Joslin Block, alternate Sundays
 James H. Allison, 3 Henderson St. Master
 Carl E. Blanchard, 72 Gertrude St. Secretary
 Patrick Conlon, 3 Henderson St. Collector
 Edward Davis, 3 Henderson St. Receiver
 D. P. Gillen, Canajoharie Magazine Agent

214. ORIOLE; Baltimore, Md.

Meets in Lehman's Hall, 861 Garden St., 2d and
 4th Sundays.
 Albert F. Gibbons, 415 5th St. Master
 J. W. Akehurst, 442 Federal St. Secretary
 F. B. Hall, 808 E Lanvale St. Collector
 John N. Jones, 1100 Barclay St. Receiver
 F. Gibbons, 1338 Wirt St. Magazine Agent

215. EAST ALBANY; East Albany, N. Y.

Meets in Vaughn's Hall, 2d and 4th Sundays at
 1
 W. R. Tabor, 222 4th St. Master
 J. W. Reed, 92 2d St. Secretary
 C. P. Lowell, 355 Broadway Collector
 F. P. Brooksby, 80 Washington St., Green-
 bush Receiver
 W. A. Buckbee, 65 Third St. Magazine Agent

216. W. A. FOSTER; Fitchburg, Mass.

Meets in Grand Army Hall, 2d and 4th Sundays
 of each month at 11:30 A. M.
 George W. Alden, 30 Crescent St. Master
 Thomas Lambert, 31 Nashua St. Secretary
 W. H. Cone Collector
 George W. Alden, 30 Crescent St. Receiver
 Elmer E. Huff, Box 81, Williams-
 town Magazine Agent

217. HEADLIGHT; Brazil, Ind.

Meets in K. P. Hall, 2d and 4th Sunday alter-
 nates.
 Elmer F. Collins Master
 Frank Fox Secretary
 Geo. L. Cook Collector
 W. S. Cook Receiver
 Magazine Agent

218. PIKES PEAK; Colorado City, Colo.

Meets every Sunday at 12:30 P. M.
 Richard Griffiths Master
 E. R. Hall Secretary
 Amos Allen Collector
 Clayton Colvin, Box 60 Receiver
 William Walker Magazine Agent

219. SMOKY CITY; Allegheny, Pa.

Meets in Engineers' Hall, cor. Bidwell and Pennsylvania Aves. every Monday at 2:30 P. M.
 D. W. Triem, 171 Sheffield St Master
 W. A. Walker, Jr., 215 Bidwell St Secretary
 Samuel Overlander, 254 Allegheny Ave. Collector
 H. B. Shaffer, 237 Franklin St Receiver
 John T. Sweeney, 227 Washington Ave Magazine Agent

220. PROVIDENT; Sunbury, Pa.

Meets in Masonic Hall, 3d St. 1st and 3d Sundays.
 Jos. E. Bowen, Box 212 Master
 J. S. Bowen, Box 212 Secretary
 H. W. Shoffstall, Box 212 Collector
 C. G. Bowen, Box 212 Receiver
 Hector Hughes, Box 212 Magazine Agent

221. HURON; Point Edward, Ontario.

Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
 T. Elliott Master
 Ed. Everett, Box A Secretary
 J. McMillan Collector
 William K. Forbes Receiver
 D. Morrison Magazine Agent

222. WEBSTER; Fort Dodge, Iowa.

Meets in G. A. R. Hall, Child's Block. 1st and 3d Sundays at 2 P. M.
 Charles E. Taft Master
 O. G. Anderson, Box 49 Secretary
 Charles E. Taft Collector
 O. G. Anderson, Box 49 Receiver
 Joseph Kelly Magazine Agent

223. POTTAWATOMIE; Wamego, Kan.

Meets in Odd Fellow's Hall Sundays at 2 P. M.
 James Kennedy Master
 C. J. Burkholder Secretary
 Bina S. Quick, 734 Porter Ave., Kansas City, Mo Collector
 Jas. M. Sanders Receiver
 Jas. M. Sanders Magazine Agent

224. T. C. BOORN; St. Cloud, Minn.

Meets in Odd Fellow's Hall 2d and 4th Sundays at 3 P. M.
 Abe Vogel, L Box 944 Master
 J. A. Dickinson, L Box 1128 Secretary
 John Mourman Collector
 Abe Vogel, L Box 944 Receiver
 Marcellus Hill, Box 527 Magazine Agent

225. SUPERIOR; Fort William West, Ontario.

Meets in Smith's Hall every Monday night.
 Harry Poole Master
 Burton Wheatley Secretary
 Isaac Maxwell Collector
 William Blannerhassett Receiver
 Burton Wheatley Magazine Agent

226. MAGNOLIA; Corsicana, Texas.

Meets 2d and 4th Wednesdays. 2d at 1 P. M. and 4th at 7 P. M.
 J. H. Dunkin, 1,017 E Sixth Ave Master
 W. M. Nicol, L Box 230 Secretary
 J. Barry Collector
 W. M. Nicol, L Box 230 Receiver
 W. L. Blount, 1-6 W 4th Ave Magazine Agent

227. MAGNET; Binghamton, N. Y.

Meets in Stevens' Hall, North Chenango St. 1st Wednesday and 4th Saturday at 7:30 P. M.
 William A. Wrigley, 23 Doubleday St Master
 T. W. Cumpion, 42 Robinson St Secretary
 William A. Wrigley, 23 Doubleday St Collector
 Theodore Haskins, 3 Birdsall St Receiver
 G. B. Warner, 30 Lewis St Magazine Agent

228. ACME; Scranton, Pa.

Meets in G. A. R. Hall, No. 332 Lackawana Ave., 1st and 3d Sundays at 2 P. M.
 Albert J. Thomas, 317 S Hyde Park Ave., Hyde Park Master
 J. G. Burnett, 405 N Main St., West Scranton Secretary
 C. S. Depew, 1014 Price St., Hyde Park Collector
 Ed. H. Beldin, 1239 Academy St., Hyde Park Receiver
 Wm. Frothingham, 342 Franklin Ave Magazine Agent

229. RICKARD; Utica, N. Y.

Meets in Post Bacon Hall 2d and 4th Sundays at 2 P. M.
 William A. Keene, 145 Blecker St Master
 J. G. Agans, Box 383 Canastota, N. Y. Secretary
 John A. Weigand, 32 Hubble St Collector
 Alonzo E. Pease, 42 Mohawk St Receiver
 J. G. Agans, Box 383, Canastota, N. Y. Magazine Agent

230. ALBANY CITY; Albany, N. Y.

Meets at 206 Washington Ave., 1st, 3d and 5th Mondays each month, at 7:30 P. M.
 William H. Bagley, 687 Clinton Ave Master
 Courtland Maher, 95 West St Secretary
 E. F. Markhart, 30 Lexington Ave Collector
 George M. Jeffers, 36 Ontario St Receiver
 L. C. Montague, 15 Hunter Ave, Magazine Agent

231. DELAWARE; Wilmington, Delaware.

Meets corner 3d and King Sts. 1st and 3d Sundays at 2:30 P. M.
 F. D. Mount, 117 King St Master
 G. H. Larimore, 405 Lombard St Secretary
 L. L. Sargent, 618 W 4th St Collector
 E. M. Sargent, 618 W 4th St Receiver
 Jacob Z. Orr, 306 E 2d St Magazine Agent

232. LUCKY THOUGHT; Middletown, N. Y.

Meets in K. of H. Hall 2d and 4th Sundays of each month, at 1 P. M.
 D. H. Smith, Box 1431 Master
 Tim Farrell, 19 West St Secretary
 H. B. Weedon, 281 North St Collector
 Sherman Gildersleeve, Box 1431 Receiver
 James T. Hare Magazine Agent

233. GLAD TIDINGS; Moncton, New Brunswick.

Meets in Victoria Hall 1st Saturday evening and 3d Sunday afternoon.
 George W. Speer Master
 Thomas McL. Rippey, Box 83 Secretary
 William H. Gay Collector
 Alfred Wood Receiver
 John Stewart, Jr. Magazine Agent

234. NORTH BAY; North Bay, Ontario.

Meets in B. of L. F. Hall. every Tuesday
 John Mitchell Master
 Adam Beattie Secretary
 James Devine Collector
 John Clemenson Receiver
 Adolphus Christink Magazine Agent

235. THREE BROTHERS; Pittsburg, Pa.

Meets at cor. 20th St. and Penn Ave., every Sunday, at 2 P. M.
 James Griffith, Burnett P. O Master
 Isaac Miller, 2512 Penn Ave Secretary
 William J. Adams, Jones Ave., above 28th St Collector
 Henry B. Duff, 68 26th St Receiver
 Henry B. Duff, 68 2d St Magazine Agent

236. HINTON; Hinton, West Virginia.

Meets every Saturday at 7:30 P. M.
 Charles E. Tyler Master
 Thomas E. Cobbs Secretary
 Thomas E. Cobbs Collector
 R. P. Boyd Receiver
 John P. Steele Magazine Agent

237. CENTRAL PARK; Central Park, Ill.

Meets in Tilton Hall 1st and 3d Sundays.
 Benjamin Dean, Box 101 Master
 M. J. O. L. Kennedy, 549 W Ohio St.,
 Chicago Secretary
 Herbert L. Brink Collector
 Theodorus Chew Receiver
 C. W. Warren Magazine Agent

238. PLAIN CITY; Paducah, Ky.

Meets every Wednesday at 7:30 P. M.
 Ambrose E. Mercer, 1,412 Broadway,
 Louisville Master
 Jas A. Weeks, 1902 12th St., Louisville Secretary
 Ambrose E. Mercer, 1,412 Broadway,
 Louisville Collector
 Henry Kortz, 317 5th St. Receiver
 T. H. Long, 4th St., bet. Madison
 and Monroe Magazine Agent

239. BUCKEYE; Delaware, Ohio.

Meets in Reed & Powell's Hall 2d and 4th Sun-
 days at 1 P. M.
 Benjamin Dettleback, 381 E Central Ave. Master
 T. E. Maloney, 219 E Central Ave. Secretary
 John Hirsch, 216 E Central Ave. Collector
 F. S. Volk, 16 Hammond St. Receiver
 John Keefe, Central Ave. Magazine Agent

240. GILBERT; Jackson, Mich.

Meets every Monday at 7:30 P. M.
 Frank H. Lederer, 211 Elm Ave., N. Master
 William Barrett, 822 E Main St. Secretary
 M. A. Henry, 37 Quarry St. Collector
 D. Green, 211 Orange St. Receiver
 Edward J. Coy, 523 E Main St. Magazine Agent

241. MOUNTAIN CITY; Hazleton, Pa.

Meets in Liberty Hotel, Laurel St. 2d and 4th
 Sundays of each month, at 1:00 P. M.
 John Glean, Box 300 Master
 George W. Dipple Secretary
 John McCall, Box 300 Collector
 Andrew Krapf, 269 N Church St. Receiver
 P. C. Hagerty Magazine Agent

242. LIBERTY; Elmira, N. Y.

Meets in G. A. R. Hall, 1st and 3d Sundays at 2
 P. M.
 W. J. Drake, 351 Center St. Master
 Harry Millins, 851 Magee St. Secretary
 J. B. Carpenter, 714 E Oak St. Collector
 Judson Hungerford, 1815 Lake St. Receiver
 Daniel Keefe, 390 W 5th St. Magazine Agent

243. J. H. SELBY; Texarkana, Texas.

Meets 1st and 3d Friday evenings over National
 Bank, State line.
 E. H. Christman, L Box 124, Texarkana,
 Ark Master
 Louis Smith, Texarkana, Ark Secretary
 W. S. Allison, Texarkana, Ark Collector
 E. H. Christman, L Box 124, Texarkana,
 Ark Receiver
 W. F. Rowe, Box 210, Texar-
 kana, Ark Magazine Agent

244. T. P. O'BOURKE; Chicago, Ill.

Meets at cor. 14th and Jefferson Sts. 1st Thursday
 at 8 P. M., and 3d Sunday 2:30 P. M.,
 E. Atkins, 180 Maxwell St. Master
 Charles Naylor, 5320 Wentworth Ave. Secretary
 E. Atkins, 180 Maxwell St. Collector
 Louis Zunkle, 109 Johnson St. Receiver
 Elmer E. Crawford, 5,360 School
 St. Magazine Agent

245. GEORGIA; Savannah, Ga.

Meets every Thursday at 7:30 P. M., and 3d Sun-
 day at 2:30 P. M.
 George L. Kempf, Sims and Guerard Sts: Master
 Adam Hutton, 271 Bull St. Secretary
 Adam Hutton, 271 Bull St. Collector
 Fleming Goolsby, 212½ Harris St. Receiver
 Z. McArthur, 82 W. Broad St. Magazine Agent

246. MACON; Macon, Ga.

Meets in M. & W depot every Sunday.
 J. M. Poole Master
 A. J. Vining, 15 2d St. Secretary
 E. T. Adams, 718 Pine St. Collector
 J. G. Skinner, 816 Arch St. Receiver
 Chas. W. Senter, 1565 Third St. Magazine Agent

247. KENNESAW; Atlanta, Ga.

Meets in K. of P. Hall, every Sunday at 2 P. M.
 J. M. Baird, 194 Powers St. Master
 F. C. Adamson, 178 Luckie St. Secretary
 C. L. Bixby, care Atlanta Cotton Mill Collector
 Chas. W. Fisher, 106 E Simpson St. Receiver
 Ed. L. Milan, care W. & A. R. R. Magazine Agent

248. WESTERN RESERVE; Ashtabula, Ohio.

Meets in G. A. Hall, 1st and 3d Sundays at 1:30
 P. M.
 William Rose Master
 J. S. Brown, Box 704 Secretary
 Charles D. Weisell, Box 530 Collector
 A. T. Hill, Box 355 Receiver
 Frank Bolmer, Harbor Magazine Agent

249. CALUMET; South Chicago, Ill.

Meets in Engineers' Hall, South Chicago 2d Sun-
 day at 2:30 P. M., and 4th Sunday at 7:30 P. M.
 William Muldoon Master
 Alexander Melville Secretary
 Ernest Ingram Collector
 O. J. Austin, Judd, Cook County, Ill. Receiver
 Hugo Logan Magazine Agent

250. GOLDEN LINK; Wilkesbarre, Pa.

Meets in Senior Mechanic's Hall, 1st and 3d Sun-
 days of every month.
 E. A. Relley, Ashley, Pa. Master
 R. H. Digory, Box 130, Kingston, Pa. Secretary
 G. P. Hanks, 5 Railroad St., 8 Wilkes-
 barre Collector
 Charles VanWhy, Ashley Pa. Receiver
 Elmer E. Butz, Ashley, Pa. Magazine Agent

251. LEHIGH Mauch Chunk, Pa.

Meet in Stahl's Hall, 1st and 3d Sundays.
 H. B. Fulton, East Mauch Chunk Master
 John McAlister, Box 275 Secretary
 Lafayette Wildonner, Box 275 Collector
 Charles Roberts, Box 275 Receiver
 Wm. H. Spencer Magazine Agent

252. COLUMBIA; Columbia, Pa.

Meets in Fendrich's Hall, 2d and 4th Sundays at
 1 P. M.
 William Cobaugh Master
 Lafayette Friday Secretary
 Joseph Dennison Collector
 Martin M. Hinkle Receiver
 H. A. Bennett, Box 531 Magazine Agent

253. TRENTON; Trenton, N. J.

Meets in Bayard Post, No. 8, G. A. R. Room, 24 E
 State St., 1st and 3d Sundays of each month.
 William C. Massey, 157 Passaic St. Master
 Robert Stackhouse, 697 Broad St. Secretary
 Thos. A. Deceator, 45 Hart Ave. Collector
 Frank P. Parsons, 175 Brunswick Ave. Receiver
 Jno. R. Todd, 202 Academy St. Magazine Agent

254. CLIMAX; Missouri Valley, Iowa.

Meets in Masonic Hall, 2d and 4th Sundays at 7:30
 P. M.
 W. T. Mahoney Master
 John T. Heatwoll Secretary
 H. F. Reineohl, Box 524 Collector
 P. J. Farrell Receiver
 L. T. Nelson, Box 230 Magazine Agent

255. NEIGHBOR; McCook, Neb.

Meets in Masonic Hall, 1st and 3d Wednesdays
 and 2d and 4th Saturdays.
 I. W. Jackson Master
 J. V. Dailey, Box 248 Secretary
 John Perry, Box 119 Collector
 G. A. Tolander, L Box 521 Receiver
 Frank McAdams, Box 216 Magazine Agent

256. HIGH LINE; Como, Colo.

Meets in McFarlin Hall, every Thursday at 7:30
 P. M.
 George W. McAleer, Box 47 Master
 M. D. Finn Secretary
 William Dunning Collector
 Alford L. Blanchard Receiver
 G. A. Milroy Magazine Agent

257. KIT CARSON; Raton, New Mexico.

Meets in Engineers' Hall, on 1st St., every Sunday at 2 P. M.
 John W. Cullen Master
 Alfred R. Cullen Secretary
 Charles Miller, Box 56 Collector
 James McPherson, Box 173 Receiver
 Jas. F. Campbell, Box 173 Magazine Agent

258. RENO; Nickerson, Kansas.

Meets in Odd Fellows' Hall every Thursday evening at 7:30.
 Frederick Shirk, Box 102 Master
 C. W. Arnold, L Box 29 Secretary
 William F. Smith Collector
 A. S. Ritenour Receiver
 Oliver Newland Magazine Agent

259. D. J. CHASE; Ashland, Wis.

Meets in K. of P. Hall, Allen Block, 2d and 4th Tuesdays at 8 P. M.
 William Buckley, 409 Prentice Ave. Master
 N. J. Poulson, 821 8th Ave. W. Secretary
 Ferd Godfrey, Box 929 Collector
 William Buckley, 409 Prentice Ave. Receiver
 J. M. Rummel, 622 4th Ave. W. Magazine Agent

260. CALIFORNIA; Sacramento, Cal.

Meets in Red Men's Hall, Masonic Building, 6th and K Sts., 2d and 4th Tuesdays.
 E. Kunz, Box 107 Master
 G. E. Hanford, 1730 O St. Secretary
 Dan McIntyre, Box 107 Collector
 G. E. Hanford, 1730 O St. Receiver
 G. E. Hanford, 1730 O St. Magazine Agent

261. MAGDALENA; San Marcial, New Mexico.

Meets in Masonic Hall, 1st Sunday and 3d Tuesday.
 L. V. McLaughlin Master
 John J. McInnis Secretary
 W. G. Matthews, Box 52 Collector
 Frank Ewing Receiver
 Charles Martin Magazine Agent

262. QUEEN CITY; West Toronto Junct., Ont.

Meets in Carlton Hall 1st and 3d Thursdays at 8 P. M., and 2d and 4th Thursdays at 2 P. M.
 John Donaldson Master
 James Lewis Secretary
 William Hyndman, Box 61 Collector
 John Price Receiver
 T. R. Bain Magazine Agent

263. ALAMO; Taylor, Texas.

Meets in Alamo Hall every Thursday, 1st and 3d at 8 P. M., 2d and 4th at 3 P. M.
 John C. Askew Box 10 Master
 S. M. Bridgewater, L Box 10 Secretary
 Samuel D. Moore Collector
 W. S. Carter Receiver
 John McElroy Magazine Agent

264. J. K. GILBREATH; Butte City, Montana.

Meets in Cobban Hall, South Butte, Mont., every Thursday at 8 P. M.
 C. H. DeCamp, Box 190 South Butte Master
 George Cross, South Butte Secretary
 George Boomer, South Butte Collector
 J. S. Sweeney, South Butte Receiver
 Mac. Haskins, South Butte Magazine Agent

265. GRAND RIVER; Grand Rapids, Mich.

Meets in I. O. O. F. Hall, 1st and 3d Sunday at 2:30 P. M.
 E. E. Decker, 447 S Division St. Master
 George Schaufele, 377 S. Ionia St. Secretary
 H. E. Brown, 427 Cass St. Collector
 L. A. Ogden, 233 Center St. Receiver
 E. E. Decker, 447 S Division St. Magazine Agent

266. JOHN HICKEY; South Kaukauna, Wis.

Meets 1st and 3d Tuesdays at 7:30 P. M., and 2d and 4th Sundays at 1:30 P. M., in Duggan Hall.
 Matthew Nilan, L Box 31 Master
 William H. Buntin Secretary
 Martin O'Donnell Collector
 Wilbur A. Francis, L Box 31 Receiver
 R. B. Nichols, Box 120 Magazine Agent

267. ENDEAVOR; Algiers, La.

Meets in Castle Hall every Thursday at 7:30 P. M.
 M. H. Brown, 78 Webster Ave. Master
 A. G. Donely, 88½ Pacific Ave. Secretary
 A. H. Flynn, 93½ Alix St. Collector
 Wm. T. Douner, 93½ Alix St. Receiver
 W. T. Douner, 93½ Alix St. Magazine Agent

269. O. K.; Cincinnati, Ohio.

Meets in Eagle Hall, S. W. cor. 8th St., and Central Ave., 1st and 3d Sundays.
 J. S. Shehan, 1110 W 6th St. Master
 W. C. Conn, Hawthorne Ave., Price's Hill Secretary
 E. Hathorn, Loveland Collector
 George W. Snyder, 1006 W 8th St. Receiver
 Ed. Cullen, 27 Budd St. Magazine Agent

270. MINNEAPOLIS; Minneapolis, Minn.

Meets in A. O. U. W. Hall, 2006 Cedar Ave. South, 1st Sunday of each month at 2 P. M., and 3d Saturday at 7:30 P. M.
 Oliver Johnson, 821 11th Ave. S. Master
 C. D. Fultz, 2808 17th Ave. S. Secretary
 D. D. Campbell, 1415 25th St., S Minn. Collector
 George Cavanaugh, 2426 Fort Ave. Receiver
 Wm. Henderson, 2424 26th Ave S., Magazine Agent

271. BYRAM; Port Morris, N. J.

Meets at Wm. Weller's residence, 2d and 4th Sundays at 2 P. M.
 R. A. Trezise Master
 William Weller, Box 25 Secretary
 J. F. Schappell Collector
 William Weller, Box 25 Receiver
 M. T. Dickerman, Box 31 Magazine Agent

272. WILSON; Junction, N. J.

Meets in Wells' Hall, 1st and 3d Sundays.
 John S. Eveland Master
 John E. Dineen Secretary
 James P. Butler Collector
 John B. Everett Receiver
 John S. Eveland Magazine Agent

273. DENVER; Denver, Colo.

Meets every Monday night in P. O. S. of A. Hall, cor. 14th and Arapahoe Sts.
 C. H. Curtis, 458 Clark St. Master
 Edgar F. Ballow, 1278 S 9th St. Secretary
 C. S. Hull, 1018 S 9th St. Collector
 Samuel Fowler, Lindell Hotel Receiver
 Geo. Cordingly, 1120 S. 10th St. Magazine Agent

274. JACKSON; Clifton Forge, Va.

Meets in Odd Fellows' Hall, 2d and 4th Mondays at 9:00 A. M.
 R. R. Johnson Master
 C. F. Jordan Secretary
 R. B. Donovan Collector
 A. P. Witt, Staunton, Va. Receiver
 James C. Eades Magazine Agent

275. LEE; Richmond, Va.

Meets in Thorn's Hall, cor. 17th and Main Sts., 1st and 3d Sundays at 1:30 P. M.
 William J. Bourke, C. & O. Round House, Master
 W. A. Demaine, C. & O. Round House, Secretary
 W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va. Collector
 William J. Burke, C. & O. Rnd House, Receiver
 W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va. Magazine Agent

276. REGINA; Vancouver, B. C.

Meets 1st Sunday and 3d Monday of each month.
 D. A. Morton Master
 Angus Morton Secretary
 Angus Morton Collector
 Frederick Clutterbuck Receiver
 Harry Andrews Magazine Agent

277. ALABAMA; Mobile, Ala.

Meets in B. of L. E. Hall, every Sunday at 1 P. M.
 O. E. Adams, L. & N. Shops Master
 T. W. Kerns, L. & N. Shops Secretary
 T. W. Kerns, L. & N. Shops Collector
 C. W. Bernard, L. & N. Shops Receiver
 R. E. Williams, M. & O. R. R.,
 Okolona, Miss. Magazine Agent

278. ANDERSON; Vicksburg, Miss.

Meets 1st and 3d Tuesdays at 2 P. M., and 2d and
 4th Fridays at 7 P. M.
 H. V. Nevill, 1107 S Washington St. Master
 W. E. Stiner, 1107 S Washington St. Secretary
 D. P. Weaver, 1107 S Washington St. Collector
 C. H. Frince, 1107 S Washington St. Receiver
 E. R. Wright, 1107 S Washington St.,
 Magazine Agent

279. METEOR; McComb City, Miss.

Meets in Odd Fellows' Hall, every other Sunday
 at 3 P. M.
 Samuel B. Devine Master
 Eddie C. Fordish Secretary
 Thomas A. Long Collector
 Isaac H. Martin Receiver
 George McIntyre Magazine Agent

280. OZARK; Thayer, Mo.

Meets alternate Sundays in Boyd's Hall.
 Charles McCarthy Master
 Chas. D. Crane Secretary
 James Kinney Collector
 Curtis D. Rice Receiver
 Mat Frith Magazine Agent

282. BURNSIDE; Mt. Carmel, Ill.

Meets in Lotta Hall, on 1st and 3d Sundays at
 2:30 P. M.
 J. T. Worsham Master
 Calvin Minniear Secretary
 William Murphy Collector
 Calvin Minniear Receiver
 J. T. Worsham Magazine Agent

283. LACKAWANNA; Great Bend, Pa.

Meets in Red Men's Hall, 2d Sunday at 9:30 A. M.,
 and 4th Sunday 3 P. M.
 F. J. May, Box 139, Halstead, Pa. Master
 E. Edenger, Box 67 Secretary
 W. B. Trowbridge, Halstead, Pa. Collector
 H. P. Trowbridge, Halstead, Pa. Receiver
 S. H. Wells, Halstead, Pa. Magazine Agent

284. ELM CITY; New Haven, Conn.

Meets in Elk's Hall, 852 Chapel St., 1st Saturday
 and 3d Sunday afternoon.
 Edward A. Ferrell, 159 Rosette St. Master
 Eugene S. Alling, 123 Cedar St. Secretary
 Gilbert O. Hall, Box 124 Collector
 William A. Pyle, 46 Arthur St. Receiver
 Charles A. Baldwin, 243 Greenwich
 Ave. Magazine Agent

285. CHARTER OAK; Hartford, Conn.

Meets in Bliss Hall, cor. Pratt and Main Sts., 2d
 and 4th Sundays.
 Henry L. Stearns, 4 Wooster St. Master
 Emery E. Bill, 27 Vine St. Secretary
 A. M. Porter, East Hartford Collector
 Henry L. Stearns, 4 Wooster St. Receiver
 J. H. Osmond, 83 Fairmount St. Magazine Agent

286. SAGINAW VALLEY; East Saginaw, Mich.

Meets in B. of L. E. Hall, 2d and 4th Sundays at
 2 P. M.
 John C. Kull, Meyers' Hotel, cor. Wash-
 ington and Astor Sts. Master
 Adolphus Fixel 1214 Miller St. Secretary
 Robert Steiner, 224 N 4th St. Collector
 Wesley Beck, 124 Sears St. Receiver
 Will F. Carle, 609 north Washing-
 ton ave. Magazine Agent

287. ALTOONA; Altoona, Pa.

Meets in Ott's Hall, 12th St., every Sunday at 2
 P. M.
 F. A. Davis, 1903 Union Ave. Master
 W. E. Burkett, 2008 10th Ave. Secretary
 E. K. Gerbard, 1903 Union Ave. Collector
 F. A. Davis, 1903 Union Ave. Receiver
 O. S. Dixon, 2008 10th Ave. Magazine Agent

288. EMMET; Estherville, Iowa.

Meets in Masonic Hall, 1st Sunday and 3d Mon-
 day at 7:30 P. M.
 George Godden, Box 76 Master
 P. J. Sullivan, Box 48 Secretary
 A. L. Houlthouser, Box 5 Collector
 R. S. Robinson, Box 102 Receiver
 Frank Little, Box 62 Magazine Agent

290. MARION; Hannibal, Mo.

Meets in Emmet Hall, 2d and 4th Sundays at 7
 P. M.
 William Edson Miles, 1101 Church St. Master
 John Kenna, 140 Market St. Secretary
 J. T. Hart, 412 Washington St. Collector
 William J. Kelly, 135 Riverside St. Receiver
 L. R. Bickel, 120 3d St., S. Magazine Agent

291. ATLANTIC; Brooklyn, N. Y.

Meets in Pythian Hall, 2d Saturday evening and
 4th Sunday morning.
 Thomas H. Smith, 707 Madison St. Master
 William J. Riley, 46 Williams Ave. Secretary
 Thomas J. Ricker, 40 Williams Ave.,
 26th ward Collector
 Thomas H. Smith, 707 Madison St. Receiver
 Ed. Locke, Sackman St. near Liberty Ave.
 Magazine Agent

292. POCAHONTAS; Poplar Bluff, Mo.

Meets in Melton's Hall, corner Main and Vine
 Sts., 1st and 3d Sundays at 1:30 P. M.
 C. N. Kidd Master
 F. H. Richards Secretary
 F. H. Richards Collector
 J. R. Phelps Receiver
 Wm. A. Granneman Magazine Agent

293. LAFAYETTE; Philadelphia, Pa.

Meets in Hall, cor. Frankfort Road and Sargent
 St., 2d and 4th Sundays of each month at 2:30
 P. M.
 J. J. Leahy, 2627 Fremont St. Master
 John Holton, 1957 Warnock St. Secretary
 J. J. Leahy, 2627 Fremont St. Collector
 Lewis S. Faber, 808 Buttonwood St. Receiver
 G. W. Nevill, 1541 Palmer St. Magazine Agent

294. OHIO RIVER; Huntington, W. Va.

Meets in Engineers' Hall, cor 3d Ave. and 8th St.,
 1st Saturday and 3d Thursday at 7 P. M.
 James T. Looney, 199 E Main St., Lexing-
 ton, Ky. Master
 Lee A. D. Tate Secretary
 E. L. Newcomb Collector
 James T. Looney, 199, E Main St., Lexing-
 ton, Ky. Receiver
 E. A. T. Watkins, Box 262 Magazine Agent

295. U. S.; Davenport, Ia.

Meets 1st and 3d Sunday of each month.
 Martin L. Mitchell, 801, Swift St. Master
 John J. Shehan, 522 Esplanade St. Secretary
 John J. Shehan, 522 Esplanade St. Collector
 Martin Gillin, 813 Swift St. Receiver
 F. W. Duncan, 506 Brady St. Magazine Agent

296. IRON RANGE; Duluth, Minn.

J. A. Daigleish, 1916 W Michigan St. . . . Master
 Robt. R. Thomas, 525 Garfield Ave. . . . Secretary
 Alfred Dahl, 2132 W 2d St. . . . Collector
 John G. Defond, 1812 W 2d St. . . . Receiver
 Alfred Dahl, 2132 W 2d St. . . . Magazine Agent

297. CLARK; Jeffersonville, Ind.

Meets in Beck's Hall, 2d and 4th Mondays.
 J. Wilson, Box 392 Master
 C. E. Buehler Secretary
 W. J. Hannan, cor. 27th St. and Gifford Ave., Louisville, Ky. . . . Collector
 B. M. Bennett Receiver
 M. S. Bennett Magazine Agent

298. SNOW FLAKE; Minot, Dakota.

Meets 2d Sunday at 7 P. M., and 4th Sunday at 8 A. M.
 Joseph R. Key Master
 Robert M. Gilkey Secretary
 Robert M. Gilkey Collector
 Henry Neate, Wileston Receiver
 John K. Sieber Magazine Agent

299. CENTRAL OHIO; Crestline, Ohio.

Meets in Jenner's Block every Monday night.
 W. W. Ogline, Alliance Master
 George W. Reed, Box 93 Collector
 Henry B. Ellett, Alliance Collector
 Charles H. Ridge, L Box 87 Receiver
 J. W. White Magazine Agent

300. HARBOR CITY; Michigan City, Ind.

Meets in I. O. O. F. Hall alternate Mondays at 2 P. M.
 William Campbell, Box 737 Master
 W. H. Roe, L Box 644 Secretary
 Charley Brown, Box 449 Collector
 William H. Williamson, Box 153 Receiver
 Harry F. McLean, Box 831, Magazine Agent

301. GREEN MOUNTAIN; Lyndonville, Vt.

Meets in Engineers' Hall, 1st Sunday at 10 A. M., and 3d Friday at 7 P. M.
 Samuel J. Norris Master
 W. C. Baldwin Secretary
 Frank W. Thompson Collector
 William M. Weeks Receiver
 W. C. Baldwin Magazine Agent

302. YOUGHIOGHENY; Connellsville, Pa.

Meets in Reisinger's Hall, Main St., 1st and 3d Sundays at 2 P. M.
 J. P. Smith, Box 265 Master
 Louis Welthe, Box 365 Secretary
 E. A. McPhee, Box 367 Collector
 Louis Welthe, Box 365 Receiver
 W. J. Keenan, Box 36 Magazine Agent

303. VILLA PARK; Streator, Ill.

Meets in Schlitz' Hall, cor. Main and Vermillion St., 2d and 4th Sundays at 2 P. M.
 J. J. Corcoran, 5 Grant St. Master
 T. W. White, 261 N Wesson St. Secretary
 Moses Cantlin, 160 N Monroe St. . . . Collector
 James H. Nance, 128 N Everett St. . . . Receiver
 J. D. Menough, 118 N Everett St. . . . Magazine Agent

304. THREE BRANCH; Argenta, Ark.

Meets in Lemmer's Hall every Saturday evening at 7:30 P. M.
 John E. Powers Master
 Joseph J. Hicks Secretary
 R. S. Hunt Collector
 Robert G. Curtis Receiver
 William R. Johnson Magazine Agent

305. UNWIN; Rat Portage, Ontario.

Meets in Garfield Hall every Wednesday evening.
 William Burrage, Box 40 Master
 Russell Woods Secretary
 William Munt Collector
 Charles Unwin Receiver
 James Wilson, Magazine Agent

306. GRANITE STATE; Concord, N. H.

Meets 2d Saturday at 7:30 P. M., and 4th Sunday at 4 P. M., in Temple Hall, Sanborn Block.
 E. B. Chandler, West Concord Master
 H. F. Cleary, 26 Pearly St. Secretary
 H. S. Mann, No. 3, Salesman Building, Concord Collector
 H. W. Morrill, Box 381 Receiver
 J. C. Muzzy, Bradford, N. H. . . . Magazine Agent

307. HAMDEN; Springfield, Mass.

Meets in Crescent Hall, 218 Main St., 1st and 3d Sundays.
 Chas. A. Chapin, B. & A. Engine House . . . Master
 J. A. Simons, Merrick Secretary
 John Fenton, 585 Chestnut St. Collector
 M. D. Newton, Merrick, Mass. Receiver
 Frank H. Gero, 9d Greenwood St. . . . Magazine Agent

309. BARTHOLDI; Long Island City, L. I., N. Y.

Meets 2d Mondays and 4th Saturdays in Schwalenberg Hall.
 George H. Stinman Master
 John W. Brown, 181 Freeman St., Green Point, L. I. N. Y. Secretary
 John J. Galvin, 46 Clay St., Green Point, L. I. N. Y. Collector
 Hugh Riddle Receiver
 W. J. Simon, 102 Third St. Magazine Agent

310. CHESTNUT RIDGE; Derry Station, Pa.

Meets alternate Mondays and Third Sundays in Chosen Friends' Hall.
 H. C. Martin Master
 Joshua T. Cole Secretary
 W. J. Toole Collector
 Joshua Rhodes Receiver
 Joshua T. Cole Magazine Agent

311. BELLE PLAINE; Belle Plaine, Iowa.

Meets 1st and 3d Sundays in V. A. L. Hall.
 William B. Tidball Master
 J. C. Hanby Secretary
 Dennis E. Curran Collector
 Ed. L. Condon, L Box 34 Receiver
 Ed. L. Condon, L Box 34 Magazine Agent

312. BLUE VALLEY; Wymore, Neb.

Meets in Masonic Hall, 1st and 3d Sundays at 2:30 P. M.
 Master
 E. T. Luster, Blue Springs Secretary
 Jacob M. Long, Box 22 Collector
 S. E. Fulton, Box 85 Receiver
 J. M. Long, Com. Box 22 Magazine Agent

313. KAW VALLEY; Armourdale, Kansas.

Meets alternate Mondays at 7:30 P. M.
 Melvin S. Laughlin, L Box 54 Master
 John M. Frain, 106 Missouri Ave., Kansas City Secretary
 Melvin S. Laughlin, L Box 54 Collector
 E. C. Haddock, 120 N 5th St., Kansas City, Kan Receiver
 Wm. J. Myers, 9 N 8th St., Kansas City Magazine Agent

314. MUTUAL; Knoxville, Tenn.

Meets in Engineers' Hall, North Knoxville, 1st and 4th Mondays, at 8:30 P. M.
 Frank A. Stephens, 5 E Depot St. Master
 Secretary
 William H. Booth, 5 E Depot St. Collector
 W. T. Armstrong, 34 Florida St. Receiver
 J. C. Pickins, 30 E Park St. Magazine Agent

315. TROY CITY; Green Island, N. Y.

Meets 1st and 3d Sundays in Odd Fellows Hall, 101 Hudson Ave.
 Jas. M. Williams, 20 Canal St., Troy . . . Master
 H. A. Norton, 119 Hudson Ave. Secretary
 Willis J. Spafford, 2532 5th Ave., Troy . . . Collector
 H. R. Peach, 54 George St Receiver
 H. A. Norton, 119 Hudson Ave Magazine Agent

316. OMEGA; Buffalo, N. Y.

Meets in Siebert's Hall, cor. Jefferson and Bristol Sts., every Tuesday at 8 P. M.
 Wm. H. Walsh, 1903 Broadway Master
 Wm. H. Walsh, 1903 Broadway Secretary
 P. J. Donovan, 780 S Division St. Collector
 Joseph Kennedy, 811 Williams St. Receiver
 P. J. Donovan, 780 S Division St., Magazine Agent

317. MOUNT PENN; Reading, Pa.

Meets in Bland's Hall, 9th and Penn Sts., 1st and 3d Sundays, at 9:30 A. M.
 Daniel H. Deeter, 943 Elm St. Master
 William Gordon, 836 Green St. Secretary
 James Madden, 706 Franklin St. Collector
 Levin Brownback, 417 N 10th St. Receiver
 Isaac S. Blanford, 216 Oly St. Magazine Agent

318. IRON CITY; Glenwood, 23d Ward, Pittsburg, Pa.

Meets in Speck's Block, cor. 2d St., and Hazlewood Ave., 1st and 3d Mondays at 7:30 P. M.
 J. F. Wills, Glenwood, 23d Ward Master
 R. C. Chamberlain, Glenwood, 23d Ward, Secretary
 Clayton L. Wertz, Glenwood, 23d Ward, Collector
 W. B. Knepper, Hazlewood, Pa. Receiver
 J. E. Fox, Glenwood, 23d Ward Magazine Agent

319. ORPHANS' HOPE; Dennison, Ohio.

Meets in I. O. O. F. Hall, every Tuesday at 7:30 P. M.
 Harry R. Brown, Jr. Master
 J. C. Faigt Secretary
 John Roach Collector
 Harry R. Brown, Jr. Receiver
 J. H. Rowland Magazine Agent

320. AEBITRATION; East St. Paul, Minn.

Meets in Wilde's Hall, cor. 7th and Bradley Sts., 1st Sunday at 2 P. M., and 3d Wednesday at 7:30 P. M.
 D. Lordan, 471 Jenks St., St. Paul Master
 J. H. Salley, 616 Whitehall St., St. Paul Secretary
 Thos. C. Hetherington, 738 Payne Ave. St. Paul Collector
 R. A. Hetherington, 738 Payne Ave., St. Paul Receiver
 P. Copeland, 468 Case St., St. Paul, Magazine Agent

331. SNOW DRIFT; Chapeau, Ont.

Meets in B. of L. F. Hall, every Monday at 8 P. M.
 James McAdam, C. P. R. R. Master
 James McAdam, C. P. R. R. Secretary
 Kenneth McRea Collector
 James McAdam, C. P. R. R. Receiver
 Herbert D. Gay Magazine Agent

322. WISSAHICKON; Philadelphia, Pa.

Meets 2nd and 4th Sundays of each month at 8 E. cor. 10th and Spring Garden Sts.
 C. W. Weidner, 708 Kohn St., Norristown, Master
 James Haas, 2183 Darien St. Secretary
 William Ashton, 1210 Oakdale St. Collector
 Joseph Harrison, 807 Fairmount Ave. Receiver
 L. D. Woodington, 1980 N 9th St. Magazine Agent

323. ANTHRACITE; Tamaqua, Pa.

Meets in Kern's Hall, 2d and 4th Sundays.
 Matthew Chester Master
 James McCabe Secretary
 Michael Schmauch Collector
 William J. Dintinger, Box 347 Receiver
 Joseph Mucklow Magazine Agent

324. MOUNTAIN GROVE; Catawissa, Pa.

Meets in News Item Hall, 2nd and 4th Sundays at 2 P. M.
 James W. Fisher, Box 222 Master
 Jeremiah Haley Secretary
 Jeremiah Haley Collector
 James W. Fisher, Box 222 Receiver
 W. Bowman, Milton, Pa. Magazine Agent

325. SATILLA; Waycross, Ga.

Meets in Masonic Hall every Sunday at 2 P. M.
 Thos. M. Foran Master
 H. J. Smith, care R. R. Shops Secretary
 H. B. Lee Collector
 Wm. L. Knox Receiver
 John W. Miller Magazine Agent

326. FOLWELL; Bradford, Pa.

Meet 1st and 3d Sunday evenings in G. A. R. Hall.
 G. P. Clough, 6 Allison St. Master
 M. W. Maybee, 7 Pike St. Secretary
 G. E. Lovelace, 8 Webster St. Collector
 G. P. Clough, 6 Allison St. Receiver
 M. W. Maybee, 7 Pike St. Magazine Agent

327. SILVER MOUNTAIN; Needles, Cal.

Meets in B. of L. F. Hall every Saturday evening.
 Charles Dffenbaugh Master
 Leonard Leutzinger Secretary
 Charles Dffenbaugh Collector
 M. H. Smith Receiver
 F. B. Hardy Magazine Agent

328. STONE BALLAST; Plattsmouth, Neb.

Meets in K. P. Hall, every Sunday at 2 P. M.
 J. Rowan Master
 H. R. Reese Secretary
 A. M. Rogers, Box 1037 Collector
 J. Rowan Receiver
 J. S. Burns Magazine Agent

329. SOLOMON VALLEY; Downs, Kansas.

Meets in Masonic Hall, 1st and 3d Sundays at 7:30 P. M.
 H. E. Wade Master
 A. Dillon, L Box 183 Secretary
 John Milheisler, Box 102 Collector
 R. J. Dunlap, Box 219 Receiver
 Gus Lind, Jamestown, Kan. Magazine Agent

330. RIVER VIEW; Kansas City, Kansas.

Meets in Mellville Hall, 2d and 4th Sundays at 7:30 P. M.
 T. J. Birch, 1400 1/2 Wyoming St., Kansas City, Mo. Master
 Frank Vaughn, 909 Kansas Ave., Armourdale, Kan. Secretary
 G. W. Smith, 20 James St. Collector
 E. D. Root, 919 6th St. Receiver
 Perry Ayers, Armourdale, Kan. Magazine Agent

331. CHICAGO BELT LINE; Auburn Junction, Ill.

Meets in in Foresters' Hall, cor. 81st St. and Vincennes Ave., Auburn, Ill., on 1st and 3d Mondays at 8 P. M.
 John J. McCarthy, 8 Englewood Master
 J. D. Flood, Box 34, 8 Englewood Secretary
 Abe. L. Leidich, Auburn Park Collector
 J. D. Flood, Box 34, 8 Englewood Receiver
 Frederick Wall, 8 Englewood Magazine Agent

332. STONE MOUNTAIN; Augusta, Ga.

Meets alternate Sundays in hall corner of Broad and Jackson Sts.
 Wilkie B. Hawes, 819 1/2 Brave St. Master
 Thomas H. Pebworth, 914 Fenwick St. Secretary
 E. J. Graham Collector
 B. W. Furber, Ga. R. R. Shops Receiver
 J. S. Downing, Ga. R. R. Shops Magazine Agent

333. FAIRMOUNT; Philadelphia, Pa.

Meets in in Erickson's Hall, 3947 Lancaster St., alternate Wednesdays at 8 P. M.
 P. J. Lawton, 746 N 38th St. Master
 G. V. Plant, 3911 Wallace St., W Phila Secretary
 C. H. Maul, 830 N 40th St. Collector
 Harry C. Ewing, 830 N 40th St. Receiver
 H. C. Ewing, 830 N 40th St. Magazine Agent

334. LONG DOUBLER; East Syracuse, N. Y.

George F. Allen Master
 George M. Shaffer Secretary
 James H. Fitzgerald Collector
 Patrick J. Clinton Receiver
 Patrick J. Clinton Magazine Agent

335. SAINT ADOLPHUS; Hochelaga, Canada.

Meets in B. of L. F. Hall, 11 Moreau St.
 Alfred Pring, 20 Roch Lane, Montreal Master
 Jno. Langstreth, 107 Marlborough St. Secretary
 Patrick McFall, 305 Logan St. Collector
 J. G. A. Brazeau, 83 Moreau St. Receiver
 J. G. A. Brazeau, 83 Moreau St. Magazine Agent

336. FALL RIVER; Neodesha, Kansas.

Meets in Pierce's Hall, 2d and 4th Saturdays.
 R. C. McClellan Master
 L. N. Baker, Box 178 Secretary
 Charles Koehler Collector
 R. C. McClellan Receiver
 Matthew J. James Magazine Agent

- 337. BIG FOUR; Kansas City, Mo.**
Meets in Summerwell's Hall, 21st and Drupp Sts.,
alternate Tuesdays at 7:30 P. M.
Homer Howard, 1210 Reservoir Ave. Master
Charles T. Largent, 1673 Madison Ave. Secretary
Charles T. Largent, 1673 Madison Ave. Collector
N. F. Clough, 1812 Holly St. Receiver
J. W. Leonard, 1641 Bellevue Ave. Magazine Agent
- 338. WEST BRANCH; Renovo, Pa.**
Meets in Spangler's Hall, cor. 6th St. and Huron
Ave., alternate Sundays at 1:30 P. M.
Frederick Kerby Master
R. C. McFarland Secretary
W. C. Robinson Collector
G. B. McManigal Receiver
James Campbell Magazine Agent
- 339. WHITE BREAST; Charlton, Iowa.**
Meets in Woodman's Hall.
T. H. Sanford, Box 620 Master
A. M. Williby, L. Box 781 Secretary
James C. Beck, Box 349 Collector
A. M. Williby, L. Box 781 Receiver
M. Dunn Magazine Agent
- 340. STAR OF THE WEST; Newton, Kansas.**
Meets in Odd Fellows' Hall, alternate Thursdays
at 7:30 P. M.
William Gilpin, 403 W 5th St. Master
J. S. Wood, 209 W 5th St. Secretary
Charles S. Druce, L. Box 169 Collector
John M. Kelley S. Main St. Receiver
Charles T. Brant, L. Box 109 Magazine Agent
- 341. GOLD RANGE; Donald, B. C.**
Meets in Firemen's Hall every Wednesday.
Arthur Randall Master
Willis J. Armstrong Secretary
George B. Govett, Box 49 Collector
Thomas B. Clench Receiver
H. J. McSorley Magazine Agent
- 342. CASCADE; Medicine Hat, North West Terr.**
Meets in Masonic Hall, 2d Wednesday and 4th
Thursday
Burley Wallis, Box 66 Master
James Hawthorne, Box 66 Secretary
William Rutherford, Box 66 Collector
Leonard Dobbin, Box 66 Receiver
Leonard Dobbin, Box 66 Magazine Agent
- 343. FRONT END; Paris, Texas.**
Meets every Saturday at 8 P. M.
W. H. Dickinson, Box 24 Master
F. Tobin, Box 21 Secretary
A. E. Hitt, care G. C. & S. F. Shops, Dal-
las Collector
James Lyons, Box 24 Receiver
J. N. Balliew Magazine Agent
- 346. FLOWERY LAND; Pensacola, Fla.**
Meets in Odd Fellows' Hall 1st and 3d Mondays.
F. T. Martin, 1-7 E Wright St. Master
James E. Buckley, 107 E Wright St. Secretary
J. W. Christolm, L. & N. Shops Collector
James I. Sizer, 416 E Wright St. Receiver
J. W. Christolm, 1012 E Laura St. Magazine Agent
- 347. OLD FORT; Dodge City, Kansas.**
Meets in I. O. O. F. Hall 1st and 3d Thursdays at
3 P. M.
William C. Fadel, Box 314 Master
John Husser, L. Box 535 Secretary
Augustus Falkner Collector
B. S. Williams, L. Box 21 Receiver
James B. Crothers Magazine Agent
- 348. BLUE MOUNTAIN; La Grande, Oregon.**
Meets every Wednesday at 3 P. M. in C. of P. Hall.
E. A. Stephens, L. Box 18 Master
F. E. Herr, L. Box 37 Secretary
J. W. Dillinger Collector
John Walker Receiver
F. E. Herr, L. Box 37 Magazine Agent
- 349. HUDSON RIVER; Union Hill, N. J.**
Meets in Concordia Hall, 2d Saturday at 8 P. M.,
and 4th Sunday at 2 P. M.
H. E. Hamblen, New Durham, N. J. Master
L. T. Burns, New Durham, N. J. Secretary
L. T. Burns, New Durham, N. J. Collector
Harry Poynton, New Durham, N. J. Receiver
Joe Lewis, New Durham, N. J. Magazine Agent
- 350. JAMES DONNELLY; Perth Amboy, N. J.**
Meets in K. of P. Hall 2d and 4th Sundays.
Joseph B. Hoffman Master
James E. Van Horn Secretary
Christopher Greenwall Collector
Theodore R. Mertz Receiver
Levi M. Landis Magazine Agent
- 351. HOME; White Haven, Pa.**
Meets in Runkey's Hall, 2d and 4th Sundays at 2
P. M.
James N. Deterline Master
Edward T. McNally Secretary
Amos Flowers Collector
Charles Prutzman Receiver
Charles Deal Magazine Agent
- 352. CHAMPLAIN; St. Albans, Vt.**
Meets in Engineer's Hall, 1st and 3d Sundays at
1:45 P. M., and 4th Mondays at 7:30 P. M.
John McAllister, 104 Lake St. Master
Charles E. Preston, 18 High St. Secretary
Frederick A. Mailloux Collector
C. P. Kelly, 89 Foundry St. Receiver
George Hobart, 177 Main St. Magazine Agent
- 353. MARBLE CITY; Rutland, Vt.**
Meets in E. A. U. Hall, 1st and 3d Sundays.
John Grady, 8 Pine St. Master
C. F. Whitehouse, 77 River St. Secretary
C. F. Underhill, 8 Pine St. Collector
C. F. Underhill, 8 Pine St. Receiver
Wm. H. Murray, 17 Franklin St. Magazine Agent
- 354. HOBOKEN; Hoboken, N. J.**
Meets in Burnett's Hall 2d Sundays and 4th Sat-
urdays.
John Hotten, Troy St. and Summit Ave.,
Jersey City, N. J. Master
John Gademian, 7 Nelson Ave., Jersey
City, N. J. Secretary
Patrick Ash, South Orange, N. J. Collector
Emmons C. Williams, Morristown, N. J., Receiver
Hudson Blanchard, Boonton Magazine Agent
- 355. STONE CITY; Joliet, Ill.**
Meets in B. of L. F. Hall, 222 Jefferson St., 1st Tues-
day at 7:30 P. M., and 3d Sunday at 2:30 P. M.
W. W. Brooker, 134 S. Hickory St. Master
Christopher Nolan, 123 Grover St. Secretary
Harrison McPeck, C. S. F. & C. R. Collector
T. F. Hannan, 411 S. Desplaines St. Receiver
W. H. Brooker, 117 John St. Magazine Agent
- 356. CHAUNCEY M. DEPEW; Albany, N. Y.**
Meets 1st and 3d Tuesdays.
Frank C. Wilson Master
R. J. Lilly, 57 1st St. Secretary
R. J. Lilly, 57 1st St. Collector
Scranton E. Sweet, 536 Liberty St., Schen-
ectady Receiver
F. Degroff, 160 Clinton Ave. Magazine Agent
- 357. JUSTICE; Vanceboro, Maine.**
Meets in A. O. U. W. Hall, at Vanceboro and Main
Sts., 2d and 4th Saturdays.
J. E. Shea Master
Whitfield Nobles Secretary
C. J. Tabor, Woodstock, N. B. Collector
Walter E. Dresser Receiver
E. L. Hagerman, Woodstock, N. B.,
Magazine Agent
- 358. COOKE; West St. Paul, Minn.**
Meets in I. O. O. F. Hall, cor. Fairfield and Da-
kota Ave., 2d and 4th Sundays at 2 P. M.
Christopher McKay, 154 Esabel St. Master
W. R. Perrin, 1015 Washington Ave., South
Minneapolis Secretary
W. R. Perrin, 1015 Washington Ave., South
Minneapolis Collector
W. R. Perrin, 1015 Washington Ave.,
S. Minneapolis Receiver
W. H. Bronson, 1902, cor. 19th Ave. and
S. E. 4th St., E. Minneapolis Magazine Agent

369. BIG FLINT; Wellington, Kansas.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M., and 2d Fridays at 7:30 P. M.
 T. M. Brown, E Lincoln Ave Master
 H. E. Hansen, E Harvey Ave Secretary
 Charles Weddle, 522 E 4th St Collector
 J. N. McCarty, 517 E 4th St Receiver
 H. E. Hansen, E Harvey Ave Magazine Agent

360. COLD SPRING; Springfield, Ohio.

Meets in Engineers' and Firemen's Hall 1st and 3d Sundays.
 Joseph A. Taylor, care Schlenk House, Sandusky, O Master
 A. W. Blinn, E High St Secretary
 E. E. Leonard, Forest House, E High St Collector
 A. W. Blinn, E High St Receiver
 Jos. Gretham, Sandusky, O Magazine Agent

361. TRIED AND TRUE; Vincennes, Ind.

Meets K. of H. Hall 1st and 3d Sundays at 2 P. M.
 William H. Cunningham, O. & M. Shops Master
 M. J. Cunningham, O. & M. Shops Secretary
 Charles Shermernhorn, O. & M. Shops Collector
 John H. Kernan, O. & M. Shops Receiver
 Wm. Koster, 822 N 7th St Magazine Agent

362. CATARACT; Niagara Falls, Ontario.

John Rogers, Suspension Bridge, N. Y. Master
 T. E. Swallow, Niagara Falls, N. Y. Secretary
 J. W. Francis Collector
 John C. White, Suspension Bridge, N. Y. Receiver
 J. W. Francis Magazine Agent

363. METROPOLITAN; New York, N. Y.

Meets at 490 8th Ave., 1st and 4th Sunday afternoons.
 J. M. Reilly, 24 E 12th St Master
 Nat. Sawyer, 205 W 61st, 2d Flat Secretary
 A. W. Eggleston, White Plains, N. Y. Collector
 M. J. Lynch, 206 E 45th St Receiver
 M. J. Lynch, 206 E 45th St Magazine Agent

364. SINGELY; Philadelphia, Pa.

W. G. Staats, 6311 Woodlawn Ave Master
 A. J. Lawton, 1311 Hanover St., Baltimore, Md Secretary
 G. W. Gregg, Jr., B. & O. Round House, Collector
 J. I. Way, 305 Tonne St., Baltimore, Md., Receiver
 F. G. Dennis, 60 W St. and Chester Ave Magazine Agent

365. VIOLET; Bellows Falls, Vt.

Meets in G. A. R. Hall 1st and 3d Saturday evenings.
 Andrew E. Angier Master
 A. E. Wells, Box 568 Secretary
 F. L. Darling, Windsor, Vt Collector
 A. G. Firman, Windsor Vt Receiver
 F. E. Keach, 6 High St., Brattleboro, Vt. Magazine Agent

366. HAGERSTOWN; Hagerstown, Md.

Meets in Red Mens' Hall, cor. W and P Sts., 2d and 4th Sundays.
 S. R. Hacker, 218 High St Master
 S. R. Hacker, 218 High St Secretary
 Christopher E. Rohrer, 307 High St Collector
 D. A. Wallace, 20 Salem Ave. Receiver
 S. R. Hacker, 218 High St Magazine Agent

367. MORGAN CRANE; Somerset, Ky.

Meets in Engineers' Hall, 1st and 3d Saturday evenings.
 George L. Peffer Master
 John Dikeman Secretary
 Martin B. Conniff Collector
 James Ford Receiver
 M. J. McCabe, Box 200 Magazine Agent

368. DEEP WATER; Springfield, Mo.

Meets in K. of P. Hall 1st and 3d Tuesday at 7:30 P. M.
 B. S. Chinn, 802 W Elm St Master
 E. Austin, 808 N Main St Secretary
 Charles Hall, 937 N Cammel St Collector
 C. W. Henry, Rooms 9 and 10, Denton Block, College St Receiver
 C. W. Hall, 903 Union St Magazine Agent

369. WALNUT VALLEY; Eldorado, Kan.

Meets in K. of P. Hall, 2d and 3d Tuesdays at 7:30 P. M.
 Frederick Staley, Box 196 Master
 E. S. Mead, Box 422 Secretary
 M. Fitzgerald, Box 185 Collector
 Frederick Staley, Box 196 Receiver
 C. J. Lester, 114 Barbee St., Fort Scott, Kan Magazine Agent

370. NEOSHO VALLEY; Council Grove, Kan..

Meets in A. O. U. W. Hall, 1st and 3d Wednesday evenings.
 Charles Torrence Master
 Clarence G. Stone Secretary
 Charles M. Leeman Collector
 Charles Torrence Receiver
 Clinton Howard Magazine Agent

371. COVENANT; Nevada, Mo.

Meets 1st and 3d Fridays at 7:30 P. M.
 W. M. Calkins, Box 35 Master
 J. E. Kinzie, Box 35 Secretary
 J. C. Fletcher, Box 35 Collector
 John Dandy, Box 250 Receiver
 James T. Gray, Box 250 Magazine Agent

372. SIGNAL MOUNT; Big Springs, Texas.

Meets in Engineers' Hall, 1st Wednesday afternoon and 3d Wednesday evening.
 R. J. Bible Master
 G. H. Smith Secretary
 S. E. Ord Collector
 R. J. Bible Receiver
 W. L. Simpson Magazine Agent

373. J. T. HARAHAN; Birmingham, Ala.

Meets in Keen Hall, Allen Building, Morris Ave., 1st and 3d Sunday at 9 A. M.
 W. F. Young, 1731 Ave. A Master
 S. L. Stinson, 2201 22d St Secretary
 R. K. Long Collector
 S. E. Livingston, 1731 Ave. A Receiver
 A. W. Ansley Magazine Agent

374. McALLISTER; Herrington, Kan.

Meets in Masonic Hall, 1st Thursday at 1:30 P. M., and 3d Thursday at 1:30 P. M.
 L. Gay Master
 H. S. Smith Secretary
 W. W. Campbell Collector
 H. Magee Receiver
 Jesse L. Brown, Box 24 Magazine Agent

375. FRIENDSHIP; Dayton, Ohio.

Meets in K. P. Hall, 1st and 3d Sundays at 2 P. M.
 N. W. Rose, 109 LaBelle St Master
 John H. Deweese, 22 Webb St Secretary
 Frank G. Stillwell, 28 N Van Lear St Collector
 John F. Hoban, 635 E 2d St Receiver
 John Ryan, 120 Crane St Magazine Agent

376. J. H. KIRK; Horton, Kan.

Meets 1st and 3d Saturdays at 7:30 P. M.
 A. W. Brown Master
 R. J. Sandridge Secretary
 E. S. Strahan Collector
 Thomas Sheahan, L Box 39 Receiver
 James E. George, L Box 39 Magazine Agent

377. NICKEL PLATE; Conneaut, Ohio.

Meets in A. O. U. W. Hall, over City Bank, 1st and 3d Wednesdays.
 H. A. Belding, Box 220 Master
 C. S. Ellinwood Secretary
 S. Melhaffey Collector
 C. A. Wilcox, Box 301 Receiver
 C. S. Ellinwood Magazine Agent

378. HOLBROOK; Chartiers, Pa.

Meets every Sunday in Christian Hall, McKees Rocks, Pa.
 George James, 406 Henry St. McKeesport, Pa. Master
 D. W. Scott, McKees Rocks, Pa Secretary
 John Ainor, Point Bridge Toll House, S S, Pittsburg, Pa Collector
 Frank J. Thomer, 3709 5th Ave., Pittsburg, Pa Receiver
 Elmer E. Lewis, 175 3d Ave., Pittsburg, Pa Magazine Agent

- 379. WEAVER; Sayre, Pa.**
Meets in K. of H. Hall, Cornell's Block, 1st and 3d Sunday at 11 A. M.
John Durkin, Box 477 Master
James Denton, Box 230 Secretary
Charles L. Burroughs, Box 396 Collector
William E. Preston, Box 493 Receiver
Archie C. Burr, Box 213 Magazine Agent
- 380. McKELVEY; Baltimore, Md.**
Meets in Mechanics Hall, cor. S Charles St. and Fort Ave., 1st and 3d Sundays.
C. E. Walsh, 1631 S Charles St Master
C. W. Gardner, 1631 S Charles St Secretary
C. E. Walsh, 1631 S Charles St Collector
M. B. Donaldson, 1518 Light St Receiver
Magazine Agent
- 381. J. W. WALKER; Conemaugh, Pa.**
Meets in B. of L. F. Hall 2d and 4th Sundays at 1:30 P. M.
J. W. Walker Master
J. L. Williams Secretary
Harry M. McFeaters Collector
J. C. Hess Receiver
C. R. McDowell Magazine Agent
- 382. BETHESA; Waukesha, Wis.**
Meets in Engineers' Hall, 1st and 3d Sundays at 2 P. M.
R. A. Hauke Master
Arnold J. Gude, Box 897 Secretary
John M. Dowd Collector
Otto W. Hauke, I. Box 897 Receiver
Otto W. Hauke, I. Box 897 Magazine Agent
- 383. PETROLEUM OH City, Pa.**
Meets in C. M. B. Hall, 1st and 3d Mondays.
Thomas Martin Master
John H. Quirk, Box 330 Secretary
Allison W. Judd Collector
John Davis, Box 763 Receiver
John Davis, Box 763 Magazine Agent
- 384. R. H. MILLER; Lehigh, Pa.**
Meets in Renber's Hall, 1st and Bank Sts., 2d and 4th Sundays.
Alfred Drehsbach, Weissport, Pa Master
Alvin A. Miller, Weissport, Pa Secretary
John W. Beaver, Weissport, Pa Collector
Alvin Rex, Weissport, Pa Receiver
John J. Walters Magazine Agent
- 385. MOUNTAIN DIVISION; Keyser, W. Va.**
Meets in I. O. O. F. Hall, 2d and 4th Mondays at 10 A. M.
M. S. Tucker Master
John D. Heron Secretary
John W. Jankey Collector
Henry Montgomery Receiver
Frank B. Simmons Magazine Agent
- 386. RAMONA; National City, Cal.**
Meets 2d and 4th Thursdays in Firemen's Hall.
E. Ware Boyd Master
Alfred T. Washington Secretary
Jas. L. Stearns Collector
E. Ware Boyd Receiver
Alfred T. Washington Magazine Agent
- 387. RED ROCK; Schrieber, Ontario.**
Meets in B. of L. F. Hall, 1st and 3d Sundays.
John Gardiner, C. P. R Master
W. H. Wadland, Box 104 Secretary
Philip A. McAllen, Box 111 Collector
Alfred Bilbe, Box 53 Receiver
M. E. Hartry, Box 21 Magazine Agent
- 388. PHIL. H. SHERIDAN; Milwaukee, Wis.**
Meets in Firemen's Hall, 170 Reid St, 1st and 3d Sundays.
Thomas Tanner, 431 Barclay St Master
John D. Singles, 207 Wisconsin St Secretary
Elmer Knapp, 280 Jefferson St Collector
James McCann, 401 Clinton St Receiver
G. E. McCosker, 349 Scott St Magazine Agent
- 389. LIVINGSTONE; Chillicothe, Mo.**
Meets in I. O. O. F. Hall, 2d and 4th Sundays at 2 P. M.
Edward E. Stockton Master
E. A. Dix Secretary
George Zugschwerdt Collector
T. H. Hennessey Receiver
Mike Cunningham Magazine Agent
- 390. SILVER STATE; Carlin, Nevada.**
Meets in Engineers' Hall Tuesday evenings.
C. H. Oliver Master
Price E. Davis Secretary
William M. Wickel Collector
George English Receiver
S. S. Stoll Magazine Agent
- 391. NAUVOO; Ft. Madison, Iowa.**
Meets in K. of P. Hall, N W cor. 2d and Pine Sts., 2d and 4th Sundays at 2 P. M.
John C. Schaefer Master
William Hamilton Secretary
Harry R. Kline Collector
O. L. McClellan Receiver
W. B. Bock Magazine Agent
- 392. WEST PENN; Blairsville, Pa.**
Joseph T. Daugherty, Apollo, Pa Master
Charles C. Henderson, 281 Lacock St, Allegheny City, Pa Secretary
Luther H. Martin Collector
William R. Ranson, Cokeville, Pa Receiver
J. D. Davis Magazine Agent
- 393. DIAMOND VALLEY; Harrisburg, Pa.**
Meets in Sible Hall, 3d and Cumberland Sts., 2d and 4th Tuesday at 7 P. M.
William K. Drake, 1531 N 6th St Master
S. M. Myers, 506 Kelker St Secretary
Frank Snyder, 1228 N 7th St Collector
Amos Brenneman, 1843 N 7th St Receiver
William C. Taylor, 1506 N 5th St Magazine Agent
- 394. PLEASANT VALLEY; Beatrice, Nebraska.**
Meets in I. O. O. Hall, Cor. 5th and Court Sts., 2d and 4th Sundays at 2:30 P. M.
B. A. Downer Master
Charles E. Harris Secretary
Charles E. Harris Collector
Alvin W. Roe, 303 Court St Receiver
E. K. Cole Magazine Agent
- 395. MILLARD FOSTER; Belleville, Kansas.**
Meets in A. O. U. W. Hall 1st and 3d Tuesdays at 7:30 P. M.
K. L. Dresser Master
Charlie M. Mills Secretary
Samuel Jackson Collector
Charlie M. Mills Receiver
James W. Crawford Magazine Agent
- 396. TIP TOP; Goodland, Kansas.**
Meets in K. of P. Hall 2d and 4th Mondays at 7:30 P. M.
Joseph H. Shaw Master
Harry H. Dickson Secretary
John J. Michie Collector
C. C. Sutherland Receiver
Charles C. Hamlin Magazine Agent
- 397. LONG DIVISION; Holsington, Kansas.**
Meets in the School House 1st and 3d Wednesdays at 8:30 P. M.
Ed. H. Heath Master
Ed. E. Brown Secretary
Alonzo C. Shaffer Collector
H. P. Arnold Receiver
Frank J. Parnell Magazine Agent
- 398. PINE MOUNTAIN; Columbus, Ga.**
Meets in Odd Fellow's Hall, 1st Ave., opposite city market, every Sunday at 2 P. M.
Wm. M. Reeves, 914 Fifth Ave Master
Walter K. Mahone, 1232 Third Ave Secretary
Edgar T. Hara, 914 Fifth Ave Collector
A. B. Moore, 944 Fifth Ave Receiver
W. D. Nielver, 944 Fifth Ave Magazine Agent
- 399. CRESCENT CITY; New Orleans, La.**
James Gordon, 586 N Rampart St Master
Harry H. Dodson, 572 1/2 Dauphine St Secretary
Harry H. Dodson, 572 1/2 Dauphine St Collector
George Perry, 159 Spain St Receiver
Harry H. Dodson, 572 1/2 Dauphine St Magazine Agent
- 400. MARIAS DES CYGNE; Osawatimile, Kan.**
Meets every Sunday at 3 P. M.
George P. Reed Master
W. A. Bodell Secretary
S. L. Keith Collector
A. P. Coppers Receiver
George P. Reed Magazine Agent

MISCELLANEOUS DIRECTORY.**Brotherhood of Locomotive Engineers.**

F. M. Arthur Grand Chief Engineer
 T. S. Ingraham First Grand Engineer
 Delosa Everett Second Grand Engineer
 H. C. Hays First Grand Assistant Engineer
 Will meet in twenty-sixth annual convention at
 Denver, Colorado, Wednesday, October 16, 1889.
 GENERAL OFFICES:—Room 5, Blackstone Block,
 Seneca St., Cleveland, Ohio.

Order of Railway Conductors.

C. S. Wheaton Grand Chief Conductor
 A. B. Garretson Assistant Grand Chief Conductor
 Wm. P. Daniels Grand Secretary and Treasurer
 Will meet in twenty-first annual convention at
 Denver, Colorado, Tuesday, May 14, 1889.
 GENERAL OFFICES:—Cedar Rapids, Iowa.

Yard Masters' Mutual Benefit Association.

J. C. Campbell President
 Derry, Pennsylvania.
 H. S. Teall First Vice-President
 Milwaukee, Wisconsin.
 E. S. Fairbanks Second Vice-President
 Atlanta, Georgia.
 Joseph Sanger Grand Secretary and Treasurer
 Indianapolis, Indiana.
 S. L. Newmeyer Corresponding Secretary
 Derry, Pennsylvania.
 Will meet in fifteenth annual convention at San
 Antonio, Texas, Wednesday, June 12, 1889.
 GENERAL OFFICES:—Indianapolis, Ind.

Brotherhood of Railroad Brakemen.

S. E. Wilkinson Grand Master
 Galesburg, Illinois.
 W. G. Edens First Vice-Grand Master
 Galesburg, Illinois.
 L. C. Foster, Jr. Second Vice-Grand Master
 Galesburg, Illinois.
 T. T. Slattery Third Vice-Grand Master
 South Butte, Montana.
 Ed. F. O'Shea Grand Secretary and Treasurer
 Galesburg, Illinois.
 Will meet in sixth annual convention at St. Paul,
 Minnesota, Monday, October 21, 1889.
 GENERAL OFFICES:—Galesburg, Illinois.

Order of Railway Telegraphers.

A. D. Turston Grand Chief Telegrapher
 Vinton, Iowa.
 A. Johnson Assistant Grand Chief Telegrapher
 268 Vincennes, St., New Albany, Indiana.
 S. O. Fox Grand Secretary and Treasurer
 Vinton, Iowa.
 Will meet in fourth annual convention at Cleve-
 land, Ohio, June 9, 1889.
 GENERAL OFFICES:—Vinton, Iowa.

Switchmen's Mutual Aid Association.

Frank Sweeney Grand Master
 John Downey Vice-Grand Master
 Geo. S. Bailey Grand Organizer and Instructor
 Will meet in fourth annual convention at Colum-
 bus, Ohio, Monday, September 16, 1889.
 GENERAL OFFICES:—Room 16, No. 164 Washington
 St., Chicago, Illinois.

LADIES' SOCIETIES B. OF L. F.**1. GOOD ENDEAVOR; Stratford, Pa.**

Meets 1st and 3d Wednesdays.
 Mrs. E. A. Ball President
 Mrs. J. Turton Vice-President
 Mrs. J. I. Moore Secretary
 Mrs. G. Nursey Treasurer

3. LADIES' AID; Phillipsburg, N. J.

Meets in Grimer's Hall, 1st Sunday in each
 month at 2:30 P. M.
 Mrs. C. Wilson President
 Mrs. R. Hill Vice-President
 Mrs. M. Teel Secretary
 Mrs. T. Roseberry Treasurer

4. PROGRESSIVE; Grand Rapids, Mich.

Meets 1st and 3d Thursdays, in I. O. O. F. Hall at
 1:45 P. M.
 Mrs. F. G. Kough, 40 9th Ave President
 Mrs. G. W. Nichols, 11th Ave Vice-President
 Mrs. H. W. Norris, 50 River Ave Secretary
 Mrs. J. W. Kitzelman, California St Treasurer

5. HARMONY; St. Louis, Mo.

Meets every two weeks.
 Miss Ella Van Horn President
 Miss Laura Van Horn Vice-President
 Mrs. C. E. Amos, 2346 Mulllanphy St Secretary
 Miss Sophia Lullman Treasurer

6. HALLSTEAD; Hallstead, Pa.

Mrs. William Oswald President
 Mrs. A. M. Slikes Vice-President
 Mrs. J. H. Moran Secretary
 Mrs. Frank J. May Treasurer

8. FRIENDLY; Garrett, Ind.

Meet in Firemen's Hall, alternate Fridays at 2
 P. M.
 Mrs. M. E. Stoner President
 Mrs. Mary Cunningham Vice-President
 Miss Cora Smith, Box 169 Secretary
 Mrs. Lizzie Abrams Treasurer

9. WELCOME; Philadelphia, Pa.

Meets 1st and 3d Mondays of each month.
 Mrs. James French President
 Mrs. Paul Walker Vice-President
 Mrs. Howard Reeder Secretary
 Mrs. Charles Henk Treasurer

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ENGINEERS,**CONDUCTORS, BRAKEMEN,****Etc., Etc., Etc.****SEND FOR PRICE LIST**

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This polish is similar to the celebrated "**MATCHLESS**" (that we are supplying to all the leading Fire Departments and thousands of Marine, Railroad and Stationary Engineers throughout the United States and Canada,) only much stronger and a more rapid cleaner, holds better on hot work and is cheaper.

We want a good reliable fireman at every machine shop and round-house, to act as agent or get up Clubs for one dozen 1 pound boxes, which we will send on receipt of \$2.50. This is only one-half the price we retail them for. Will give exclusive sale in your locality if you push and introduce it. Some samples furnished free, with order, and if polish is not found to be exactly as represented, may be returned at our expense, and money refunded.

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to procure Regalias will save 20 to
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1 Fenchurch Avenue, London. England.

The Pocahontas Coal is acknowledged by all Railroads that have used it to be the best American coal for Locomotive use. It generates steam with great rapidity, and at the same time holds the fire an unusually long time. The merits of the coal are shown by the unprecedented growth of the mines, which were not opened until 1883. Since that time the output has increased over 1,200 per cent., amounting in 1887 to 1,300,000 tons. During the present year it will be at least 2,000,000 tons. We are therefore prepared to fill all orders with prompt dispatch.

The Following Circular Speaks for Itself. TO WATCH DEALERS.

OFFICE OF
ROBBINS & APPLETON,
104 State Street. CHICAGO.

Our attention having been called to the numerous complaints of watches becoming unreliable as time-keepers through *Magnetic and Electric* influences, and as the causes thereof increase with the introduction of *Electric Plants and Appliances*, some means of protection is necessary.

It has been demonstrated by experimental and practical tests that the

ANTI-MAGNETIC SHIELD

will protect a watch from the detrimental effects of *Magnetism*, and also has the effect of steadying its rate, thereby enabling all watches to produce a better average of time, we therefore recommend the *ANTI-MAGNETIC SHIELD* to all Dealers in *Waltham Watches*.

Some of the most imminent dangers which are destructive to the time-keeping qualities of a watch, and therefore should be provided against, in order to obtain the best results, are *Electric Railways, Dynamos, Electric Light Plants, Electric Motors, Magnetic Belts, The Application of Electricity in Medical Treatment, Electric Brakes on Railways, Locomotive Electric Headlights, Electric Lighting of Cars*, and other disturbing conditions, which are constantly arising when least expected.

MEN IN RAILROAD EMPLOY, where the most accurate time is required, and where the disturbing influences mentioned above are most seriously felt and aggravated by the peculiar condition of *Railway Service*, should exercise *wisdom*, and have their watches protected by the *ANTI-MAGNETIC SHIELD*.

Yours Respectfully,

By **ROBBINS & APPLETON**, General Agents.

AMERICAN WALTHAM WATCH CO.

Anti-Magnetic Shield Cases for Sale by all Dealers.

Messrs. Giles, Bro. & Co.:

CLEVELAND, OHIO, July 22, 1887.

GENTLEMEN:—We are acquainted with the merits of the *GILES ANTI-MAGNETIC SHIELD* for watches, and believe it is a very valuable invention for protection of pocket time-pieces, and very desirable for railway service.

Yours Truly,

[Signed]

P. M. ARTHUR, G. C. E.
T. S. INGRAHAM, F. G. E.
H. C. HAYS, F. G. A. E.

Railroad Square Patent

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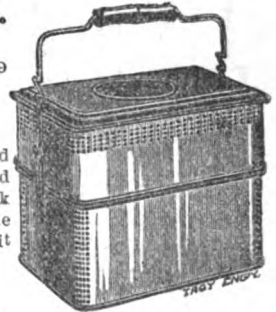
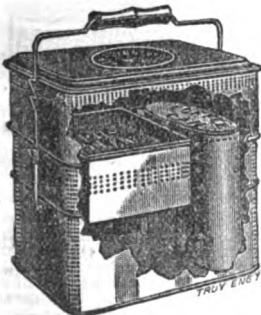
ARKANSAS CITY, ARK., January 15, 1889.

Reardon & Ennis:

Dinner pail arrived all O. K., and would say that it is just the boss for engine men and those who take their dinner or lunch to work with them, and will recommend it to all the boys on the line, and hope they will get it from you

Respectfully

JOSEPH GREGORY, Engine 448.



Size of No. 2 Pail is 9½ in. long by 5½ in. wide by 9½ in. high when looked up. To introduce these Pails until further notice, we will deliver one No. 2 Ventilated Pail, boxed and expressage paid, at any express point in the United States on receipt of P. O. Order for one dollar and fifty cents. Try one.

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Engraved, \$11.00.
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Engraved, \$10.00
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No. 011. B. L. E.
Engraved \$10.00
Set with 5 Garnets,
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No. 087. B. L. F.
Enameled, \$6.00.
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5 diamonds, \$14.00.



No. 027. B. L. E.
\$3.00.



No. 029. B. L. F.
\$3.00.



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Roman Gold
Chased, \$6.00.

RINGS.



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Enameled, with 5
Ruby Garnets,
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No. 085. B. L. E.
Roman Gold
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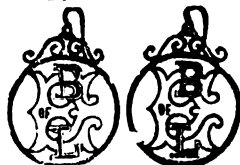


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Gold Emblem, \$9.00.



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Cor Sixth and Ohio Sts., Terre Haute, Ind.

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Dimmick's Kidney and Bladder Cure.

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I am yours,

FRED P. DEUEL.

TECUMSEH, MICH., December 20, 1888.

Brotherhood Medical Co., Chicago:

DANVILLE, ILL., February 9, 1889.

It was generally known I had kidney difficulty for twenty years, and never found relief until I used "Dimmick's Kidney and Bladder Cure," recommended by an Engineer who had used it. Its use cured me so effectually that I can now use the shovel all day without trouble.

Yours, &c., H. B. STEWART, Mechanic, C. & E. I. Shops.

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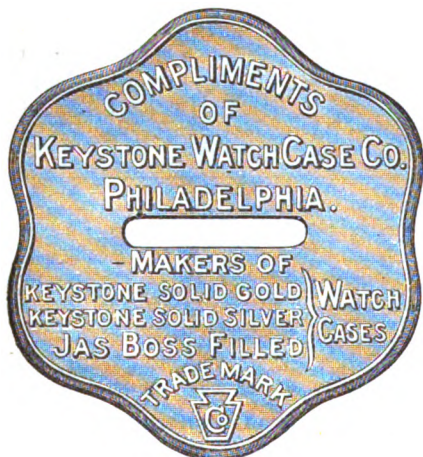
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MAY, 1889.

THE PREVENTION OF RAILROAD STRIKES.

Mr. Charles Francis Adams, has, in *Scribner's Magazine*, for April, a paper bearing the above caption, "The Prevention of Railroad Strikes." The article was written in 1886—but for "various criticisms" of "leading officials directly engaged in the local management of the lines operated by the Union Pacific Railway Company," of which the writer was president, the article, which now appears in *Scribner's Magazine*, was withheld from publication, these "leading officials," believing at that time its publication would "result in more harm than good." For reasons justifying the publication of the article now, we quote Mr. Adams as follows:

"Nearly three years have elapsed, and the events of the year 1888—with the strike of engineers on the Chicago, Burlington & Quincy—seem to indicate that the relation of railroad employes to the railroad compa-

nies have undergone no material change since the year 1886, when the strike on the Missouri Pacific took place. The unsatisfactory condition of affairs apparently continues. There is deep-seated trouble somewhere. No sufficient reason, therefore, exists for longer suppressing this paper."

"The paper," says Mr. Adams, "is printed as it was prepared," and the writer feels confident that if its publication now "does no good," it "will certainly do no harm."

We conclude that Mr. Adams is entirely familiar with the strike in 1888 on the Chicago, Burlington & Quincy—quite as well known as the "C., B. & Q.," or, the "Q.," or, the "Burlington." We conclude that whether Mr. Adams has, or has not, made himself familiar with the "grievances" of the engineers and firemen which led to the strike, he is entirely familiar with the financial disasters which the strike brought upon that blind and bigoted, unjust and autocratic corporation, representing many millions of dollars, which if they have not bankrupted the road, have crippled it to such an extent as to create widespread alarm among railroad corporations; for, says Mr. Adams, "there is deep-seated trouble somewhere," and this "deep-seated trouble" he is convinced, is as "deep-seated" now as it was in 1886, when he gave the subject of strikes his best thought. Manifestly, Mr. Adams has thought profoundly upon the subject since June, 1886, but he has not in any sense changed his views, and has neither

modified nor strengthened his arguments. He permits them to stand as they were about three years ago.

Mr. Adams ranks as one of the most advanced thinkers of the times. He is a man of education, of high character, and his words have great weight, not only in railroad circles, among railroad officials, but in financial and political circles as well, and we do not doubt that his paper will have an unusually wide reading and a marked influence upon men who control great railroad enterprises, and it is because of such considerations, that we give his paper special notice.

Mr. Adams starts out with some statistics relating to railroads, the growth in mileage during the past fifty years. He refers to the management, the changes that have occurred as the mileage increased, but after all, he discovers serious defects in the "organized system" which "had to grow up," and because of such "defects" "trouble ensued." It is not contended that great advancement has been made, but he says, "no rationally organized railroad service"—that is, no service in which the employer and employed occupy definite relations toward each other, recognized by each and by the body politic—no such service exists, and the purpose Mr. Adams has in view is to outline such a service, and, if possible, have it adopted.

It is of supreme consequence that railroad employes should have a definite understanding of what Mr. Adams means, by a "rationally organized railroad service." Who does he desire to organize? That our readers may have a clear comprehension of the views of Mr. Adams upon this important point, we quote a few paragraphs from his paper.

In the operating department of the Union Pacific at the present time (1886) about 14,000 names are carried upon the pay-roll. The number varies according to the season of the year and the pressure of traffic. In January, and during the winter months, the average will fall to 12,000, while in June and during the summer it rises to 14,000.

Of these, 2,800, or 20 per cent., are engaged in train movement; 4,200, or 30 per cent., are in the machine-shops and in charge of motive power and rolling stock; 7,000, or 50 per cent., are employed in various miscellaneous ways as flagmen, section hands, station agents, switchmen, etc.

So far as the wage-earner is concerned, it is, therefore, this portion of the force of a railroad company which may be called distinctively the service.

It will be observed that it is these 14,000 men, or 12,000 men, whom Mr. Adams desires to organize, they belong to the "operating department" of the company, and Mr. Adams does not hesitate to say that they are of more importance to the road than any other class of employes. Mr. Adams says, "the clerks in the financial department, or the engineers in the construction department, might leave the company's employ in a body and their places could be soon filled, but should they do so, the public would experience no inconvenience. It is not so with the operating department. So far as the community is concerned, whatever difficulties arise in the working of railroads develop themselves here. All serious railroad strikes take place among those engaged in the shops, on the track, or in handling trains."

It is not in a spirit of boasting that we say, that this *Magazine*, has with such ability as it could command, sought to impress upon railroad employes, especially those engaged in the moving of trains, the dignity and the importance of their positions as working men, and now comes Mr. Charles Francis Adams, and what he says upon the subject, not only vindicates the justice of the *Magazine's* utterances and conclusions, but adds his irrefutable testimony in support of our position in such matters, he says:

It is usually maintained that only the ordinary relation of employer and employed, should exist between the railroad company and the men engaged in operating its road. If the farmer is dissatisfied with his hands, he can dismiss them. In like manner, if the laborer is dissatisfied with the farmer, he can leave his employ. It is argued that exactly the same relation should exist between the great railroad corporation and the tens of thousands of men in its operating department. The proposition is not tenable. The circumstances are different. In the first place, it is of no practical consequence to the community whether difficulties which prevent the work of the farm from going on arise, or do not arise, between an individual farmer and his laborers. The work of innumerable other farms goes on all the same, and it is a matter of indifference what occurs in the management of the particular farm. So it is even with large factories, machine-shops, in fact with all industrial concerns which do not perform immediate public functions. A railroad company does perform immediate public functions. The community depends upon it for the daily and necessary movements of civilized existence. This fact has to be recognized. For a railroad to pause in its operation implies paralysis to the community which it serves. Such being the fact, it is futile to argue that the ordinary relations of employer and employed should obtain in the railroad service.

The absolute justice of the conclusion of

Mr. Charles Frances Adams, President of the Union Pacific Railroad Company, will not be seriously controverted. His estimate of employes in the operating department must stand unchallenged. These employes, in harmonious relation with the corporation, all is well—in antagonism, calamities follow. To bring about relations of amity is what Mr. Adams desires. What is the programme? What does Mr. Adams propose? In the first place Mr. Adams would divide the men engaged in the operating department of a railroad into two classes—first, "permanent service," and second, "temporary service." On the Union Pacific in 1886, these classes would have represented 12,000 in the permanent service, and 2,000 in the temporary service. The idea is for the company to form an alliance with those in its "permanent service." "The permanent service of a great railroad company," says Mr. Adams, "should in many essential respects be very much like a national service, that of the army or navy, for instance, except in one particular," every man is to have the right to "leave it" when he pleases, but the service should be so agreeable, should hold out such inducements that a man once in it, would want to remain, and "feel that his interests were, to a large extent, identified with those of the company." It is suggested that the pay of those in the "permanent service" should be advanced as often as once in five years, and that a tribunal should be established where a man in the "permanent service" could be heard, and that a fund should be created by assessments upon the employe and the company, to pay benefits in case of sickness, disability or death, and the organization contemplates still more—it contemplates providing "a stock of men" for operating railroads from the children of the "permanent class" of employes. Mr. Adams says:

When a boy—the son of an employe—grows up always looking forward to entering the company's service, he becomes to the company very much what a cadet at West Point or Annapolis is to the army or navy of the United States; the idea of loyalty to the company and of pride in its service grows up with him.

By this time the scheme outlined by Mr. Adams becomes vividly apparent. It is nothing more or less than to create a class of workmen who, under certain regulations,

are to regard themselves as under obligations to the corporation similar to those under which men enter the army and navy of the nation, they are to cultivate "loyalty to the company." This organization of the "permanent service" furthermore contemplates the establishment of corporation schools, and, says Mr. Adams, "the children of employes would naturally go into these schools, and the best of them would at the proper age be sent out upon the road to take their places in the shops, on the track or at the brake." This is a pretty clear statement that when this "permanent service" organization is perfected the corporation will take control, not only of the employe, but of his children, to provide a "stock of men" for the road.

No unjust inferences should be drawn from the utterances of Mr. Adams. He sees clearly that wrongs exist in the management of railroads. He does not intimate that strikers have been in the wrong. He does not glorify the corporation. He thinks that strikes are largely owing to defective management, and this he would remedy. We object to his methods. If they could be carried out they would effectually destroy the organizations of railroad employes, and that this is what Mr. Adams desires lurks in every sentence of his paper. He builds an attractive palace and he invites the 12,000 men in the "permanent service" of the Union Pacific into it, and once in, "loyalty to the company and of pride in its service" destroys the brotherhood. No divided allegiance will be tolerated. This done, the "great railroad company" would have its permanent "stock of men" who "would naturally feel that their interests were to a large extent identified with those of the company." They would look to the company "for hospital service, retiring pensions, sick pensions and insurance against accident and death." The things that the brotherhood does would be done, if done at all, by the corporation. The men in the "permanent service" of the company would become mere automatons, and the West Point and Annapolis regulations would take effect. The corporation school would educate the boys of employes, and at the proper age they would be sent out upon the road "to take such places as might

be assigned them without consulting parents. When workingmen make such concessions they yield up some of the most important prerogatives of citizenship. Would they revolt in case the corporation would like to have a law enacted or a law repealed? It is not probable, for under the organization which Mr. Adams proposes he thinks the man "enrolled in the permanent service would naturally feel that his interests were to a large extent identified with those of the company."

It should be remembered that far in advance of any suggestion of railroad companies to better the condition of employes the employes themselves had begun and carried forward the work until it had won universal approval. The brotherhoods looked after the moral, intellectual and financial welfare of their members. They *improved the service*, and this they have done in the face of the fierce opposition of the companies, and now, wherever brotherhood men are employed, the service is efficient.

The plan proposed by Mr. Adams means the obliteration of railway employes' organizations. He does not say that, he is too much of a diplomat to show his hand. The purpose is to have the employe a part of the great machine, men bound to it by ties that will hold them in defiance of sentiments of liberty, of independence and of self-respect, because the company, having devised a scheme of what is called "pensions," believes that the money consideration will prove stronger than all others, and when once the organizations of railway employes are destroyed, their triumph will be complete and army and navy regulations can be introduced for their government with impunity.

The Pennsylvania, the Baltimore & Ohio, and last the C., B. & Q. systems have inaugurated schemes designed to destroy the brotherhoods of railroad employes. The scheme proposed by Mr. Adams to prevent "railroad strikes" is of the same class, somewhat enlarged, but having in view the same end, the abolition of railroad organizations. In every case the pill the employe is to swallow is artistically sugar-coated—but once swallowed, all allegiance to the brotherhood will be renounced, the corporation will take its place. The will of the corporation will

be the supreme law. The glove on the iron hand will be removed. True, the employe may leave the corporation, quit its "permanent service" for "temporary service," or no service at all, but with the brotherhood gone he will realize that nothing in a land where men are born free and independent compensates for the loss of such blessings.

In the days of workingmen's necessities they organized brotherhoods, associations, etc., and like the mountains of the Switzer, they are their defense. To surrender them has a significance that no honorable working man can contemplate without experiencing humiliation. Possibly, aye possibly, these castles of workingmen may be beaten down by superior force. The right has often been cloven down. If such a calamity should come, in spite of Spartan resistance, workingmen will have to submit, but to yield to the siren song of the corporation "spider" would be such degradation as to defy hyperbole.

There is but one way for railway employes to pursue if they would maintain their independence and secure their rights, and that is to stand by their organizations and yield no one right nor prerogative. Demand simple justice and nothing more, and work together until justice is secured.

Mr. Adams places beyond all controversy the fact of the indispensability of employes in the operating department of a railroad company. They are the one supreme necessity—without them there is chaos, with them there is activity, order, earnings, dividends. Such being true, railroad companies can afford to deal justly by their employes in the operating department. To do this there need to be neither red tape nor circumlocution. Fair, honest dealing does not require complicated machinery. The corporation is not required to institute any side organizations for the purpose of controlling its employes or for supervising their affairs. All that is required of a corporation by its employes is fair treatment, just wages—all the talk about "loyalty" to the corporation is out of place. The employe, if he be a man, will not tolerate corporation paternalism. He will permit no man nor set of men to supervise his personal, private, or family affairs. He will educate his children to become citizens, not railroad

"cadets" to be sent at a "proper age out upon the road."

Mr. Adams, for "the prevention of railroad strikes," would have a workingman's organization within the corporation, a part of its machinery. If his plan succeeds away goes the brotherhood, and the corporation would be supreme. There is a much more direct way to prevent strikes. If the corporation will decree to have competent, honest men for superintendents, master mechanics, etc., and will further decree to pay fair wages for an honest day's work of reasonable hours, there will never be another strike on any railroad while the stars shine. The problem will be solved. Workingmen are not to be deceived. The railroad employé need not be told by Mr. Adams that he is quite as important to the railroad as its president. If the road is operated the employé, not the president, must operate it. So important a personage should remain independent of the corporation—that is to say, no bond between the employé and corporation should exist except that which stipulates an honest day's work for fair, honest wages and such treatment as one freeman has a right to demand from another freeman, and any direct or covert attempt to strike down labor organizations should be met by intelligent and determined resistance.

"It is a noticeable fact," says the *Denver Patriot*, "that the greatest corporations pay the least money to employés for their labor. A little railroad company with two or three hundred miles usually pays fair prices. But as soon as the little affair is absorbed by the giant of the corporations, down go the wages. The short line continues to pay the same profits and dividends but the new management decides the question of wages." This is not only true of railroad corporations, but of all other corporations. Capital combines to reduce wages, and it is this fact that creates what is termed the "conflict between labor and capital." It is rather a conflict between labor and capitalists. The distinction is as broad as heaven and hell.

Messrs. WILLIAM ARROL & Co., of Glasgow, are making a bridge to span the Hawkesbury River, Sydney, New South Wales, the length of which is 2,800 feet.

RAILROAD LAW (?).

Railroad employés are profoundly interested in railroad laws. In every State of the Republic railroad employés should federate for the purpose of electing men to the Legislature pledged to remedy the vicious practices of courts in deciding cases against what ought to be the unquestioned rights of employés or their heirs. Take for instance the following case:

In Kentucky, in an action against a railroad for the willful, negligent killing of a brakeman in the employ of the company, it was shown that the immediate cause of the accident was the formation during the trip of sleet or ice on the edge of the car, where deceased was compelled to stand while handling the brake, and that no salt or sand with which to remove it had been furnished by the company. The Court of Appeals rule that there is no case against the company.

Here it is shown why the brakeman lost his life. It is to be inferred, if the railroad company had furnished the brakeman "salt or sand" the fatal accident would not have happened. Hence, it is rational to conclude death resulted from the negligence of the company. Still, the Kentucky court held that no responsibility attached to the company. Kentucky, manifestly, needs a statute that shall protect railroad employés, and we assert if every employé in the State will federate for the purpose of having such a law passed, that it can be done, since it may be assumed that every workingman in the State would aid in bringing about the needed change. The "fellow servant" dodge, by which railroad corporations escape penalties should be swept from the statute books, for in a vast majority of cases it can be pleaded, and in every case, whether true or false, is vicious, since it is out of the power of one employé to dictate who shall be his co-employé, or, as the courts put it, his "fellow servant". When railroads kill cattle, hogs, horses, sheep and geese, they pay, but when men are killed or maimed they hide behind every possible subterfuge. They use money freely; they employ the highest legal talent; they demur and appeal, and finally, it is well understood that courts are human. What is wanted is clean cut statutes, which admit of neither dodge nor debauchery. It is a vital question.

Pittsburg Chronicle:—The wind now whistling through the cornfields has a husky tone.

JAY GOULD.

It is no part of our mission in the world, in so far as we are capable of comprehending the somewhat occult question of missions, to write panegyrics of Jay Gould. He belongs to a family or a tribe of millionaires whose history is never referred to by divines to illustrate prophecy relating to the millennium, when the devil is to be chained a thousand years, and when, if the world can credit apocalyptic scripture, monopolists, stock waterers, food cornerers and bucket-shop gamblers generally will be required to take back seats. But the question arises: Is Jay Gould the chief of sinners in his line? Is he a victim of total depravity? Is he without a parallel? Is he *suigeneris*? Is he like vice—

A monster of so frightful mein
As to be hated, needs but to be seen?

Manifestly, the drift of public sentiment is in the direction which answers all such interrogatories affirmatively. Jay Gould does not enter the arena in self defense. With him silence is golden. His mission in the world is to make money. The more mysterious his methods the better he is pleased. He likes to be regarded as inscrutable, unfathomable, dark. He is not particular what people say. He is a student of character, disposition, deeds. He believes that men, like railroads, stocks and bonds, are purchasable. When he wants a man, a judge, a legislature, he bids and buys. There is no foolishness about Jay Gould. There are no flies on him. In his line of endeavor, high or low, as people may choose to regard it, Jay Gould has been a financial success. He has large assets. As a youth, we see him with a trap, and now in his mature years, bordering upon the sere and yellow leaf, the November of life, we see him with lots of game. His philosophy teaches that—

"Gold is the strength, the sinews of the world;
The health, the soul, the beauty most divine;
A mask of gold hides all deformities;
Gold is heaven's physic, life's restorative.

But the question arises, why single out Jay Gould for censorious criticism? Has he amassed a colossal fortune by ways that are dark? It is equally true of others. Has he the power to change water into wealth? Others possess the miraculous faculty, and do not hesitate to use it when opportunities

are presented. Jay Gould is only one of a thousand of the same type who pursue the same methods in different enterprises—the difference being simply in ability to concoct schemes and use money to carry them out. As they accumulate cash they become more potent, as it was said of the "Young Napoleon," Ives, keeping well within the law, they manage to make the world pay tribute and defy the courts.

The strange feature about the business is, that Jay Gould comes in for by far the largest share of denunciation. "As the savages of Africa," says one, "make for themselves an idol to be beaten when the weather does not suit them; as the boys of England prepare an effigy of Guy Fawkes to be gibbeted and burned, so our politicians, from the ragged anarchist to the well-fed congressman, dress up an image constructed of the odds and ends of their own worthlessness, and label it Jay Gould." This is very pretty, and is chiefly objectionable, because Jay Gould alone is selected for condemnation. It is a great mistake to suppose that "ragged anarchists" and "well-fed congressmen" are the only persons who censure Jay Gould. Occasionally this fault-finding becomes epidemic and defies all quarantine barriers, and then Jay Gould becomes the object of universal wrath, and yet it is difficult to discern wherein he is worse than others of his type, except that he has more money than some of them and more ability as a schemer.

It is well known that Jay Gould dabbles largely in railroads. His connection with the Union Pacific has brought him before the country in a way which seemingly justified the charge of general malversation; but says a writer in a paper devoted to railroad interests—

Now, the fact is that when in 1873 he (Gould) bought a controlling interest in its stock he found it so poor that there were none to do it reverence. Even its projectors and constructors had no faith that a profitable business could ever be created in the sterile plains through which it ran, or built up upon the Pacific coast against the competition of water routes. It was chiefly constructed with iron rails laid upon pine ties and with numerous wooden bridges and culverts; it had no efficient protection against snow blockades; it was poorly equipped with rolling stock. It had neither a branch of any nature nor an ally upon whose friendliness it could rely. It was attacked by would-be rivals with prolate schemes which if successful would instantly have bankrupted it. It had never earned nor paid a dividend, and there were but few, if any, besides Mr. Gould who had faith that it ever would be able to pay one.

Now, we submit that, accepting the fore-

going as true, Jay Gould stands out conspicuously as a benefactor of his country. To take an old, decaying bankrupt railroad, and make it an efficient highway for commerce and travel is equal to making two blades of grass grow where but one had previously flourished, and Jay Gould, being credited with having accomplished such a work, ought to receive proper credit. It is further said :

Immediately he commenced a system of utilization of its resources to the utmost. By his influence with other lines in which he was interested, he secured for the Union Pacific the power to make through rates over other lines upon as favorable terms as were enjoyed by any of its competitors ; moreover, these rates were divided between it and its connections, not upon the pro-rata basis which was customary throughout the country, but upon a basis much more favorable to it, a basis which the commissioners report to be still in force, and by which the Union Pacific is even now earning in excess of half a million dollars per annum in excess of the amount which it would receive if this arrangement had not been enforced by the power and favor of the man whom they abuse. Every natural resource of the line was by him steadily encouraged and rapidly developed ; the tracks were raised above the plains by embankments three or four feet in height, so that the winds, instead of blowing snow upon the track and thus blocking it, would blow the snow off and thus keep it clear. Steel rails were substituted for iron, oak ties for pine, masonry and earthwork and iron bridges for wooden bridges and culverts. No rates were increased, but such reductions were made as would lead to an increase of business and of revenue. The result was that the line commenced almost immediately to earn dividends, and having earned them the company actually distributed them to their stockholders instead of laying up the money to pay a debt that did not become due for nearly twenty years, and for the ultimate payment of which they were engaged in making another provision.

In such matters the readers of the *Firemen's Magazine* are as good judges as can be found. They are practical railroaders. They know a good road from a bad one, and can quickly distinguish between an efficient and an inefficient management.

It is in the interest of society, when it can be honestly done, to rescue the names of men from obloquy. At least the truth should be spoken, and always due credit given. We do not believe that Jay Gould is a sinner above all the rest of his class. As a matadore he has slain a good many bulls and bears and taken their hides. As a trapper he has been a success. He spreads out amazingly, but is no where very thin. He may lack conscience and soul because he can't buy such things nor trap them. He has gold, brass, water and steam, an iron will and a sharply defined purpose. In such things he is neither worse nor better than the Vanderbilts, the Sages,

Scotts, Garretts, Corbins, *et al.*, to the end of the list. He is credited with a clean home. He is said to be an affectionate husband and a doting father. In such things he is human, if not a Christian. If he prefers gold to God as an object of worship he can play pagan to his heart's content, and if he wants a monument when he dies to perpetuate his name and deeds he can build it while he lives, or direct how it shall be done when he is dead. But he is entitled to credit if he keeps his railroads in good order, and if he pays fair wages to his employes and deals justly with men who earn their bread in the sweat of their faces he may find favor with St. Peter and step in through the "pearly gates."

W. E. LEFLET, Esq., editor of the *Railway Service Gazette*, takes Mr. C. S. Wheaton to task for making assertions "absolutely and wholly false." The *Gazette* says :

Mr. C. S. Wheaton, in the last issue of his publication, states that the editor of the *Railway Service Gazette* "wore the emblem of the Order of Railway Conductors two or three years," and "used the reputation of the Order to procure transportation."

This statement is absolutely and wholly false, and we cannot permit it to pass unnoticed. We can hardly believe that it is willfully and maliciously made, and if it is not, Mr. Wheaton will either correct it or he will produce the proof to support it.

The foregoing places Mr. Wheaton, to speak mildly, "in the soup." Mr. Wheaton, by the verdict of all honorable men, must now substantiate what the *Gazette* pronounces false, retract the slander or remain silent, the latter course being equivalent to a confession. The *Gazette* doubtless explains the matter when it says :

This untruthful statement of Mr. Wheaton's publication is apparently inspired by the fact that the *Gazette* has opened its columns to print the news of the young and rapidly developing Brotherhood of Railway Conductors.

The *Gazette* appears to have a corner on Wheat-on—or Onwheat.

Two interesting relics of the past were lately exhibited to the members of the Engineers' Club of Philadelphia. One was a piece of the first rail used by the Camden & Amboy Railroad, weighing about twenty pounds per yard. The other specimen shown was a piece of 7½-inch rail, laid about 1847, on the same road. It was of slightly differing sections, weighing about ninety pounds to the yard.

LABOR ORGANIZATIONS.

We are not required to offer tabulated statistics to prove that labor organizations have during the past twenty-five years rapidly multiplied. And, on the other hand, the proof is equally conclusive that the great majority of working men refuse to enroll their names in any of the guilds, unions or brotherhoods designed to improve the condition of men dependent upon their labor for existence. The fact that a majority of working men are not members of labor organizations has often provoked the inquiry, Why do they stand aloof from such organizations? No one, so far as we are informed, attempts to answer the interrogatory. That it is one of supreme importance no man credited with common sense will gainsay. In the line of elucidating what may appear to many as a difficult proposition, we inquire why it is that within the past twenty-five years, working men, more than ever before in the world's history, have instituted unions designed to promote their welfare? We unhesitatingly assert that during the period named working men have possessed more intelligence in the aggregate than at any previous time known to authentic history. We refer to the United States of America, but the declaration holds good in England, and in some countries on the continent of Europe. In the United States, where the declaration that "all men are created equal" stands forth as a political fact of powerful and conquering significance, there are special reasons not found in other countries why American working men should organize to protect themselves from injustice at the hands of employers, because here a working man is a sovereign in his own right, with all the privileges and prerogatives that belong to any other man, and because any injustice to him is a blow aimed at the fundamental principles upon which the government rests. But there is another reason why American working men have been actively engaged in organizing during the past twenty-five years. They have seen on the part of employers a purpose to reduce their wages to a point totally insufficient to maintain them and their families as should become American citizens. The charge is fully substantiated by the facts, and the alarm has extended from the center

to the circumference of the country. On the one side statistics have shown fabulous prosperity and the accumulation of untold wealth, while on the other hand there have been such exhibitions of poverty and wretchedness as to defy exaggeration. The working men who produced the wealth have been the victims of continuous calamities, the result of policies as vicious as were ever put in practice in any land. Working men have believed that by organization, by united action, many of the ills to which they have been subjected could be modified, and in time extirpated. This being an eminently rational and practical view of the subject, the question recurs, Why do so many working men remain outside of labor organizations? There are, we conceive, many reasons, the chief of them all, we assume, being the inability to comprehend the logic of facts, circumstances and conditions—in a word, a lack of intelligence and a disinclination to study those problems which relate to their own welfare, and upon the proper solution of which depends their emancipation from degradation. Such persons constitute the great bulk of that degraded and labor degrading army known as "scabs." They are men who never had an aspiration above those counterfeit men who crawl on their bellies in the dust and lick the boots of bosses, creatures of the parasitical type, who would rather be a flea in the hair of a rich man's dog, or a louse in the hair of a king, than one of nature's noblemen, with the independence and courage of a free man who dare hold up his head and assert his rights. The scab, in practice and purpose, is the enemy of labor organizations. He may not be absolutely beyond the reach of the educating and elevating influence abroad in the world, and as a consequence here and there one of the tribe may be converted, but as a general proposition we should deem it quite as probable that a tree toad could be transformed into an arch angel as that a confirmed scab could be made a loyal, intelligent member of a labor organization. But fortunately all the workingmen outside of labor organizations are not scabs. Thousands of them are thoughtful men who act upon convictions, and of their ultimate action there need be little anxiety. They are in sympathy with truth and justice, and desire to see labor

emancipated from every degrading thralldom. They do not antagonize labor organizations, but in many ways evince their approval. It is to be assumed, and we doubt if any intelligent man will controvert the proposition, that the educating influences abroad in the country are on the whole advancing the cause of labor organizations. In saying this we are not unmindful of the power of a subsidized press. We do not under-estimate the impelling, controlling and directing power of money, and yet facts satisfy us that in spite of every adverse circumstance, labor organizations are moving forward in the direction of ultimate triumph. Labor has a press. It has a literature. It has knowledge. It has not only the wisdom of experience, but it has men capable of solving the most abstruse problems relating to the growth and permanency of organization. Labor organizations have succeeded in getting labor into politics. In saying this we have no reference to partisan squabbles over the loaves and fishes. We refer to that higher plane of politics which relates to the enactment of just laws for the protection of society, in which labor has vital interests. If it is said that little has been accomplished in that direction, we unhesitatingly admit the impeachment, but it must be remembered that working men so far have done but little in that direction to modify or to repeal vicious laws, or to enact laws calculated to improve their condition. Labor has not federated for this wise purpose to any applaudable extent. Still, much has been done, enough to show workingmen that when they decide to federate for their own emancipation, and for the welfare of society, a great victory will be achieved. It is simply required to be patient and to work. Labor organizations have nothing to lose, but everything to gain by having their purposes earnestly investigated. Their aims are few and easily understood. They are totally exempt from deceit—no art of dissimulation is practiced. Labor organizations seek, first to obtain fair wages, and then to maintain fair wages. The wage question is the supreme question. With fair wages obtained and maintained, labor organizations are in a position to inaugurate and carry forward enterprises the benefits of which inure to society as well as to those who are identified with

such organizations. We could indefinitely elaborate upon this feature of labor organizations. Having secured fair wages, they are in a position to adopt plans for the benefit of their membership, and be it remembered that these benefits are in proportion to the wages received.

With such data as we have at hand, we assume that since their organization, the Brotherhoods of Engineers, Firemen, Brakemen, Switchmen and Conductors have paid out a sum of money closely approximating \$5,000,000 as benefits to disabled members and to widows and orphans who, in numerous instances, would have been absolutely destitute without such aid. In doing this, the brotherhoods named have assumed such burdens as have relieved society, the state, the tax-payers of all responsibility in providing for the welfare of their poor. Widows and orphans have not been required to go from the grave, where husbands and fathers were buried, to a pauper asylum, but the brotherhoods have come to their rescue, and out of the earnings of their membership, too often far below the demands of justice, have rescued them from want and the degradation of mendicancy. And this the brotherhoods have done while contributing their full share to the revenues of the state and to the maintenance of those unfortunates who, failing to become members of labor organizations, are thrown upon the cold charity of the world and compelled to endure hunger and nakedness, or accept such comforts as a "poor house" affords.

We have referred to certain labor organizations because we happen to be more familiar with their operation than with other labor organizations, but if it were possible for us to tabulate the payments made by all the labor organizations of the country for purely benevolent purposes the sum total would be of such magnitude as to excite surprise and admiration. The facts would demonstrate beyond cavil that labor organizations are the staunch friends of society, the promoters of peace, order and prosperity, and are therefore deserving of encouragement. To antagonize labor organizations is scarcely less than a crime, and those who seek to disrupt them are the enemies of society. The objections urged against labor organizations relate chief-

ly to their efforts to secure honest pay for honest work, and of their scanty earnings they give back millions to redeem men, women and children from pauperism. As we have stated, the benefactions of five of these organizations amount to millions taken from their earnings, and it would be interesting to place beside the sum total of the benefactions of labor organizations in the United States the sum total of gifts for charitable purposes made by their enemies. Fortunately for society labor organizations are increasing in

number and in power. They are doing good Their purposes are honorable and their high ambition attainable. They are all young in years. Taught in the school of experience, they are displaying capabilities of the highest order. Under the influence of educating forces they will learn to appreciate more fully the strength of unity, and then will come federation. With this obstacles to success will disappear and labor, emancipated from every form of oppression, will receive its just reward.

THE ALL-KIND MOTHER.

I O, whatever is at hand
Is full met for the demand;
Nature oftimes giveth best
When she seemeth chariest.
She hath shapen shower and sun
To the need of every one—
Summer bland and winter drear,
Dimpled pool and frozen mere.
All thou lackest she has still,
Near thy finding and thy fill.
Yield her fullest faith, and she
Will endow thee royally.

Loveless weed and lily fair
She attendeth here and there—
Kindly to the weed as to
The lorn lily teared with dew.
Each to her hath use as dear
As the other; and thou clear
Thy cloyed senses thou may'st see
Haply all the mystery.
Thou shalt see the lily get
Its divinest blossom; yet
Shall the weed's tip bloom no less
With the song-bird's gleefulness.

Thou art poor or thou art rich—
Never lightest matter which;
All the glad gold of the noon,
All the silver of the moon,
She doth lavish on thee, while
Thou withholdest any smile
Of thy gratitude to her,
Baser used than usurer.
Shame be on thee and thou seek
Not her pardon, with hot cheek,
And bowed head and brimming eyes,
At her merciful "Arise!"

—James Whitcomb Riley in *February Century*.



W. D. ROBINSON.

We conjecture that many patrons of the *Magazine* will read the name that constitutes the caption of this article, and will look upon the accompanying portrait, and then mentally inquire, "Who is W. D. Robinson?" "Why is such prominence given him in the *Firemen's Magazine*?" Thousands may say, "I never heard of the man before." Such queries and remarks are quite natural. It is the fate of some men to bestow their wealth of intellect and energy with princely liberality for the good of others, and then be forgotten and neglected by those who have profited most by their devotion and generosity—such is the ingratitude of the world.

"If there be a crime
Of deeper dye than all the guilty train
Of human vices, 'tis ingratitude."

And yet, it is a vice which men are compelled to contemplate in many ways in their every day experiences. Among the various phases of ingratitude which men of generous natures are required to ponder, forgetfulness and neglect, are by no means

the least conspicuous. It rarely occurs that the real benefactor receives his just reward, and all too often, he lives "unhonored, and unsung," and dies "unwept." It has been written that

"In this perverted age,
Who most deserve, can't always most engage;
So far is worth from making glory sure,
It often hinders what it should procure."

If this is true now, it has been quite as veritable in all ages. There are, fortunately, instances which serve to show that human nature is not universally so depraved that it cannot appreciate that nobility of character which unselfishly seeks the good of others, regardless of personal sacrifices—but, it will be conceded by those who are familiar with events that such instances are exceptions to the rule. As a rule, the true benefactors of men, the men who have blazed out new highways for the armies of progress, who have been the avant-couriers in enterprises that brought untold blessings upon men and nations, have been the victims of ingrati-

tude, of forgetfulness and neglect, while some vapid and declaiming demagogue, reaps a harvest of shekels and applause.

It is well for men to frequently engage in retrospection—to retrace, in fancy, at least, the pathways along which the conquering hosts of civilization have marched, if for no other purpose, than to find if some one who should wear the title of "Benefactor" is not languishing in obscurity and possibly in indigency, some one, who better than the most successful candidate for popular favor—better than he for whom the people erect triumphal arches and whose path they strew with garlands, and who served his generation, regardless of sacrifices and rewards, has not been the victim of neglect. It may be found that here and there a veteran survives, who throughout all his early manhood and in the prime of his years, struggled for the good of his fellow man, until at last, forced by the infirmities of years from his profession or vocation, is lingering out an obscure old age, with no consolation for a life of unrequited toil, but that it has been a useful life; devoted with fidelity and singleness of purpose, to the well-being of his fellow men. If such a man is found, he is one, who more than statesman or politician, deserves to be honored with monumental marble—and days of public festivity and rejoicing. He should not be a stranger in the midst of a new succession of men. His services and sacrifices, for the good of others, should be known and should be held in grateful remembrance.

In the foregoing we have briefly outlined the purpose the *Firemen's Magazine* had in view, when of its own free will it proposed to write of W. D. Robinson, a veteran railroad man, and the founder of the great Brotherhood of Locomotive Engineers.

To do full justice to the subject is a task we do not expect to accomplish. We might be content with the statement of dates and incidents in the life of W. D. Robinson. Room will be found for these, but something more is required in writing of a man, who, in his youth possessed that "mystical lore," which saw the shadows of coming events, and was alert to prepare for their advent.

When W. D. Robinson was born, May 22d, 1826, there was not a mile of railroad on the American continent, and when, in 1846, he began railroading, as a fireman, on the New York Central, there were 4,633 miles of railroads in the United States. W. D. Robinson was at that time 20 years of age. It is said of him that he early acquired a good, general knowledge of history, biography and polite literature, ancient and modern, but it may be assumed, that he did not neglect other studies, scientific, mathematical and mechanical, for we notice that in 1848, two years subsequent to his beginning work as a fireman, he was promoted to

the responsible position of engineer. This fact demonstrates beyond controversy, that young Robinson was ambitious. Some writers have classed "ambition" as the "vice of great minds;" that depends. Ambition is only a vice, when its purpose, its aim is vicious. Ambition may be "longings sublime and aspirations high"—it may take the form that animated an Alexander, a Cæsar, or a Napoleon, who peopled the cities of the dead, and built for themselves monuments of human skulls, but it should be remembered that

"Ambition is the germ,
From which all growth of nobleness proceeds."

There is an ambition, fortunately for the world, which, whatever may be said of the master passions, "the love of Honor and the love of Gain," which are said to "govern the intellectual few and the intellectual many," seeks to promote the welfare of men. There are ambitious men who, though they may seek for honor and gain, do not forget their fellow men, but use their power, their influence and their knowledge to advance the well being of others. Such men are not showy—they are not obtrusive. They sow and cultivate and then invite the world to reap and divide the harvest.

W. D. Robinson in his youth and mature manhood was evidently ambitious. He was eager to cultivate his mind, to develop and strengthen his intellectual powers, and as a reward we see him in the short space of two years advanced from fireman to engineer. From 1848 to 1855, a period of seven years, Mr. Robinson followed the responsible and arduous calling of locomotive engineer on the New York Central. From that time until 1861 Mr. Robinson had been a student of railroad men and of railroad management. He had been something more than a "runner." No one of the craft had studied more profoundly situations and conditions. From experience he knew what it was to be a locomotive engineer, and he also knew that, considering the skill required for the position and the responsibilities it imposed, the men who held the throttle were denied just wages and did not occupy, neither in the minds of railroad officials nor in public esteem, their rightful position, hence, when in 1855 a call was made to take steps to form an organization Mr. Robinson was made a delegate to represent the engineers on the N. Y. C. R. R. at a meeting held in Baltimore, Md., October, 1855. At this time Mr. Robinson was twenty-nine years of age. He was then an advanced thinker. At Baltimore the foundation was laid for the national superstructure now known as the Brotherhood of Locomotive Engineers. At the Baltimore meeting seventy delegates were present and participated in the discussions, and then and there the organization of railroad employes was formed and launched. The organization bore

the title of "Grand National Protective Association of Locomotive Engineers," and W. D. Robinson was made Grand Secretary.

It has been written that "the organization, lacking some of the essential elements of success, its originators and friends were forced to witness its failure." But it was not a failure. The right is never a failure; the wrong is never a success; the most that can be truthfully said is that the movement was premature, but we doubt the propriety of any such suggestion. The Baltimore meeting planted the seed from which has sprung, not only the B. of L. E., but every other organization of railroad employes. There were defects, doubtless, but they were not found in the purpose of the organization. That was right, and Time, that makes no mistakes, has placed upon it his ineffaceable stamp of approval. It set the organization ball in motion. Then began agitation. A new star arose in the sky of labor; for a while it was above the horizon, nor did it set until it had aroused an intense desire in the minds of all locomotive engineers that its light should be perpetual. But it set to rise again in May, 1863. Since then it has been steadily rising. Other stars have arisen and joined the resplendent train until now the constellation of "Labor" is as bright and luminous as can be found in the railroad employes' firmament of hope.

From 1855 to 1863 W. D. Robinson had not been a man of doubt and despondency. The word "failure" was not found in the lexicon he studied. Neither a croaker nor a kicker, he was built, like an ocean steamer, to go ahead in defiance of adverse tides and winds and billows. He wrote, he spoke, he worked, he agitated. His early fondness for books, his habits of study, qualified him to stand forth more than a quarter of a century ago as the champion of labor, and it is not surprising that in 1863, when the "Brotherhood of the Footboard" was organized, W. D. Robinson, then thirty-seven years of age, in the prime of his young manhood, was made Grand Chief Engineer. That he was the master spirit in the meeting at Detroit, May, 1863, where the Brotherhood of Locomotive Engineers was born, we do not doubt, and this we say without intending any disparagement of others of the noble band who assisted in laying the foundation of an order now of continental proportions.

We do not hesitate to declare our admiration of a man of the type of W. D. Robinson. We confess to a liking for their heroism, their faith in their fellow-man, for their hopefulness when others are despondent. We confess to no little amazement when we contemplate the prescient qualities of their minds. W. D. Robinson, as early as 1855, aye, before that date, saw the necessity of the organization of the Locomotive Engineers for their own welfare and the good of

society. He was not a prophet, nor the son of a prophet. In 1855, when there were but 18,355 miles of railroads in the United States, he may not so much as dreamed that in thirty-three years there would be 160,000 miles of railroads in the country. It is not given to any man to comprehend the marvelous strides of Anglo-Saxon civilization, but he did see with unclouded vision the benefits which were to flow from organized labor. He did not see "men as trees walking," but he saw men as men, standing erect with their hats on instead of under their arms, asserting their sovereignty and demanding their rights, and with this he was content; for this he labored; for this he made a thousand sacrifices; but with that valor which has won every recorded and unrecorded victory for truth and right since God decreed that man should eat bread in the sweat of his face.

We have said that in May, 1863, in the city of Detroit, W. D. Robinson was elected the first Grand Chief of the Brotherhood of Locomotive Engineers. That was twenty-six years ago. Then the Order may have numbered a dozen or a score of members all told. Then everything was new, untried. Then the supreme demand was ability, fidelity, tenacity. Then the Grand Chief Engineer run an engine by day, and though worn and fatigued, he was required to attend to his official duties at night. There was no cash in the treasury. The supreme demand was work on trust, faith and hope. Write, speak, travel, build, for the good of others. Do it uncomplainingly, assiduously; do it in the face of opposition, "Unawed by power and unappalled by fear." In this way did W. D. Robinson work to lay the foundation and build the Brotherhood of Locomotive Engineers. In this connection it may be worth while to say that Mr. Robinson filled the office of Grand Chief Engineer from May, 1863, to August, 1864, and during this brief period fifty-four sub-Divisions had been formed, and the Order was fairly on its feet.

Only those who have had the experience are in position to estimate the qualities of head and heart required to lay foundations for a permanent organization of a Brotherhood, to enact laws and map out a policy, and if this be a difficult task, what must it be to take the helm and steer the ship successfully for the first voyage and bring her with all her treasures safely into port. But W. D. Robinson possessed in a marked degree the mental, moral and physical qualities for all these labors. His intellectual qualities were equal to the task of arousing his fellow engineers to the necessity of organization, and when assembled for the work his thorough mastery of the situation enabled him to propose such laws and such a policy as would best subserve the end in view, and at this supreme juncture his asso-

ciates had the wisdom to place him in command. We applaud their judgment.

From 1864 when Mr. Robinson retired from the position of Grand Chief Engineer of the Brotherhood of Locomotive Engineers a position which he adorned and dignified, to 1883, when he retired from active railroad life, he was constantly employed on various railroads throughout the country as a runner and master mechanic and he now resides in the city of Vincennes, Ind., and where at the age of sixty-three years, though his toils are unrequited by any great abundance of this world's goods, he enjoys the tranquility befitting his years, and is loved and honored by those who are so fortunate as to enjoy his acquaintance.

But it must not be supposed that the subject of this sketch has lost any of his interest in Brotherhood, or labor questions; such is not the case; on the contrary, he takes, if possible, a deeper interest in such matters than ever before. With all his mental faculties intact, with an experience of active railroading of forty-one years, and a retentive memory stored with facts, his retrospects are replete with interest. He surveys the whole field of labor, and few there are, whose views upon topics which bear directly or remotely upon the welfare of workingmen, indicate a profounder comprehension of requirements. In proof of this we quote from an article from the pen of W. D. Robinson, which appeared in this *Magazine*, June, 1887. Mr. Robinson, in the article referred to, speaks of the condition of the masses in European countries, who "are born to an inheritance of servitude" and who are kept in ignorance that they may be the more easily oppressed, and says:

Education such as these countries afford is too expensive for their (the masses) means, too remote from their positions, and too inconsistent with the hereditary degradation of their condition. It is because these governments are in the hands of the privileged classes, and are administered for their benefit. Education reveals both the injustice and usurpations of aristocracy; it is therefore pronounced contraband for the masses. It is not from stinginess but it proceeds from principle—knowledge unfetters the mind and lets in upon the human soul a consciousness of its dignity and its destiny. It raises the vassal into a freeman, and the ignorant rustic into the fearless champion of human rights. Popular education and tyranny can not dwell together.

Those who value education for the emancipating power it confers upon its possessor will experience no little difficulty in finding a more glowing tribute to its redeeming efficiency than that which Mr. Robinson bestows, and were we disposed to eulogize the B. of L. E. we could pay it no higher compliment than to commend it for having, in the beginning of its career, conferred its highest office upon a man capable of appreciating the value of education.

Mr. Robinson sees that education elevates its possessor into a loftier sphere of being;

that it creates new senses of enjoyment, new desires, new hopes, new aspirations, and forms the whole soul to a nobler and sublimer life. It emancipates the vulgar and untaught mind imbedded in ignorance and animalism, and enables it to ascend the heights of science, forever multiplying the sources of happiness. To have a man of such comprehensive power in the ranks of workingmen, a practical fireman, engineer, master mechanic, is to ennoble labor, to dignify its badge, to glorify its aspirations, and to demonstrate to the world, that it has a right to be heard, when men of intellectual force meet to discuss and solve problems relating to the welfare of society.

Mr. Robinson sees clearly that workingmen should receive fair wages for their work. If there is a failure here, it is a failure all along the line, and that the degradation may be avoided the workingmen must be educated. He says:

"If you would drive every particle of manliness out of a human soul, create and maintain such institutions as will keep the mass of the people at the starvation point."

It might be said that in the foregoing paragraph, Mr. Robinson has epitomized all arguments relating to the emancipation of labor from oppression and degradation. Reduce wages and enslave the people, advance wages and emancipate the people. Labor organizations have in view fair wages, the disenfranchisement of workingmen from the curse of squalor and all of its attendant ills. Says Mr. Robinson:

"The wage-worker, dazed, bewildered, and nearly overwhelmed by the magnitude of the forces which threatened the prosperity and happiness of himself and the loved ones at home, his cry for relief unheeded except by scorn, his faith and hope in truth and justice ebbing low, turned at last almost in despair, and gazed with pallid cheek, and eager inquiry in the face of his fellow workman. The mute question conveyed in that wistful glance, was this: 'Can you and I depend upon and trust each other?' And in the outstretched arm and open palm, came the mute reply: 'We must and will, now and forevermore.' That silent compact, born of haggard necessity and nurtured through many years of poverty and peril, at last has borne noble and lusty fruit, and across the continent to-day, from north to south, from east to west, a common brotherhood of labor now stands unabashed in the presence of Courts and Senates, and demands justice and fair play and nothing more."

We could further embellish this article with gems from the writings of W. D. Robinson, but it is not required. Our readers will readily discover from the quotations we have made, that Mr. Robinson, in his retirement from active railroad life, is still observant of matters that relate to the welfare of laboring men, and is as ready now as ever to enter the arena of debate and champion their cause.

But we should be derelict, were we to close this article without referring to the fact that W. D. Robinson possesses a poetical

as well as a practical mind. It has been written that

"The world is full of poetry; the air
Is living with its spirit; and the waves
Dance to the music of its melodies,
And sparkle in its brightness."

That Mr. Robinson, at times, drinks in this "spirit" is well known to many, indeed, the pages of this *Magazine* bear testimony of his splendid gifts, and when in the mood, he can give his thoughts rhythmic melody and sing in concert with ancient and modern bards. In the May number of this *Magazine*, 1888, we reproduced the poem entitled, "The Free-for-all Race," which, in every stanza bears the stamp of poetical genius. Our space does not permit us to reprint the poem entire, nor is it required, but we take special pleasure in referring to the poetical production and of reproducing a stanza or two, referring to one of the members of the "Every Day Club" who entered "The free-for-all race," and the final result.

"And next was a veteran of three score and ten,
With hands all unsteady and thin;
Borne onward by 'Hope,' again and again,
He'd fairly outridden much stronger young men,
And surely once more he must win.
'Hope' to him was the same as at manhood's
first dawn.
As strong as the lion and fleet as the fawn."

We do no violence, at least no violence to fancy, by the surmise that the poet might have had reference to the founder of the B. of L. E. when he wrote the stanza we have quoted. He was standing within a few steps of the sun burnished highlands of the three score and ten and realized how often he had been borne onward by "Hope," and that "Hope" was then the same "as at manhood's first dawn." He might have soliloquized—

"Oh hope! sweet flatterer! thy delusive touch
Sheds on afflicted minds the balm of comfort,
Relieves the load of poverty—sustains
The captive, bending with the weight of bonds,—
And smoothes the pillow of disease and pain."

Those who entered the "free-for-all race" struggled for the mastery, for the prize—

"The signal was given—the field was away;
The struggle was furious and fast;
The struggle of life and of every day,
For out of the race no mortal can stay,
And death conquers all at the last.
So the tumult of life and the funeral pall
With the Every Day Club and its great free-for-all
In this likeness familiar is cast."

In closing this article, which is prompted by a desire to do simple justice to a man who led the way to the organization of railway employes, who having successfully organized the B. of L. E., taught locomotive firemen that they too could organize, and thus having laid foundations for one assured all that their well being depended largely upon organization. Having done so much for his fellow railroad men the question arises, what can railroad men do for W. D. Robinson? Write eulogies? Build a monument to perpetuate his memory? Such things can be done and ought to be done. Any suggestion

of that kind shall have our hearty support. What more?

We have written of no ordinary man. We have not sought to magnify a pigmy. Indeed, the more we contemplate the work, the sacrifices of W. D. Robinson the more our admiration is excited. As we contemplate the strength of his convictions, the heroism of his character, his tenacity of purpose, his intellectual force and acumen, he grows grandly in our esteem. His whole life has been one of self abnegation. He has wrought for others. Modest, unassuming and unobtrusive, others have reaped where he has sown, and now, in the autumn of his well spent life, what is the harvest for him? While gleaning in the field where others have gathered an abundance, is there a harvest home song for the veteran sower? We are satisfied that he finds a splendid reward in the consciousness of work well done. He loved his fellow-man—testimony as immutable as God's decrees and as indestructible as God's throne, that he loves God. Still, the question recurs, what can railroad men, now, in the plenitude of their prosperity, do for W. D. Robinson? Railroad men of the pick and scoop and railroad men of the throttle? We feel that our brothers anticipate us. It is well. Let it go forth that steps should be taken to make W. D. Robinson a pensioner. What say you, brothers? Thirty-four years ago W. D. Robinson began the work of organizing railway employes. Untold benefits have resulted from his labors. Shall we make his old age free from care and anxiety, and by awarding him a pension, see to it, that no storm clouds lower along the horizon when the sun of his life declines, and fades out of sight?

THE RAILROAD MAN.

Some people think that a railroad man,
Has a down hill pull through life,
That he draws big money—has nothing to do—
And has a very small share of strife;
That he is a solid muldoon with the girls.
Well, that statement is possibly true,
But its little they reck of the hardship which
He is daily passing through.

When the R. R. man leaves his darling wife,
Away over the road to roam,
He knows fate may decree, their next meeting
may be
In their beautiful, heavenly home.
For there's danger in every cut and curve,
There are collisions and broken rails,
And any "old timer" a story can tell
Of wrecks, some ghostly tales.

Thus, when on a wild, wintry night,
You sit by your fireside warm,
Just think of the hardy railroad boy,
Out in the cold and storm.
He is braving the dangers of the treacherous
rail,
Burnt bridges and snow drifts too,
And he's looking grim death in the face all the
while
These dangers he's passing through.

T. H. Richardson.

NOTE.—Air: "In search of my railroad boy." Repeat last two lines of each stanza.

THE POWER OF FEDERATION.

In discussing federation, the policy of Bismarck may be prudently cited. When France declared war against Prussia (not then a German United Empire, as it is now), she made the fatal mistake of supposing that Prussia, would in all probability be the only state she would have to deal with. But Bismarck well knew the power of federation, and but for federation, there is little doubt that the French would have entered Berlin, instead of the Germans entering Paris. If Bismarck had not succeeded in federating the German states, it is well understood that the result would have been the overthrow of Prussia and all the other German states. We all know how the war terminated and that the success of Bismarck was owing to the federation of all the German states. At the close of the Franco-Prussian war, Prussia did not cast aside her allies, but cheerfully divided the three millions of francs equally amongst all the federated states. To-day, Germany is one, by virtue of federation, and is in a position to demand her rights. True, France declared war against Prussia, but the other German states had the same interests at stake, and hence fought as desperately as did Prussia.

During the C., B. & Q. strike, firemen belonging to the Brotherhood of Locomotive Firemen, fought and suffered, and made sacrifices for the Brotherhood of Locomotive Engineers, and when the struggle was over, a certain class of engineers seem to assume superiority over firemen and switchmen who fought as heroically for right and justice as did the engineers, and the engineers show a disposition to figure as autocratic dictators over those who helped them and who, I dare say, with their wives and children, suffered to a greater or less extent, because of their devotion to the interests of the engineers. In conclusion, I will say strikes are failures for the want of federation, corporations comprehend the fact fully, and hence it is seen that all the colossal monopolies federate, form syndicates. Railroad magnates, iron kings, coal mongers, land sharks, rolling mills, and other great enterprises form trusts, unify for the purpose of securing large profits, and not satisfied, they enact laws to uphold Pinkertonism, and all this is done for the purpose of reducing wages and of oppressing working men.

I am persuaded that as long as railroad employes refuse to federate for their own protection, decline the motto, "*Ephuribus Unum*," so long will they be subjected to injustice. I am not a railroad man, but a farmer, still I am deeply interested for the welfare of all working men, and would have a proportionate division of accumulated wealth to those who create it, whether it be brawn, brain, or bullion.

John Vollman.

For the Magazine.

SONG OF A FIVE DOLLAR BILL.

Smoother me out softly and lay me away,
Where none can disturb my rest;
For I long to be left out of business to-day,
And this is my earnest request.
And ere I have rested in quiet repose,
In the dark and inviting till,
I shall first try to tell of my weals and my woes;
For I am a Five Dollar Bill.

I was not always ragged, as now you behold,
With edges all tattered and torn;
I am, notwithstanding, as good as the gold,
Although of my beauty I'm shorn.
And you will but wonder, when you shall have heard

The story that I am to tell,
That I have not long since been dead and interred
Instead of appearing so well.

I came from the treasury, pure as the snow
That falls on the slumbering earth;
Like a bird on the wing, I have passed to and fro
Since the morning that dawned on my birth.
I was first given out from the National Bank
To a merchant who lived in New York;
And then, to be lowered a little in rank,
I was owned by a Paddy from Cork.

While going up Broadway, poor Paddy got dry,
And broke me to get him a drink;
Thus bringing me lower, a great deal than I
Had ever intended to sink.
Then up from that base degradation to rise,
The bar-keeper took me away
To pay up his license; and to my surprise,
In the purse of the Mayor I lay.

From thence to the Alderman, then to the store
To pay for a box of cigars,
Then paid to a clerk, with a few dollars more,
And then for a ride on the cars.
My elegant V's the conductor admired,
And crammed me down into his vest;
But a "spotter" was there—the conductor was
"fixed"—

He resigned by a gentle request.

Though I had been used in a manner so rude,
Much trouble awaited me still:
I was owned by a coachman, and loaned to a dude
To settle his restaurant bill.
When sent in a letter, a light-fingered clerk
Detected with delicate touch
My presence; and brought me thence with a jerk,
As though quite accustomed to such.

I was given for missions but once in my life,
And paid to a preacher but twice,—
Believe me, one fellow gave me to his wife!
In the hands of an editor thrice.
From farmer to merchant, from merchant to clerk,

From the clerk to the landlord I went
From the landlord in turn to the servant for work,
By the servant again was I spent.

Although very transient has been my career,
My path was exceedingly rough:
For I have been squandered for brandy and beer,
And even been broken for snuff;
Been picked out of pockets, embezzled from banks,
And paid a divorce lawyer's fee;
Been put up by gamblers, and courted by cranks,
And passed for the "bumper's" degree.

From ocean to ocean, I've wandered about,
And scarcely a day in a place;
No sooner paid in than I was paid out,
And often in shame and disgrace.
And yet I am forcibly led to admire
The power that has kept me at par;
But likely as not I am doomed to expire
In lighting a bumper's cigar.

—Geo. W. Hall.

STANBERRY, Mo., April, 1888.

Mechanical

Letters and Papers pertaining to Locomotive running, firing and management and other topics of interest to locomotive engineers and firemen are solicited for this department.

Correspondents are required in all cases to give their real names, not for publication necessarily, but as a guarantee of good faith.

Communications should be plainly written on one side of the paper only, and as brief as possible. No matter should be introduced for illustration or otherwise that does not have a bearing, directly or remotely upon topics of a mechanical character.

Contributions to this department should reach the Editor not later than the eighth day of each month to insure publication in the next ensuing number, and should be addressed to

MECHANICAL DEPARTMENT,
Locomotive Firemen's Magazine,
TERRE HAUTE IND.

MAY, 1889.

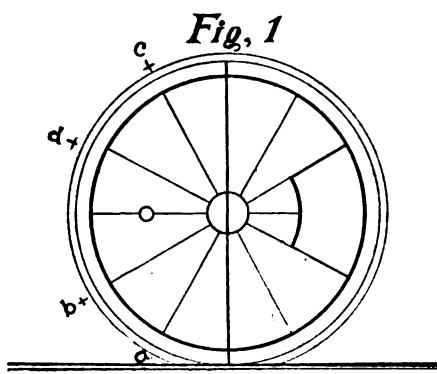
MR. EDITOR:—In my last article I intimated that I would next take up the alleged "hammer blow," and, though it is now some time since this subject was first presented to the readers of the *Magazine*, many of whom have no doubt passed judgment in their own minds on the question and dismissed it from further attention. But those who know me best know how hard it is for me to listen to statements, the correctness of which I disbelieve, without entering some form of protest. These I am sure will be willing to give me a hearing even at this late day.

Since writing the March article I learn through the *Engineers' Journal* of the construction of a dynamometer for the purpose of testing the force of the supposed blow. In this connection I wish to say that if the device to be constructed is the same as that proposed by the joint committee of the Franklin Institute and the Master Mechanics' Association, on May 1st, 1886, and an illustration and description of which was given on page 341 of the June, '87, *Magazine*, that its showing will not be satisfactory if used as contemplated. That is by placing the locomotive with her drivers standing on the wheels of the dynamometer, and securing her so that she can not run off of them when the drivers are put in motion. The reason of this is that the device will not be subjected to the influences of the motion of translation which, from Mr. Lockwood's view of the case, has a very important bearing on the "hammer-blow" question. But to return to my original purpose, that of raising some objections to the "hammer-blow" theory. That a rotating wheel or cylinder that is out of balance produces

more or less of an excess of pressure on its journal bearings in the direction of the heavier side, and that where the wheel or cylinder rests on its circumference, as a locomotive driver on the rail, this excess of pressure during a portion, at least, of the revolution, will be brought to bear on the point of support, as any "old farmer" who has ever run a threshing machine very well knows. But that a wheel that is in balance at all speeds of rotation when supported at the bottom half of its axle, is out of balance at all speeds when it rolls on a rail, "is denied in each and every allegation." To the lover of debate there is nothing more pleasing than to defeat an opponent on his own grounds, that is by turning his own arguments against him. In the April, '87, *Magazine*, page 212, Mr. Lockwood says, "one-half the wheel in one-half its revolution is moving downwards towards the rail, while the other half is moving upwards." On page 271, May, '87, *Magazine*, he says, referring to Fig. 2, "the crank-pin and counter-balance being at rest (pin at back centre) and about to reverse their motion from left to right, to right to left; nevertheless, they are moving at the rate of fifty miles per hour by the speed of translation." These statements, coupled with the one that "the bottom of the wheel stands perfectly still," brings us to the following conclusions: First, that there are four halves to the wheel, one moving upwards, one downwards, one to the right and another to the left. Second, that there are three points in a rolling wheel at rest, the forward centre, the back centre and the bottom; and in the same paragraph in which he says that the two former are at rest, he declares that they move fifty miles per hour. With all due respect to your superior ability and mental attainments, Mr. Lockwood, this kind of business has got to be stopped if you want locomotive engineers and firemen to pin their faith to your statements. You will have to stick to your positive statements or as positively retract them or your auditors are likely to make allowances for what you may have occasion to state.

Also on page 269 of the same number Mr. Lockwood in "fig. 1," shows us where the alleged "hammer-blow" is struck, and on the next page he explains it by saying that, at a speed of the train of sixty miles per hour, the counter-balance descends with a speed of 120 miles an hour at the top of the wheel to nothing (no speed) at the bottom, where, according to the statement of Mr. John W. Cloud, it strikes a blow of a little over four and one-half tons, with the force of gravity added. Now Mr. Lockwood, listen: In a genuine hammer-blow, one struck with a hammer in the hand of a mechanic who means business, there is no slowing up. The hammer is going just as fast at the in-

stant before it comes in contact with the object aimed at as when it started, and I may say a good deal faster. If this statement of yours is correct, it eliminates the momentum that would result from the weight falling from above the axle to the rail, in which case the speed would be greater just before striking than at the start. I think the name, Cloud, used in connection with this proposition, the proposition as laid down by Mr. L., is decidedly cloudy. But another point presents itself here. From all Mr. Lockwood has written for the *Magazine* I infer that he likens the action of the counter-weight to that of a huge hammer, the end of the handle pivoted to rail and the hammer-head swinging over from the rail on one side of the pivot to the rail on the other. But here another difficulty arises. The true axis of motion, he says, is the rail where the bottom of the wheel comes in contact with the same. So that we have the hammer striking its blow at its own axis of motion, and to meet this requirement the hammer-head would have to run down the handle instead of swinging at the end. Fig. 1 represents a



driver with an imaginary line drawn from top to bottom, terminating in a point at the rail. If Mr. Lockwood can move the top of that wheel either to the right or left without separating the end of the line from the point on the rail, I will admit that that point is the "true axis of motion."

Again, if Mr. Lockwood's statement of facts was more nearly in accord with my own experience it would be easier to accept his theories. On page 271 of the number just referred to, I find this statement: "It will be found that there is a flat place on the tire corresponding with the point of the arrow in contact with the rail, Fig. 4;" and for the benefit of those who may not have the *Magazine* referred to, I will state that this point is directly below the pin when the pin is at its lowest limit.

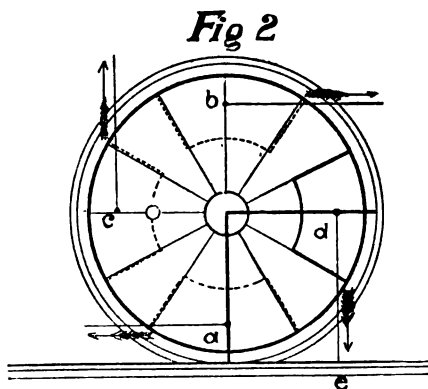
The further statement, also—"and a corresponding flat place on the upper part of the axle," etc., which point I find by reference to the figure, to be a little back of the centre line up and down through the axle. As a matter of fact, flat spots *might* be found at any point on the tread, and especially is this the case where the locomotive is equipped with driver brakes. But the counter-balance in the wheel is not the responsible party. You will be more likely to find him up in the cab. I have several times asked practical mechanics and engineers, who have had years of experience and observation to months of mine, men whose integrity I cannot challenge, where, on making repairs on locomotives, do you find the tire most worn? The answer has been, briefly, on the quarters, forward and back of the pin. These two places are located, as shown in Fig. 1, between the points a, b, and c, d. None of them locate the place either opposite the pin or counter-balance, except in very rare cases. For this statement there seems to be sufficient reasons, one or two of which I will try to present before closing. As to the flat spot on the journal I will only say that if there is any such thing in practice, it must be slight indeed, for I have known axles to run for years, in all kinds of service, without requiring turning up in the lathe, and if this evil was very great, turning would be imperative. The further statement is made that "driving boxes often break." This is true, but they seldom break across the crown of the box, and when they do, there are a multitude of causes known to engineers that would produce such a result. Mr. "L." also calls the attention to three or four notable bridge disasters, and from them draws the conclusion that the counter balance is "the straw that breaks the camel's back." As an offset to the above, let me present a few statistics. According to the report of the Board of Railroad Commissioners of Iowa, for the year ending June 30, 1885, there were, in the state, 11,090 wooden trestles and pile bridges alone. Add to this the number of all other bridges and trestles in the state, and we have a total of 11,704, with an aggregate length of 983,740 feet. Supposing that four trains per day pass over each of these structures each day in the year, and we have 17,087,840 chances for a bridge disaster, yet the report referred to, while it gives a tabulated statement of all accidents occurring in the state, makes no mention of any bridge or trestle failing to carry its load. These figures, together with what I personally know of the general condition of a good many bridges in use in the state at that time, and the frequency and manner of making repairs and renewals, I am convinced that if the destructive influences cited by Mr. Lockwood, had existed in the locomotives of Iowa, the record would have been vastly

different. When we come to consider what a small proportion of the railway bridges of the world, and the amount of traffic that passes over them, these figures represent; and while we must admit that bridges *do* sometimes fail, it is not the strongest argument possible, that the destructive influences under discussion, do not exist, that *so few* of this vast number fail? In the February, 1889, *Magazine*, Mr. Lockwood presents an illustration of a draw-bar and coupling-pins and attributes their comparatively bad condition to improper counter-balancing. This reminds me of those political economists who submit a page of statistics showing a certain condition of things, each one to prove his own particular theory. One will claim that bad tariff regulations is the cause of the showing, another, that it is "private ownership of land," another, that it is bad finances, and so on, to the end of economics. Those cuts may be convincing to the Franklin Institute, but men who wear out draw-bars and pins will be able to point out a half dozen influences to account for the different showings of the two samples. One of these, "Vulcan," in the March number, has pointed out. I will add, that if that pin and bar represents the best effort of the P. R. R. at economy, they are to be pitied. We can run, at least, 10,500 miles in freight service, over track that is a "shade" less favorable than the P. R. R. track, and not show any more wear than is shown in Mr. Lockwood's illustrations. If it is impossible to counter-balance the weight of the pin and its appendages by a weight placed opposite to it in the wheel, and according to Mr. Lockwood's deductions, it cannot, because he claims that when the pin is directly below the centre of the wheel, it only has one-third the speed that the counter-weight has, provided the centre of gravity of the counter-weight is the same distance from the centre of the wheel as the pin; and having only one-third the speed, of course, only has one third the momentum that the counter-weight has, and hence, must be sadly out of balance. But it mystifies me when I try to distinguish any change in these conditions by simply substituting another pin and connections for the counter-weight.

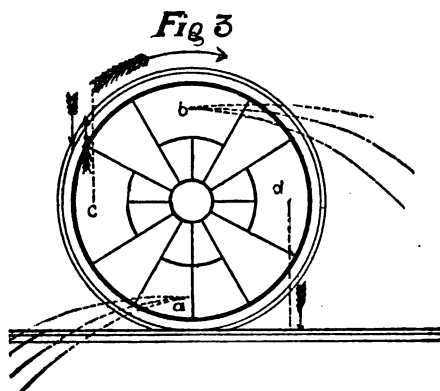
"A standing balance can never be a running balance," says our friend; and then tells us how *fast* the locomotive, constructed on "correct mechanical principles," run, supported on four jack screws, to convince us how perfectly she must be balanced when on the rail. If Mr. Lockwood would admit that the fulcrum is at the centre of axle he might properly claim that there was a better balanced application of the power in the engine with two cylinders with pistons connected to opposite sides of the wheel, and the more available points equidistant from the centre of axle, and from

each other, to which the power can be applied, the more perfect, or correct in principle, will that application be; but some one will have to invent a rotary engine, capable of working steam expansively and applicable to the modern locomotive, before this point is attained.

The fact is, that after having read and re-read all that Mr. Lockwood has written in our *Magazine*, there is one conclusion that presents itself very forcibly to my mind, and that is, that a locomotive with *wheels under her*, is a very dangerous and destructive machine, and that the designers and builders ought to be "court-martialed" for using *wheels* instead of *runners*. I know, that to abandon wheels takes us back to the stone boat and ox team principle of locomotion, but it seems that we are to stick to "correct mechanical principles," at any sacrifice. My reasons for these reflections are, that owing to the inequality of speed in the parts of the wheel above and below the centre, together with the greater leverage of the portion above the centre, the top half will always overbalance the bottom half; and to equalize the "tangential" and "centrifugal" forces is impossible, that is, accepting Mr. Lockwood's position as correct. Another point to be taken into consideration in the study of Mr. Lockwood's motion curves, is, that the direction which a moving body takes does not determine in what direction its force is acting. In fact it seems to me that mechanical forces act only in straight lines; and while the counter-balance curve in Mr. Lockwood's illustrations doubtless shows the path of the counter balance, it does not follow that its force is exerted in that direction, nor that that force will be expended at the point where the counter-balance curve touches the rail. In support of this I wish to repeat, in substance, a statement which I recently saw in the *American Machinist*. "A body put in motion will continue in motion in a straight line, to infinity, if it is not acted on by some other force." Fig. 2 represents



four positions of a counter-weight in a locomotive driver. If the above statement is true, the force exerted at the counter balance at the points given, would be in the direction of the arrows; and should the counter-weight become detached at either of the points indicated, it would take the direction indicated were it not for the force of gravity, which would give it the direction indicated in Fig. 3. Taking this view of the question,



it is plain that the counter-weight will not strike a blow at right angles to the rail, in the position a, but its force will tend in a direction parallel with the rail; while the same weight in the position d, is exerting its force at right angles to the rail, and would, if it could follow its inclination, so to speak, strike the rail at the point e. As it is, were it not counteracted by the force of the weight of the pin and connections, opposite to it, it would exert a certain amount of force on the rail, acting through what is practically a bell-crank lever, as indicated by the lines a, f, d, Fig. 2.

I promised to give some seasons for the excess of wear of the tire as indicated, but this communication has so far exceeded the space I intended to consume, that I will be compelled to leave that promise unredeemed.

A. H. Tucker.

WILLIAMSBURG, VA., March 18, 1889.

MR. EDITOR:—I see by the *Magazine* for the present month, that "E. S." has had some experience with the brick arch. Will you kindly allow me to propose an exchange of ideas with him on that subject. Combustion will, in the very near future, be the all absorbing topic and then the brick arch and its almost indispensable adjunct, the deflector, must come to the front. "E. S.," you say "you fired a mogul with a low arch." If you have fired an engine with a high arch, which gave the best results?

Many try to improve on the original, but as it is one of the few things about a locomotive that was born perfect, such attempts only detract from its usefulness, as its object is to prevent the escape of the gases until ignited, and the lower it is the better. While allowing convenience for careful firing, I have always found them the best when a man is standing on the foot-plate with a slightly curved hoe, he can clean out the ashes from the flue-plate; with the inverted scoop or deflector in the door, you can easily double the quantity of coal at each firing. I have never seen a mogul, and after twenty-four years on the foot-plate, I have now been locked in the side track nineteen years. You may wonder why I am interested in the Mechanical Department of the *Magazine*. In answer, I will borrow that beautiful line from E. J. Rauch, and say "I want to be a boy again if only in imagination," and remembering how everything was mystified and hidden from us then, I can appreciate the generous flow of information through this department for the benefit of the young men of to-day who are surrounded by information on all subjects.

Yours respectfully,
William Gore.

MR. EDITOR:—"The boys," our way, were figuring on the details of the Shaw locomotive as given in the April *Magazine*, page 310. It is there stated that the two cylinders are each ten and one half ($10\frac{1}{2}$) inches in diameter. Some assume that as compared with a single cylinder, they are the equivalent of one twenty-one (21) inches in diameter, because twice ten and one-half ($10\frac{1}{2}$) inches are twenty-one (21).

In the statement herein referred to I find the comparative equivalent as fourteen and eight thousand four hundred and ninety-two ten thousandths ($14\frac{8492}{100000}$) of an inch.

Won't "Vulcan," "Vacuum," "E. S.," "Rauch," "Tucker," "Amboy Division" or any other of the noted experts of the "Mechanical Department of the *Magazine*," give us the correct solution of this problem. We want this point established to enable us to make comparison of the work done.

From the experience of Mr. Lockwood with this locomotive and the statements made by him, I have no doubt she is a "flyer," but the question often asked is "can she pull?" Won't he give us some examples of her work in pulling and oblige others as well as

Eccentric.

RICHMOND, VA., March 8, 1889.

MR. EDITOR:—Please let some of your readers answer this: Does an engine suck black smoke in the cylinder, when it is shut off rolling down hill, unless it is reversed?

Ink Bottle.

MR. EDITOR:—The April Mechanical Department starts off with a vigorous "leader" on the wheel and lever question, in which Bro. Tucker has "knocked the underpinnings" out from the "rail fulcrum" arguments, and has left no peg for "our friends of the opposition" to hang on to, but as Friend Tucker says that he thought my proposition in the January number had settled the matter, but found that "A. D." "still sticks to the rail," so I suppose that even yet he will fail to see the point or acknowledge it. As Bro. Tucker says, "If we locate the fulcrum at the rail, we ought to continue from the rail to the tie, and from that to the earth and down 4,000 miles to find that fulcrum around which we are all turning, or would our friends continue the search and locate it in centre of the universe around which innumerable worlds are revolving?"

I have said about all that I can say on this question and propose now to leave the field, provided, that I am not forced to reply to some special point, but will add a little anecdote of personal experience about the word fulcrum, which will illustrate the vague idea some men entertain in regard to mechanical terms. Some years ago I was firing for an old engineer, and during a respite from labor we got to talking on mechanics a little, when he suddenly popped the question at me: "Where is the fulcrum of an engine (locomotive)?" I looked at him to see whether he meant it in earnest or whether there was a catch about it, but finding no signs of a catch about him, I answered rather guardedly that I thought that there were a number of fulcrums about a locomotive." He, however, in good earnest, said: "Oh! no; there is only one." I answered, "If there is but one I do not know where it is and would be pleased to have you show me where it is." The reply was, "I will show you," and he pointed to the pin passing through the end of the throttle lever, and as the stem was attached between that end and the handle it was only too true that it was "a fulcrum," but while I admitted that it was a fulcrum, I asserted that I believed that it was not the only one, but was assured there was no other, and as this was during the first years of my fireman's apprenticeship, I did not try to carry my argument against the views of a man who had nearly fifteen years of railroad experience then, but I have as yet found no reason to change my views, either on the question of *one fulcrum* on a locomotive, or in regard to the *fulcrum of the driver being in its centre*.

"Seeking Information" gives us the scientific and Websterian definition of water and steam. As stated by "S. I." the component parts of water are oxygen and hydrogen. The addition of heat to this mixture makes steam but does not destroy or in any

manner change the properties of the component parts, and just as soon as the heat is withdrawn water again assumes its former state, and in order to do this it requires the stated proportions of its ingredients, and would leave nothing unused in the boiler, as it would need every particle of the ingredients to form the proper proportions for the combination. While I answered that there is a vacuum in a cooled boiler, I have also asserted that a perfect vacuum is a difficult matter, even with the most approved appliances, how much more difficult must it be in a boiler which is not designed as much to exclude air as to confine steam? The circumstance of air being expelled from the boiler in getting up steam has been noted by me frequently, and is no proof that there is not a vacuum provided that every thing had been shut air tight, but it is a proof that air has found its way into the boiler, where it certainly was not when steam occupied said space.

I see that our old friend, W. A. Gore, agrees with me in regard to not sucking dirt into the cylinders by the action of the piston, when running unreversed, and also in regard to the vacuum in a cooled down boiler, but in skipping over Mr. Lockwood's article on the Shaw locomotive, we come to Lewis H. Evans, who writes as not in favor of a vacuum in the cooled down boiler. As an answer, I would call his attention to previous *Magazines*, and also to former part of this article for my argument on the vacuum, and also as answer to the last question "L. H. E." asks in his communication, for it appears to me that the introduction and withdrawal of heat does not produce any chemical change in the water, for, while heat is in, we have steam, but when withdrawn we have the same water without any change of its component parts. "L. H. E.'s" query, how to calculate the horsepower of a locomotive, has been answered before in these pages, but as "L. H. E." did not give any speed of piston, or number of revolutions per minute, and, as much depends on this, we will have to assume a speed and to state that the greater the piston speed, the greater the power will be, as all of us are well aware that it takes more power to pull a train thirty miles an hour than it would to pull it twenty miles an hour. "L. H. E." supposes 18x24 cylinders with 140 pounds pressure; we will take these figures as he gives them, although it would be impossible to have an average of 140 pounds of pressure on the piston in actual practice, unless you had about 300 pounds on the boiler, for the loss of pressure on going through the steam pipes, chest and ports, and by early cut-off makes it pretty certain that in actual practice, we do not get an average of half the pressure on the piston that we have in the boiler. A piston eighteen inches in diameter presents an area of nearly

254.5 inches to the action of the steam for $18 \times 18 = 324$ (which would be its area if it were square); but as a circle of eighteen inches is smaller than an eighteen inch square, we find that $324 \times .7854 = 254.4696$, or nearly 254.5 inches. A surface of 254.5 inches with 140 pounds pressure on each inch would be subject to a strain of 35,630 pounds, or, taking the two sides, to a pressure of 71,260 pounds. Now add a twenty-four-inch stroke, 71,260 pounds pressure would be exerted through a space of four feet at every complete revolution of the drivers, thus equalling 285,040 foot-pounds. Now, if the driver was to be a trifle over 56 feet in diameter it would be 17.6 feet in circumference and would revolve 300 times to the mile. At twenty miles per hour the drivers would have to revolve at the rate of 100 revolutions per minute; now, 285,040 foot-pounds multiplied by 100 would give us a total of 28,504,000 foot-pounds exerted in a minute. As 33,000 foot-pounds is the standard for one-horsepower, 28,504,000 foot-pounds is equal to nearly 864 horsepower. A locomotive with 18 inch cylinder, 24 inch stroke, having a pressure of 140 pounds on the piston, running at the rate of twenty miles per hour on drivers about five feet seven inches in diameter would develop about 864 horsepower, but of course, if the boiler pressure is 140 pounds, the actual working pressure on the piston will not be over seventy (if it reaches that figure) and the horsepower would, of course, be only half as much, or 432. Steam, with a working pressure of 140 pounds, according to Forney's table, has absorbed over 1,223 degrees of heat to bring it to this pressure, and the sensible heat of steam at this pressure, is given at 361 degrees, and its volume at 179, that of the water from which it is raised. No amount of calculation could determine these matters, for it requires a thermometer to determine the heat, and nicely adjusted balances to determine the relative weights or density of steam at different pressures. The weight of a cubic foot of water has been fixed at sixty-two pounds; a cubic foot of steam at 140 pounds pressure is said to weigh thirty-five hundredths of a pound, and this still further emphasizes the fact that the addition or subtraction of heat, does not add or subtract anything to the component parts of the water, for if steam at 140 pounds pressure weighs thirty-five hundredths of a pound, it weighs as much as the $\frac{1}{17}$ part of a cubic foot of water, and therefore has just that much water in it, for the heat is not a thing that can be weighed.

"F. T." joins the majority in approving the short cut off and full throttle theory, but supposes cases which do not often occur, and that is, that locomotives would be allowed to run with so light a load, as to make too fast time when hooked up in the short-

est notch with a full throttle. The vast majority of our railway managers are not fond of sending locomotives over the road light, and are rather inclined to load them so heavily as to make it an absolute impossibility to run them at anywhere near the shortest notch.

As "Philadelphian" will no doubt have noticed, the rule as given him by that civil engineer is correct, for it is in universal use, and seems to be the most simple of several that may be used. As he may have seen, I used it in answer to "Lewis H. Evans'" query. Vulcan.

PALESTINE, TEX., April 1, 1889.

MR. EDITOR:—I have in my left hand the April number of the *Magazine*, and I can see in it where "Vulcan" says that he is "sorry to say that there are a number of roads which are penny wise and pound foolish," etc. Now, why I wrote the article in March issue was to illustrate a fact that I am going to give now. We are, none of us, running the Master Mechanics or roads, but we are running or firing the engines which we are put on, and often we are expected to keep them in repairs, to a certain extent. Now, the fact is, we must take these engines as we find them and all the essays on "Fulcrums," "Powers," "Resistances" and "Hammer-blows," will not help us out; what we want is such articles as "E. S." gave us about the lame engine and his tough time with his Mogul.

The question of a full throttle and short cut-off is something that is necessary, and the only way to solve the question is to try it and let your judgment dictate to you which way to work your engine. "Vulcan," I think, is an advocate of "full throttle," but his remark about "penny wise and pound foolish" is (though all right with my Roger's engine) clear off with the Grant engine I spoke of in March number, for this Grant engine was entirely new from the Grant works. "Vulcan" should have given his opinion of both cases.

Bro. "F. T." bobs up serenely and says he, in his "short experience," prefers the full throttle; "F. T." if I had you here I could make you wish that the throttle was tied very close to the boiler head, so it could not be opened full. Another thing that makes me dislike the full throttle, is, with lubricating devices which can only be used when steam is shut off, the great pressure on the valve wears it too fast. I have had this fact demonstrated to me by experience.

Mr. Lockwood gives us a detail of "The Shaw Locomotive," and tells how fast she will go with one loaded passenger car. Will Mr. Lockwood tell me what would be the probable average speed of this same engine with five cars (mail, baggage, two day coaches and a sleeper) on a level track, and will she

make good time on a slightly hilly road with this train?

The brother "Seeking Information," does not believe that a partial vacuum will be formed in the space between the water and the top of boiler when an engine is allowed to cool down but he proves to us that it is possible, and at the same time takes his experiment as conclusive evidence that there is no vacuum. Now, Bro. "S. I.," you say that there were no indications of pressure on the steam gauge. I have taken engines across the turn-table out of the round house when the steam gauge only registered ten pounds, therefore your steam gauge may have been light; then you say the water in the first gauge was warm; was not it a little more than warm? It must have been, so it kept the steam from entirely condensing. Next time let the water get cold and you will find that water will not run out of any of your gauge-cocks, but will suck air.

Lewis H. Evans asks how to find the horsepower of a locomotive with 18x24 cylinders and 140 pounds pressure; that is not very easily done if my ideas are right; he can find the horsepower of the cylinders, but to get the horsepower of the locomotive he must take into consideration the size of wheel. Will some one tell me, do driver brakes affect wedges, and why?

Brick Arch.

MR. EDITOR:—Somewhere I have heard or read the story of a man who had an untried bear dog. This dog had a wonderful reputation in talk. Finally the day of trial came and the dog was lost in supposed pursuit of the bear. The owner started out in earnest search of his wonderful dog. Meeting a man coming from the direction which the dog and bear had taken he inquired if he had seen anything of a bear pursued by a dog, and how much was the bear ahead of the dog. "Yes," said the man, "when I last saw them the dog was just a leetle ahead of the bear."

For the last three years I have been writing for the Mechanical Department of the *Magazine*. I have often been reminded of this story, in the various discussions on mechanical questions. Sometimes it was the "bear just a leetle ahead of the dog," and then again it was "the dog just a leetle ahead of the bear." When "Amboy Division" turned bear and began chasing me on "two times nothing," then I thought the dog was just a "leetle ahead of the bear," and the dog was saved by hard work and a little deeper and more thorough investigation; this work and investigation was fully described and illustrated in the December *Magazine*, 1888, pages 893-896. I believe the statements there made are true, and with the illustrations establish the propositions beyond question; until it can be demonstrated

that they are not true by practical illustration and convincing argument, outside of unsupported assertion. I must believe the bear, the *modern standard type of American locomotive*, is just a "leetle ahead of the dog."

In this line I know of no one of all the writers, either as "bear" or "dog" I feel more like criticizing in a good natured way than "Vulcan," one of the ablest of all the writers for the Mechanical Department.

In the January *Magazine*, 1889, page 19, I will make a correction. He says, "Mr. Lockwood says 'not two times nothing' but 'four times something.'" If "Vulcan" means to be understood as meaning "four times something," and not "four times nothing," then I have rightly understood him. This *something* as stated in the December *Magazine*, just above *nothing*, the point of contact of the tire on the rail, has commenced a movement, which as compared with the top of the wheel, the top is moving at four times the speed, and in all cases it must be understood the wheel does not slip. This is true without regard to either speed or diameter.

Again "Vulcan" quotes me as to the mechanical action of the standard type of locomotive: "1st Centrifugal, 2nd tangential, 3rd hammering, 4th swaying, 5th gyrating, 6th weewahing, 7th nosing around, 8th rocking, 9th rolling forces," "and their bridge destroying effects, I shall not endeavor to follow his 'train of statements,'" for they are not reasons. Will "Vulcan" take up these statements in their order, and by number, and by reason, authorities, illustration, and argument, not based on assertion without proof, prove "that they are not reasons."

In this connection I will ask Mr. Lewis H. Evans' attention to his article on page 891, December *Magazine*, 1888, 2d paragraph, and to my article on "Wear and Tear," in February *Magazine*, pages 118-119, and to the statements herein contained. If all these things exist as mechanical defects, can "the present American locomotive fairly be considered an established criterion of excellence, etc., etc., etc.?"

William E. Lockwood.

LOCH AERIE, March 23, 1889.

PALESTINE, TEX., March 26, 1889.

MR. EDITOR:—I am not much of a scholar and do not know that I will be correct in my assertions or opinions, but I see everyone is entitled to air his opinion in the *Magazine*, so I will start out and see how many times I will be delayed on the road. First, I see some arguing on "hammer-blows," and it occurred to me, how is it that engines do not jump the track when said hammer-blow takes effect on the upward, for you must see that you cannot have these blows all in one direction, and when an engine is equalized, does not that do away with the hammer-

blow? Then I see powers, fulcrums and resistances mixed up in such a tangled mass that it would take the great Archimedes to straighten it out; but I am going to add another tangle to it. Steam, of course, is the power, but, taking the wheel as the base of the argument, the pin will, to my notion, be the place where the power is applied, the box the fulcrum, and the rail the resistance, but, as the rail cannot move or be moved, the locomotive has to obey the laws of mechanism and move itself. Now, if the brothers who are writing on this subject can spare time between fires, going up some long hill, where the engineer has to use a little grit to hold her down, they will see the said grit obeying the laws of mechanism in moving toward the caboose; then get the engineer to drop a goodly stream of sand when the engine is shut off, going down hill, or on level track, and see how the sand will work. It will do like dough does under the rolling-pin—go ahead of the driver.

Then I see a fellow Texan on the G. C. & S. F., who writes from Cleburne and Galveston, over "Eccentric Strap," gives us a long formula to find a short leg of an engine, but Bro. "E. S.," while a man was going through all that trouble with your diagrams, if he had the injector or pump on a little too strong, wouldn't he have "the tableau" you speak of in regard to the engine which was such a thirsty thing that she drank herself full every night. Bro. "E. S." seemed to have had his feathers rubbed the wrong way by the way he talked in the wind-up of his first article in March number; but I will say that his second article, is, to my notion, far superior to the first, for he tells how he gets over that tough 100 miles, to make \$2 35. I would like to know of Bro. "E. S.," did the said Mogul have an extension front end, and what was the size of her fire-box? And I would like to have some one tell me what to do with an engine that burns about ten tons of coal to the 150 miles, and does not steam; she apparently burns her fire all right, and keeps the dirt out of it; also, what can be done to keep an engine from stopping up her flues.

I will repeat Bro. "E. S.'s" invitation to the boys on the "elevated" perch: Come down and try a spell at firing here, you need not worry about living, you will make enough to buy your meals, and the weather will soon be so you will wish you didn't have to wear clothing, and you can sleep on the top of the cab. I almost envy Bro. "E. S." his job of hosting this summer, even if he is a "night hawk." But I live in hopes that I can get a run into Galveston this summer, then I can cool myself off in the waters of the Gulf of Mexico, which makes Galveston beach famous. If I do I will tell you all know.

Yours truly;

Jim Dooley.

NEW YORK, April 2, 1889.

MR. EDITOR:—You have, perhaps, heard of the Swinerton driving wheel for locomotives, and if you have, you no doubt thought, like myself and many others, that the idea was a fallacy. Just think of a locomotive driving wheel being made flat to improve the power of the engine, and yet such is the fact.

Two weeks ago I went to the city of baked beans—Boston—to have a look at a novel device on a locomotive driving wheel, and will tell you just what I saw there.

At 8:30 A. M. I left Boston on engine "Onward", equipped with the Swinerton wheel. We had a train of six cars—passenger—and made the run to Portland, Maine, in four hours and fifteen minutes; distance, 110 miles, over an undulating road-bed, with grades from twenty five to sixty feet per mile; and some of the heaviest of these grades six to eight miles long, with stations on the grades ascending. Just the kind of road to try the powers of an engine. The engine weighed forty-five tons, net, cylinder 18x24, drivers (only one pair) five feet seven inches diameter, weight on each driver, 12,000 pounds; ordinary truck under cylinders and pair of trailing wheels behind drivers. There is a device forward of drivers by which 3,000 pounds can be transferred from truck to driving and trail wheels, in the ratio of two on drivers to one on trail wheels. Steam pressure, 165 pounds; enough to make any engine slip her wheels if she could slip at all.

The novelty is in the tire, the entire face of which is filled with facets, one inch wide, across from outer edge to base of flange; these facets are so slight as to be scarcely perceptible to the eye, yet a straight edge shows them plainly. It is well known that a round wheel is only in contact with the rail a mathematical line, whereas this wheel gives a surface of contact, when resting on the facets, of an inch, thus giving the wheel much more friction on the rail, and consequently the engine has just so much more traction, and hence, is less liable to slip her wheels.

It would naturally be supposed that a wheel of this description would cause a rattling noise on the rail, but it is as noiseless as a perfectly round wheel; in fact there is nothing about the engine when running or starting to lead one to think he was on any other than an ordinary four-wheel connected passenger engine, unless it would be the ease with which she curves. A remarkable feature of this wheel is the fact that these facets retain their shape and individuality as the tire wears down. The engine has run about 25,000 miles in passenger service and the tires are worn about one-eighth of an inch hollow, yet the facets are just as perceptible as when they were first cut.

I rode from Boston to Portland and back on the engine and watched the cross-heads the whole distance to detect any slipping, and she only let-go once, where the rail was wet on a heavy grade, but she caught on again before the engineer could shut her off or give down sand.

The opposite train, same number of cars and time schedule, is hauled by a fifty-ton, net, five feet six inch four-wheel connected engine, cylinders 18x22. These two trains are about as heavy as any on the road, thus showing that the "Onward" is not being petted or put on light work to create an impression that she does not deserve.

I am indebted to the engineer of the "Onward", Frank Coggins, for many courtesies in Portland and Boston. He did all a man could do to make my time pass pleasantly.
E. J. Rauch.

SAVANNAH, GA., March 26, 1889.

MR. EDITOR:—A stranger is at your door asking for admission to the "feast of reason" and flow of mechanics that is to be found only in the Mechanical Department of our great *Magazine*; if granted permission to enter, he will promise to try not to occupy too much of your valuable space and to contribute his mite to the entertainment. First, I would like to thank Bro. "E. S." for his valuable diagrams and explanations of lame exhausts and how to cure them; they are the best of the kind I have seen anywhere, and easiest to understand. I entirely agree with "E. S." that the cross head moves forward all the time when considered with relation to the earth's surface, but that it should be considered in relation to the machine of which it is a part.

In regard to the question of movement of the wheel, it is my opinion that if considered with regard to the earth, the point of a wheel of a locomotive in motion, actually in contact with the rail, has no motion whatever for the infinitesimal space of time that it is thus in contact, but if considered in relation to the machine of which it is a part, it undoubtedly has a rotary movement all the time. I think that nearly, if not all, of those who are discussing the subject have about the same idea but express it somewhat differently. Bro. Tucker has undoubtedly placed his engine in such a position that the bottom moves, but I think he will find that all who wrote on the subject meant the point in contact with the rail when they said bottom, and not the true bottom of the wheel. Before closing I want to say a word in praise of the Department and the *Magazine*. It is the best of all Brotherhood *Magazines* and the best and most interesting Mechanical Department that it has been my fortune to see, and I must sincerely thank all the contributors and you, Mr. Editor, for making it so.
Sandy.

WILLIAMSBURG, VA., April 5, 1889.

MR. EDITOR:—I have seen in the *Magazine* for this month a very interesting and carefully written letter on the contents of a boiler under a variety of conditions, by Mr. L. H. Evans. He certainly handles his subject in a masterly way, which gives me strong hopes that he will kindly give us a little more on the same subject, and tell us what holds the water suspended in the boiler when all the four corner plugs are taken out. At one period of my railroad experience I was employed to work on a branch connecting a small sea port town with the main line. Our water being pumped from below the sea level, was brackish, causing scale to form so rapidly that I found it necessary to clean out the leg of the fire-box every Sunday, which I did one day by taking out the plugs and scraping out the scale, and finishing by opening the throttle and letting out a dash of water, then by closing the throttle the flow of water entirely ceased. I then put in my plugs, let air in on top again and all was solid and safe. Next Sunday I washed out thoroughly, and I always gave "Vacuum" credit for helping me. In so doing I must have cheated some other agency; please tell me what it was.

Another idea of mine was, and still is, that when a boiler gets steam up and goes to work the atmosphere that was in her passes out immediately on going to work, and it certainly never gets in again. Any one can easily test the truth of what I say, but they must be sure that no air is let in from the time she goes into her stall in steam until cooled down. I was eight years on that branch and had several changes of engines. It used to be common with our old cage and ball valves to have the boilers fill themselves up sucking water from the tender.

Trusting that this will be taken and answered as kindly as it is given, I remain
Wm. Gore.

WE desire to say to our able corps of contributors to the Mechanical Department of the *Magazine*—that is to say, avoid introducing such matter as properly belongs to other departments. The Mechanical Department is not a matrimonial, domestic, poetic, romantic nor free for-all department. Its pages are devoted to the discussion, more or less directly, of mechanics. Should our correspondents have something to say upon other subjects a separate letter should be written. We have departments for the accommodation of a pretty wide range of talents, but our Mechanical Department must be kept exclusively for the discussion of mechanical powers and appliances. Please bear this in mind.

Limits to High Speed.

There are some people who seem to think that a train of cars could be run at a speed of one hundred miles per hour as well as at sixty or eighty, by simply increasing the strength of the propelling parts of the locomotive, and by burning a little more coal. The physical difficulties in the way do not seem to have occurred to them, and they continually blame engineers for not making engines that will far outstrip the machines of twenty or thirty years ago. Let them investigate the subject, and they will find that the driving wheels of a locomotive, seventy-eight inches in diameter as now made, running at the rate of sixty miles an hour, must make $238\frac{1}{2}$ revolutions a minute, and with a twenty-four inch stroke the piston speed will be 1,034 feet per minute. Increasing the speed to one hundred miles an hour adds two-thirds to the above numbers, and gives 430 revolutions, and a piston speed of 1,723 $\frac{1}{2}$ feet per minute. This is a tremendous speed, and will be better appreciated by comparing it with the initial velocity of a cannon ball fired from an Armstrong gun, which is only forty-one times as fast.

Bearing in mind that momentum increases as the velocity, and the centrifugal force in proportion to the square of the velocity, then, noting the combined weight of piston rod, piston head, cross-head and connecting rods moving a solid body at the point of their gravity, they will see that it would be practically impossible to absorb the energy of these, reciprocating parts at the end of the stroke. Assuming that these parts weigh 600 pounds, it would be equivalent to catching and throwing a cannon ball of that weight a distance of two feet seven times a second.

Then the bursting strain developed in the drivers from the centrifugal force at this high speed would tend to overcome the cohesion of the metal, and the danger limit would be reached. Again, as the speed increases, the air head resistance becomes greater, and more of the power of the locomotive is required to move itself.

One of the minor difficulties, not often thought of, was suggested at a meeting of the Western Railway Club, where it was shown that the seams in the journal of an axle that was made of muck bar iron were opened from the expansion caused by the heat generated at high speed so that the bearing was rapidly cut out.

Some of these difficulties might be overcome by introducing an intermediate gear between the piston and driver axle, or by increasing the diameter of the drivers and the length of the stroke; but they in turn develop other difficulties that render them impractical.

People who are ambitious to travel at a higher rate of speed will no doubt have to content themselves with the present attainments for some time to come.—*Journal of Railway Appliances.*

The above will no doubt be fully appreciated by our readers who have a practical experience of the difficulties involved, and the dangers incurred by such extreme speeds as are indicated above. When a train is run a mile in a minute, it is not child's play, or mere sport to sit, as it were, in the "front of the battle," and to know that the momentum acquired by the engine and train would involve disaster, if any one man along the line ahead should even for one moment forget or neglect a duty. Besides this, is the strain on the machine and its parts which, as has been shown, move with such speed as to be compared to a cannon ball. All are aware that iron and steel have certain limits of strain, beyond which they become weak, and at such rates of speed as eighty to one hundred miles per hour, the breaking limit

is not very far ahead, and by imperfection in a weld or casting may even be found before that speed is attained. While the permanent way or road bed on some of our roads might be good enough for such rate of speed at some points, it is a matter of doubt whether there is a road that could furnish a piece of track sufficiently safe to make one hour's run at eighty miles, much less at 100 miles. While much has been done in reducing time between distant points, it is not so much by an increase of speed as by a shortening of distance, and making fewer stops, and of a shorter duration. No doubt we shall have an increase of speed also, but it seems that a few miles more in a decade is all that can be expected. Some of the very first locomotives built were able to attain a speed of twenty-five miles per hour, with all the imperfections of the machines and the road bed, and at present we have reached a limit of about sixty miles, which is rarely exceeded. This apparently slow development of speed is no doubt owing to the difficulty presented by limits of strength in the materials at hand for construction. Whether we shall ever have any stronger materials is a question of the future.

Patents About to Expire.

Relating to expiring railroad patents, which become public property during April. Furnished by F. B. Brock, Patent Attorney, Washington, D. C.

Signal, J. F. Andrews.

Elastic Wheel, J. J. Sherman.

Car, I. G. MacFarlane.

Coupling, G. W. Loyd.

Brake, J. Darling.

Car Ventilator, S. E. Kirkpatrick.

Splice Piece for Rails, R. French.

Car Wheel, J. A. Woodbury.

Rail, E. Wiley.

Heater for Preventing Accumulation of Snow upon Railways, R. B. Miller.

Car Seat, N. S. Whipple.

Car Roof, J. L. Burnham.

Dumping Car, S. D. King.

MR. EDITOR:—I would like to ask if I am right in saying that starting from the top quarter, the pull on the pin presses on forward part of driver-box until it has passed forward centre a little, and from this point until it has nearly reached back centre, the pressure is back and up on box and then to top quarter it is forward, giving a forward movement to two-thirds of the circumference of the wheel.

J. Rice.

ASHLAND, Wis., March 25, 1889.

MR. EDITOR:—Having had quite a controversy upon the question, "What is the first rule in railroading?" I would like to have it answered by some contributor to the *Magazine*.

T. Godfrey.

Comparison of a Pulley and a Locomotive Crank.

"An Inquisitive Locomotive Fireman" writes us:

"If a pencil were attached to the center of a crank pin of a locomotive driving wheel, and the locomotive placed alongside of a large drawing board, so that the pencil would register the movement of the pin, what form of line would be made in running the engine?" In investigating the question, other questions, of which I cannot satisfy myself as to the solution, arose. One of which was, considering the apparent difference in motion of rolling and revolving wheels whether any fixed center of motion would apply in both cases? While a revolving wheel, such as a shaft pulley, is continually moving about one point—the axle—it seems to follow that this must be taken as the center of the wheel's motion. In the case of a rolling wheel, such as a locomotive driving wheel, there appears to be two motions—a revolving and a linear motion. While the wheel revolves, as before, around the axle, the line followed by any fixed point on the wheel seems to dispel the idea that the center of the axle can be taken as the fixed center of motion, for while any fixed point of the pulley wheel travels in a continuous circle about the center of its axle, a point on the driving wheel, such as a crank pin, travels in a curved line, the length of which, for each revolution, is equal to the circumference of the wheel, and which moves above and below the path of the center of the axle, a distance equal to that of the fixed point from the center of the axle. The path of the fixed point of the pulley wheel is always an equal distance from the fixed center of its axle, while the path of the fixed point on the driving wheel crosses and recrosses that of the center of its axle at each revolution. The peculiarity of this motion leads to conflicting ideas. If you consider the question worthy of your time, will you please give us some enlightenment in the March number of the *National Car and Locomotive Builder*?

[ANSWER.—It appears to us that a great deal of unfruitful investigation and speculation have been devoted to the effect which the motion of translation has upon the operating machinery of locomotives. So far as the application of power is concerned, the motion of a locomotive works in the same way when the engine is moving through space as it would do if the machine were jacked up, and the power transmitted through belts placed on the periphery of the driving wheels. And the driving axle would be the center of the path of the crank-pin just as truly in one case as in the other. And the center of the driving axle is as certainly the fixed center of motion as the center of a pulley.—EDITOR.]

The foregoing appears to indicate that there are a number of "Inquisitive Firemen" "Seeking Information," and "so forth" who are studying up the problems, presented to them while at their work, and who devote some of their time to the acquisition of knowledge. The problem above indicated is the same which has been discussed so fully in the *Magazine*, namely the wheel lever or fulcrum question, and the answer given by Mr. Angus Sinclair, the able editor of the *National Car and Locomotive Builder*, and author of the famous work on Locomotive running and management is therefore of interest to the readers. The closing paragraph, "the center of the driving axle is as certainly the fixed center of motion as the center of a pulley," leaves no doubt that Mr. Sinclair locates the fulcrum at that

place, and confirmation from so good a mechanical authority will no doubt be appreciated by "Vulcan" and others on that side of the question.

Rolling Stock.

The Georgia Central are in the market for 800 freight cars and a number of locomotives.

The Harrisburg Car Company are building one hundred refrigerator cars for the use of the company.

The Cincinnati, Jackson & Mackinaw are about to order 500 new box cars and some coaches and flat cars.

The Iron Car Company's office, formerly at 115 Broadway, New York City, has been removed to the Equitable Building, 120 Broadway.

The Union Pacific road has placed orders with Detroit works for the construction of 1,000 box cars, 250 refrigerator cars, 300 stock cars and 450 coal cars.

The St. Louis & San Francisco Railroad Company, and the Louisville & Nashville Railroad Company, are both about to order new freight cars from contract shops.

The Union Pacific Railway Company are getting ready for service, several trains of vestibule cars, which will be run from Chicago to the Pacific coast. Connection with Chicago will be made over the Chicago & Northwestern.

The Widdifield & Bowman Electric and Air Brake Company, of Toronto, Canada, whose brakes were recently exhibited on a train on the Lehigh Valley railroad, will soon equip a much larger train, making all the parts stronger and more durable than heretofore.

The old Philadelphia & Reading parlor cars, ten in number, will be exchanged to excursion cars, to be run on the Bound Brook the coming summer. The cars are too broad to be run on the main line, and an estimate to rebuild them was \$3,000, for which price almost an entire new passenger car could be built.

The Cylindrical Steel Car Company, have recently decided to locate a plant in St. Joseph, which will employ 1,000 men, and is having constructed in Boston a car to be called "City of St. Joseph," which will be sent to all eastern cities. The car is to be built entirely of steel, furnished in silk plush, upholstered and ornamented with hammered brass.

The South Baltimore Car Works has just completed for the Baltimore & Ohio two hundred gondola cars. The draw-bar made by the American Continuous Draw-bar Company, of Aurora, Ind., was applied to these cars. The Superintendent of motive power of the road is reported as saying that the company has arranged to use this draw-bar on all the cars which receive extensive repairs.

The Chicago & Alton road put on a new Pullman vestibule limited train on Sunday between Chicago and Kansas City. It has the popular features of an ordinary train, to which passengers are admitted without extra charge, except the usual charges of the palace buffet sleeper. Besides this, it contains a smoking car, regular coach, and rocking-chair car. The time between the two cities is about fifteen hours.

The safety Car Heating and Lighting Company, of New York, report that some Pullman cars are to be lighted by their Pintsch gas system, and heated by their new standard system. Also, that the new Wagner compartment vestibule train of the New York Central, is to be lighted by the Pintsch system. Twenty five new cars of the Central railroad, of New Jersey, are also to be both heated and lighted by this company.

WOMAN'S DEPARTMENT

EDITED BY IDA A. HARPER.

All Correspondence pertaining to this Department should be directed to
MRS. IDA A. HARPER,
TERRE HAUTE, IND.

MAY, 1889.

ADDITIONAL NOTES FROM WASHINGTON.

No more rapid and complete a change could be made by the kaleidoscope than was seen in Washington on the Fourth of March. Before noon Grover Cleveland occupied the highest position possible to any man in the United States. His wife was unquestionably the first lady in the land. The seven Cabinet officers commanded seven great departments with thousands of subordinates under their control. Their wives were the acknowledged social leaders in that brilliant city. The numerous officials with their families formed the aristocracy of the nation. Benjamin Harrison and his wife were private individuals. The members of the new Cabinet were enveloped in obscurity.

In a few brief hours all was completely changed. Mr. Harrison and his wife were installed in the White House. Mr. and Mrs. Cleveland had retired to private life. The old Cabinet were gathering their effects and preparing to leave the city. The new members had arrived and were basking in that fickle adulation which may be transferred in the twinkling of an eye. The officials in the various departments were rapidly making ready to step down and out. A few evenings before, I had attended one of Mrs. Whitney's elegant parties where were gathered the "beauty and the chivalry" of Washington. At the Inaugural Ball the whole *personnel* was changed. It was the inauguration of the new social regime, the obsequies of the old.

But the most striking change was observed at the Executive Mansion. At the grand receptions given there, the President and his wife and a few distinguished people stand in line and receive the guests. Back of them or "behind the line," as it is called, stand a large party of invited friends beautifully dressed and only to be looked at. A few days after his inauguration President Harrison gave a reception to Indiana Congressmen and their friends. I could not but notice that in and behind the line was not one face that had been seen there at all the previous receptions. The Green, the Red and the Blue rooms were unaltered. In

the long hall and the great East room the portraits of the Presidents for a hundred years looked calmly down. The choicest plants from the conservatories filled the air with fragrance and beauty. It was only in the people that the great transformation had taken place, but it seemed wonderful that, in so brief a time, the whole administration, political and social, could be so completely changed.

These frequent revolutions are the salvation of our government. They sweep over the country like a thunder storm in summer, cleansing and purifying the atmosphere. The knowledge that this change may possibly occur every four years makes those who fill official positions honest and careful, as they are likely at any time to be called to account; it also prevents them from becoming excessively arrogant and haughty, as they are liable after each election to step down from their high place and become one of the common people.

THEY have a very disagreeable way of shaking hands at Washington receptions which is peculiar to that society. The hostess, bland and smiling, stands just inside the door and holds out her hand in a most cordial manner. You take it in good faith and attempt some polite remark but you discover that attached to the hand is a fence rail which gives you a most decisive shove forward and you are pretty well along in the procession before you know what hit you. This habit is doubtless due to the large number who must be shaken hands with, but no woman of sense would stop for an extended conversation when there was a long line of people behind her. This custom of taking a guest's hand and giving her a push at the same time always seems to me an inexcusable rudeness.

I noticed repeatedly that with all the demands upon Mrs. Cleveland, and she has had to shake hands with more people than any woman in the country, she never acquired this habit. She took the visitor's hand warmly, gave it a friendly shake and permitted him to pass on at his pleasure and I never saw her imposed upon. In this and in many other respects she set an example worthy of imitation by many ladies who are older and more experienced.

As it has been necessary to have the mail for this department forwarded to three or four places during the winter, some of it may have been lost. We hope this is not the case.

"SCHOOL GIRL:" If your poem is original we will use it but we cannot find space for selections. It is very good but has a familiar sound. Let us hear from you.

THE Nevada Legislature have passed a bill prohibiting the saloon keepers from selling liquor to women. Now if they would only give the women a chance to pass the same kind of a bill in regard to men, Nevada would be a very nice state to live in. The assertion is often made that men are not willing to let women vote because they are afraid they will make prohibitory laws. But it seems they are in favor of such laws when they apply to women but not when they apply to men. How do the sisters who "do not want to vote" like this rule, which only works one way?

A NUMBER of entertaining contributions have been sent in, containing the writers' opinions on whether or not marriage is a failure. Everybody has some ideas on this popular subject and we would like to hear from the husbands as well as the wives. Be brief, come to the point at once and say what you think.

WE will close up the Woman's Department and turn it over to the Firemen if the ladies do not rise up *en masse*, as one injured individual, and sit down unanimously on Shandy Maguire in response to his poem in the April *Magazine*, entitled "Is Marriage a Failure?"

OVER twenty letters were received this month, all interesting. They will appear as rapidly as possible and we will ask our correspondents to exercise patience.

GRAND RAPIDS, MICH., March 5, 1889.

To the Editor of *Woman's Department*:

Dear sisters, please allow me to come in just a few moments to tell you about the masquerade ball given by Progressive Lodge, Ladies' Society, B. of L. F. It was given on the 21st of February, at Red Men's Hall, and was a success financially. All seemed to enjoy themselves and we hope they did. Bro. Leech cannot be beaten in representing an Indian, he acted his part so well that some of his palefaced sisters were a little inclined to be afraid of him at first but, Bro. Leech, it did not take us long to find out who the big Indian was. We wish to thank the Bros. of No. 265, who so kindly assisted us that evening. We do not know what we would have done without their assistance. Brothers, we hope you will never have cause to regret your kindness towards us. The merry dancers tripped the light fantastic until 2 o'clock in the morning when all went home seemingly well pleased with their evening's enjoyment. The object of our society is to assist and to encourage the B. of L. F. in their good work, to extend to each other the hand of charity in a time of need, to promote sociability, and to create a friendly feeling among all families of the Brotherhood, and we sincerely wish all the brothers' wives, mothers and sisters would join with us. I will close with best wishes for the Brotherhood and the Ladies' Society.

A Sister.

INDUSTRIES.

DO YOU KNOW HIM?

And so every day he gave the Almighty
Advice which he deemed of great worth;
And his wife took in sewing
To keep things a-going
While he superintended the earth.

The Churchman.

MRS. MARTHA STRICKLAND, Detroit's woman lawyer, argued a motion in a divorce suit recently, before the supreme court of Michigan. This is the first time that a woman ever appealed to that tribunal in the capacity of an attorney.

Queen Bee.

MRS. MARGARET PARKER, a Scotch lady, at present stopping at Wrights, Santa Clara County, is interesting herself in the solution of the problem of domestic labor on the coast in order to supply care-worn women of family thoroughly trained female help who shall be temperate, honest and willing workers.

MISS CATHERINE G. WAUGH, who is a lawyer, has a place on the Faculty at the Business College of Rockford, Ill., as Instructor of Commercial Law, Civil Government, and Political Economy.

THERE are nearly two hundred type writer girls in the city of Minneapolis, Minn. They are employed mostly by wholesale houses, in law offices and in the offices of manufacturing establishments.

It is said that there are over five hundred firms in New York City employing from one to two hundred girls and women in making neckties.

DR. SARGENT is a young lady physician from St. Louis, who has charge of the Maternity Home of the Woman's Homœopathic Hospital in Philadelphia.

THE Woman's Exchange is one of the permanent institutions of Little Rock Ark. It has paid to consignors during the year ending October 21, \$3,586.75, and its total sales have been \$3,984.45.

DR. METCALF, is a graduate of the medical department of the Iowa State University, being the only lady in her class of forty-five, and has the first post graduate diploma ever issued by the same University. She has made a long study of her specialty.

THE *Daily* published by the *Union Signal* during the National W. C. T. U. Convention was well edited. Miss Mary F. Seymour, of New York, had the management of the stenographic reports, and there were a series of articles upon woman's work in general in New York City, by Hester M. Poole.

MISS JENNIE HOPKINS is a reporter on the *Denver Republican* and holds a difficult position with much credit to herself and her employers. Her work is the same as that of her brother reporters and is of all kinds, from reporting a street fight or socialist meeting to taking society items. The hours of work are from two in the afternoon to three in the morning, and Sunday is no holiday. Miss Hopkins is a young lady of pleasing appearance and attractive manners, and her work commands the same salary as that of a man.

EDUCATION.

MISS LYDIA E. BECKER, editor of the English *Women's Suffrage Journal*, has been elected for the seventh time to the Manchester School Board.

MISS LOTTIE E. GRANGER has been elected president of the Iowa State Teachers' Association. Iowa has 25,000 teachers and 650,000 pupils.

THE *Springfield Republican*, in its New Year summary, calls the large vote cast by Boston women at the recent school election "the principal political event of the year."

THERE are twenty-three women inspectors in the New York Custom House. Among them are a niece of the late Thurlow Weed and a sister of Roscoe Conkling. They receive twenty-one dollars per week.

MISS MAMIE DAVIS, a telegraph operator, remained at her post during the entire season of the yellow fever epidemic at Jacksonville, Fla., and thus afforded communication from that city with the outside world.

MRS. FRANCES HODGESON BURNETT has concluded negotiations with a leading story paper of New York City for her next story. The price agreed upon is \$15,000 for the serial rights—the largest sum ever paid a novelist for such rights.

NEARLY one hundred women are now serving on school boards in England and Wales. Boards in country districts have women as clerks. Fifty-eight women are serving on boards as guardians in England and Seven in Scotland. A few instances are on record of female overseers, churchwardens and parish clerks being appointed.

ENGLAND.—The training college at Cambridge is the youngest of the educational institutions for women, and admits no students but those who have graduated in some university or passed an equivalent examination. It devotes Friday afternoon to instruction in carpentry, over which the young women become very enthusiastic.

TO INSURE modesty, I would advise the educating of the sexes together; for two boys will preserve twelve girls, or two girls twelve boys, innocent, amid winks, jokes and improprieties, merely by that instinctive sense which is the forerunner of matured modesty. But I will guarantee nothing in a school where girls are alone together, and still less where boys are.—*Jean Paul Richter*.

THE thirty-fifth annual meeting of the Iowa State Teachers' Association, held in Des Moines a few days ago, scores another victory for women. From five hundred leading educators of our State a woman was selected as president for the ensuing year, succeeding Dr. Picard, president of the Iowa State University. The State Teachers' Association of Iowa is composed of the best talent of the country, for Iowa ranks foremost in educational statistics, and our State superintendent's report for 1888 shows 25,000 teachers and 600,000 pupils. This is indeed a host, and to place a woman at the head of it is a significant straw, to say the least.

TEMPERANCE.

THE W. C. T. U. petition to Congress contained over fourteen million names.

THE Kansas senate passed a bill lowering the age of protection from eighteen to twelve years. The W. C. T. U. is making a vigorous protest against its passage by the House.

THE *Farmer's Voice* says that a law has been recently passed in Waldeck, Germany, forbidding the granting of a marriage license to a person addicted to the liquor habit.

THE mayor of Keokuk, Iowa, is author of the following: "This thing I have learned: the saloon cannot be fought by prayer-meetings. All the trousers in Keokuk can be worn threadbare at the knees and the saloon would still exist."

THE first Home for Intemperate Women in the United States was founded by Mrs. Mary E. Charplot, in Boston, Mass., in 1879. Since then similar institutions have been opened in Chicago, Providence, R. I., and New York City.

FRANCIS POWER COBBE, the author of "Duties of Women" and a well-known anti-vivisectionist, offers the W. C. T. U. for free distribution in America any number of thousands of copies of some of her leaflets on the subjects of anti-vivisection and mercy to animals.

THE Illinois W. C. T. U., through Supt. Ada H. Kepley, is making an especial effort to interest our foreign speaking people in temperance. The most prominent method employed is the distribution of temperance literature in various languages.

I HAVE no doubt that many of our influential city police are in receipt of a regular revenue in the way of "hush money" from gambling saloons, brothels and grogeries, and that the word is passed all along the line to let them alone.—*Anthony Comstock*.

MISSISSIPPI Masons, in a recent session, pronounced against the saloon by unanimously sustaining the action of Grand Master Evans in arresting the charters of Lodges disregarding the resolution passed at their last general meeting that no saloon-keeper could remain in fellowship with the Masonic body.

TWENTY-FIVE years hence people will be astonished that the Christians and reformers of this day allowed the tobacco curse to grow to a \$500,000,000 magnitude, and opium to get into general use, without any protest save from a few women and a few men who were called fanatics for meddling with these "outside issues."—*California Censor*.

REV. JOSEPH COOK in the prelude to his Monday lecture, Feb. 11, said that there is more money behind the rum-shop oligarchy than there was behind slavery, and that so intrenched is this power that there is hardly hope of succeeding without the military arm. Although one point after another of the intrenchment may be carried, the victory will not be complete until there is a constitutional amendment.

FRANCHISE.

THE Municipal Council of Paris has voted 500 francs toward the expenses of an International Woman's Suffrage Congress, to meet there this year.

THE Methodist Episcopal Conference, lately held at Pittsburgh, Pa., voted almost unanimously to ask the State Legislature for the submission of a woman suffrage constitutional amendment.

REV. DR. GOTTHIEL (N. Y.) thinks "the fact that three women—Mrs. Harriet Beecher Stowe, George Eliot and Mrs. Ward—have written three of the greatest books of the century, scores a good point for the advocates of woman's emancipation.

WE women are born governors by virtue of our motherhood, I pity the man, the miserable coward, who says women must not vote because she cannot fight. The whole tendency of the day is toward a peaceful arbitration.—*Mrs. Zerelda G. Wallace.*

FOR over forty years I have not hesitated to declare my conviction that justice and fair dealing, and the democratic principles of our government demanded equal rights and privileges of citizenship, irrespective of sex. I have not been able to see any good reasons for denying the ballot to women.—*J. G. Whittier.*

ATTORNEY-GENERAL MOWAT, premier of Ontario, has given a favorable assurance to a large deputation of ladies from the new Canadian woman's enfranchisement association, who desire woman's suffrage extended to voting for members of parliament. He says their reasons are unanswerable, and that municipal woman's suffrage has worked so well in Canada as to justify this extension.

THE bill for the equal rights of husbands and wives has again been brought forward in the Denmark Rigsdag. The Danish Woman's Association is earnestly engaged in securing signatures for the petition that municipal suffrage be conferred upon women. In many places women have been chosen on boards of superintendent of institutions for the poor.

MRS. ZERELDA G. WALLACE lately gave a woman suffrage lecture at Cotton Plant, Ark. It had been arranged that the Rev. Joseph Jones, a brother of the Rev. Sam Jones, should speak after Mrs. Wallace on the other side, he being a strong opponent. When Mrs. Wallace sat down, Mr. Jones rose and announced that he was converted, and should henceforth encourage rather than oppose the movement.

WOMAN suffrage was heard from in the United States Senate bright and early in the year. January and General Manderson presented to the Senate the petition of the Woman Suffrage Association of Nebraska, in favor of allowing women to vote for delegates to constitutional conventions in case of the admission of Dakota, Montana, Washington and New Mexico. Mr. Hoar presented the petition of the National Woman's Suffrage Association of Massachusetts, praying the adoption of a constitutional amendment giving women the right to vote.

DOMESTIC.

A CLOSE approximation: In 1864, in Memphis, in a refugee school that I visited while chaplain in the army, the bible lesson was John xv: "I am the vine and my father is the husbandman." One little fellow recited it thus: "I am the vine and my father is a married man."—*American Missionary.*

AT a recent meeting of a Boston Woman's Club a hot discussion was aroused by the assertion of some unbeliever that a "high education unfits a woman for household duties." The question occupied the society's attention for several weeks, when a unanimous decision was rendered declaring the Club's belief in Miss Sedgewick's well-known assertion "that the more intelligent a woman becomes, other things being equal, the more judiciously she will manage her domestic affairs."

THE condition of women in the European countries was a matter of some interest to me. I knew, of course, that I should see women working in the fields in Germany and Switzerland, and harnessed with dogs to milk-carts in Belgium and Holland; I expected to find them in some countries brutalized by drudgery and degraded by the social customs. All this I found, and the reality was no more winsome than the representation. The sight of a woman performing the functions of a beast of burden is not alluring. All things considered, the lot of the women of Continental Europe, so far as I was able to observe, is inferior to that of the women of America.—*Rev. Washington Gladden.*

GOOD MINISTER (a married man)—Do you wish to marry this woman?

Man—I do.

Minister—Do you wish to marry this man?

Woman—I do.

Minister—Do you like the city as a place of residence?

Man—No; I prefer the suburbs.

Minister—Do you like the suburbs?

Woman—No, indeed, I prefer the city.

Minister—Are you a vegetarian in diet.

Man—No; I hate vegetables. I live on beef.

Woman—I can't bear meat. I am a vegetarian.

Minister—Do you like a sleeping room well ventilated?

Man—Yes; I want the window way down summer and winter.

Minister—Do you like so much fresh air?

Woman—No; it would kill me. I want all windows closed.

Minister—Do you like a light in the room?

Man—No; can't sleep with a light; want the room dark.

Minister—Are you afraid in the dark?

Woman—Indeed I am; I have always had a bright light in my room.

Minister—Do you like many bedclothes?

Man—All I can pile on.

Minister—Do you?

Woman—No; they suffocate me.

Minister—I hereby pronounce you man and wife, and may the Lord have mercy on your souls.—*New York Weekly.*

MISCELLANEOUS.

VISITOR—Don't you miss your little nephew very much, Fredlie?

FREDDIE (whose nephew had died the week before)—Yes, I miss him very much, but I like to be the uncle of an angel.—*Life*.

A POOR WOMAN, coming from a garret in an inland manufacturing town for the first time to the seashore, gazing at the ocean, said "she was glad for once in her life to see something which there was enough of."

A LITTLE Buffalo girl was not feeling well, and her parents suggested that she might be about to have chicken-pox, then prevalent. She went to bed laughing at the idea, but early next morning went into her parent's room, looking very serious, and said: "Yes, it is chicken-pox, papa, I found a felder in the bed."

UNCLE JACK returns from a long walk, and, being somewhat thirsty, drinks from a tumbler he finds on the table. Enter his little niece, Alice, who instantly sets up a cry of despair. *Uncle Jack*—What's the matter, Allie? *Alice* (weeping)—You've drank up my aquarium, and you've swallowed my free pollywogs.

Harvard Lampoon.

"AND do you doubt my love?" he asked passionately.

"No, George," she answered with admirable poise, "but when you say that the day you call me yours will usher in an era of lifelong devotion and tender solicitude, you—pardon me, dear—you put it on a trifle to thick. You seem to forget, George that I am a widow."

JOHNNY QUINLAN, of Evanston, has the most wonderful confidence in the efficacy of prayer but he thinks that prayer does not succeed unless it is accompanied with considerable physical strength. He believes that adult prayer is a good thing, but doubts the efficacy of juvenile prayer. He has wanted a Jersey cow for a good while and tried prayer, but didn't seem to get to the central office. Last week he went to a neighbor, who is a Christian and believer in the efficacy of prayer, also the owner of a Jersey cow. "Do you believe that prayer will bring me a yaller Jersey cow?" said Johnny. "Why, yes, of course, Prayer will remove mountains. It will do anything." "Well, then, suppose you give me the cow you've got and pray for another one."—*Philosopher Nye, in New York World.*

A picture memory brings to me,
I looked o'er vanished years, and see
Myself across my mother's knee.
I feel her strong, firm hand restrain,
While whack, whack, whack, I feel again
A child's blind, burning sense of pain.
But wiser now, a woman grown,
My mother's trials better known,
The justice of the blows I own.
With riper sense, I plainly see
That as my mother paddled me,
So must my children paddled be,

LOUISVILLE, KY., February 18, 1889.

To Woman's Department:

As I have not seen a letter from Lodge 103, I concluded that I would write, but I cannot tell you much Lodge news. In regard to the much debated question: Is marriage a failure? I think it is a draw, that is, there are as many failures as successes and *vice versa*. Now, for instance, when the master of the household comes home off of the road and hangs his lunch pail in its place, tells his better-half how becomingly her back hair is arranged, jumps the baby and in fact makes home cheerful, the thankful heart of the wife overflows with joy and in her thoughts she is repeating, "Oh! how happy I am! What a success marriage is. I wouldn't be single again for anything."

But again! Listen, Oh ye Gods! When that hubby dear, (the same one, mind ye, only he's in a different humor) comes in and throws his lunch-pail in one corner, his overalls in another, upsetting the baby with them, his devoted "frau" meanwhile protesting against such rude playing, he growls: "Why didn't the brat get out of the way then." And the following day when he has gone out with the boys, she toils wearily over his clothing sewing on buttons, etc., getting everything ready for the next trip, she spies a piece of note paper protruding from the pistol pocket. Somehow or other her heart manages to get up in her throat but she whispers: "Oh, pshaw, it is only a dispatcher's order," but she concludes she will read it anyhow. Contents:

Dear —: I got your note last week but I am just as mad as I can be for you did not wave your hand at me as you went by yesterday. Emma Ryan, that lives farther down the road, says you waved at her and kissed your hand to her, too. Farewell. Your own little

Vendetta.

When this same wife looks to see if his coat pockets need mending (she is determined to look well too), she finds another, sealed ready for the mailed. Contents:

My Dearest Love: I got your dear, little note and am both sorry and surprised, for when I waved at that girl yesterday I thought it was you, yet I should have noticed the inferiority.

As ever, your true

H. W.

Now what does our meek heroine do? She just stamps the letters with both feet (please excuse the expression), "The Jezebel," she exclaims, "Oh won't I pull every hair out of her head, the hateful thing. I won't live with him another hour, I just won't, I am going home. Oh, I wish I was single again, marriage is a complete failure."

When I was single
My pockets did jingle,
I wish I was single again."

Now I know I have not written this in true novel style but it is an actual occurrence.

I would like to hear from "Acme" again. Now I know this letter is brim full of mistakes but if you will please set it down to my trepidation and print it anyhow, I will do better next time. I agree with the engineer's wife; the railroad men do flirt, and it is not just to their love and respect for their wives or for all ladies. Let us hear more on this subject.

Sarcastic.

IS MARRIAGE A FAILURE?

To the Editor of *Woman's Department*:

"Is Marriage a Failure?" This question is I think, fraught with deep interest to us all, both as regards our lives in the narrow circle of home life, and also our lives as citizens, for on it rests all earth's best happiness, or her direst misery. And if once we seek to prove it a failure, then the world around us will soon sink down to the lowest depths of degradation. It belongs to each man and woman to make marriage either a failure or a grand success. It was instituted as the last crowning act of our Creator, to complete this work of creation, and as a means whereby man might enjoy to the full, all earth's other pleasures and joys, because man needs a kindred heart and a kindred mind to sympathize with his own, so that joys may become more full and enduring, and sorrows, less bitter and overwhelming. And what constitutes this sweet blending of interests and desires? One must not imagine that married happiness is only attainable when all goes smooth, and the world seems full of love, for if this be so, then I fear very few would attain it, but if both husband and wife are each striving to promote the other's happiness, overlooking the faults and imperfections, smoothing down the rough edges of their characters, being to their faults a little blind, and to their virtues very kind, studying to avoid what may lead to harsh thoughts and words, striving to bring out and cherishing the good points of each other, and building up around them a halo of love kept ever pure and bright by loving plans and deeds to make each day happier than its predecessors, then I think marriage is and will be anything but a failure.

Then outside the home circle, marriage is of vital interest to the world at large, it is giving, not only the social influence of two persons, but the children which may be born, are one day to be the citizens of this great continent, and as they are, so will our country either progress or relapse. They are the stones which will make up the fabric of the next generation, and the influence and example of the parents is going to make them either better or worse citizens. We never can find where our influence ends and we parents would do well to consider this. I say let us start with our children, let them see that marriage is no failure, or if it seems so in some cases, it is only as people choose to make it so. The whole social question rests on whether marriage is a failure or not. Once let it be condemned as a failure, then purity of life, purity of heart and action will be gone from us forever, and a country or state governed by those who believe and would teach that it is a failure, will soon sink to the lowest depths of vice and misery, and there would be no more energy to make that country great or good, for man would then live only to please himself, regardless of all around him. I am quite sure that marriage may be the very summit of earth's highest happiness, attained most by those who are each day living not for themselves but for one dearer still, bearing

and forbearing one with another, thus making one little spot of this earth indeed "Home, Sweet Home," and perchance influencing others to go and do likewise. *Alice Brooker.*

GODERICH, ONT.

[We are very glad to hear again from our old friend, Mrs. Brooker. In a personal letter she writes that three babies, all under four years old, leave very little time for letter writing. We can readily believe this and appreciate more highly on that account her admirable tribute to married life. We always welcome Alice Brooker.—Ed.]

STRATFORD, ONT., March 4, 1889.

To the Editor of *Woman's Department*:

In looking over the last number of our *Magazine*, I noticed your invitation to us to give our opinion on that great and popular question, "Is marriage a failure?" I never intended to give my opinion on that question, for I, for one, have found out that it is not a failure. I think that if all mothers would bring up their daughters as I was brought up, the question need not be asked so often. What do they call a failure? Is it a failure because we cannot sit with our hands across and play the lady? I am afraid where women can and do do that, it has proven a failure. I, as a girl, had to work for my own living, and very early in life at that. I often knew what it was to work very late at night too, but it was for a dear mother who found in her children her greatest comfort. She taught us early to sew and mend, and all that was necessary for girls to know who would, altogether likely, get workingmen for husbands, if they got any. Therefore, when we started out in life for ourselves, we knew how to keep house, and not only how to keep house, but to keep homes. We did not expect to get angels for husbands, we had brothers of our own, and therefore did not expect other girls' brothers were to be any better than ours. Our brothers were never taught to do house work, but we always found, in case of sickness or trouble, they were ever willing to help, even in *scrubbing* or *washing*, and many a scramble they had to get out of sight when they heard any one coming. I will tell you what I think makes marriage a failure. Girls marry workingmen and they do not know how to keep house, nor how to work. Their husbands cannot afford to keep experienced servants—they could afford to keep a young girl to help that needed to be taught, but then when a wife does not know herself, how can she teach another, and then things go from bad to worse, debt and trouble, often fast and thick, and what is the end? Very often, in your country, divorce, and in ours, complete misery? And why? Because mothers would not teach their daughters to work. How many mothers have I heard say, "I had to work both early and late and I was determined that my daughters should have a better time than I had." They forget that if they had not been taught to work and keep house, that they would never have had the means to keep

them from work. Girls, rise above this false pride. Learn all you can about a house and home. If you never need the knowledge it will never be a burden, and before you marry be sure you love the man you are about to make your husband. And one more bit of advice, learn to cook, for in this day I really believe the way to a man's heart is through his stomach. What man could resist a woman who can set him down to a well-cooked meal (Independent of a servant) especially when that woman is his wife. He will never tire of singing her praises. And then you will find marriage a blessing instead of a failure, at least it is the opinion of

One Who Has Found It a Blessing.

[This is excellent as far as it goes, but a woman who possesses all of these good qualities can only make *half* of a happy home. What is required to make the other half?—Ed.]

CLINTON, ILL., Feb. 10, 1889.

To the Editor of Woman's Department:

Oh, for the power to give intelligent expression to the thoughts that crowd my brain. These seasons of thought are so spasmodic and at such long intervals as to render the flooding of the market with my literature quite impossible. I generally get my thinking-cap set squarely on my head just after reading good letters in our *Magazine*. The January number contained, beside our editorial, which is always inspiring, a letter, which I enjoyed very much, and I join our leader in her invitation to our Grand Rapids correspondent to come again.

I have never taken much interest in the subject of "Woman Suffrage." Probably because I knew I would meet with no opposition at home, as my "better half" is an earnest advocate of equal rights for men and women. I think the most passive of us only need the subject presented to us in a strong light, with convincing facts and figures, such as our leader gave us in December, to become enthused. And if it amounts to nothing more than conviction and enthusiasm, we are the better for exercising our mental faculties instead of allowing them to rust while others are doing all they can for a cause, which, when gained, will be of equal benefit to the sluggish and the active one. We should at least keep ourselves posted as to what is being done, so that when the *good time* comes we will not have to refer to history to find who has brought about the great change.

We are not all called on to go out from our homes to work and struggle for our rights. There are those who have no other responsibilities resting on them, and who are better qualified in every way to do this work. But that ought not to relieve us to such an extent that we take no interest in what they are doing. We can give them eye and ear, and heart service, and they will surely feel the benefit of it sooner or later. I, as I sit in my cosy room with my knitting, do not know that my rebellious

thought will do any good, but no one will be harmed if my needles click viciously when instances of injustice of a personal nature come to mind, and we all know of such cases, where the woman makes the living for herself and a family of children and a drunken husband. She strives to give her children a little of the education so freely offered in our public schools. She knows the value of it, for she is generally well educated, and could appreciate a kind protector if she had one. When election day comes, the male, (for he does not deserve the name of *man*) drunk or sober, is in his element. He can lord it over her then, although he is dependent on her for his three meals. What little brain alcohol has not absorbed is of far greater value than her whole brain, rendered stronger and more active from having to earn support for him and his.

And yet I can excuse this man more readily than the one who makes so many pretensions of gallantry and love for women, yet denies that her mind, though stored with all useful knowledge, is equal to his. Thank the Lord I am not obliged to live with such a man.

I am in blissful ignorance of the doings of Main Line Lodge. Doubtless the nobility of her members will prove to be on a par with their brothers.

Since writing the foregoing letter, the February *Magazine* has come, and, if I understand it, we are asked to give up our Editorial. I say no, no, no, we cannot do that. Ask anything else of us. I find good sentiments, well expressed, in any and every book and paper I read, but they do not "go right to the spot" as Mrs. Harper's do. Nothing will reconcile me to the new order but the knowledge that she is physically unable to continue her good work with us. Even then I would be selfish enough to ask her to give up some of her; other literary work in favor of us. Knowing all will join in the protest, I will close this long letter.

Mrs. L. H.

[Thank you for appreciative words. The editor is always in perfect health. With so much that is good crowding in upon us, it is difficult to make a selection, and the editor feels that it is occasionally her duty to yield as she is obliged to ask others to do. Your letter is very readable. Come again.—Ed.]

OMAHA, NEB., February 19, 1889.

To the Editor of Woman's Department:

Having been an interested reader of the *Magazine* for some time, I wish to write a few lines. I think your article in this month's book about "Breaking the Ice," and "the Waste Basket," and "the Flourishing Condition of the Lodge," they, of course, know nothing about, very good as most every letter was full of this. Let the boys take care of the Lodges and the ladies write something to make *home* attractive for the boys. Am glad to see Woman's Department enlarged. Let us hear from Alice O. Darling again, by all means.

Respectfully,

Donnybrook.

For Woman's Department:

THE MIDDLE AGED BACHELOR.

He loved one for her graceful ways,
Another for her eyes,
Another for the smiles she gave,
Another—hush those sighs.
He loved them all—to all was true!
He loved me with the rest;
But listen, I would speak it low,
He loved himself the best.

Thus chanced it that he never wed,
No one had perfect grace;
No one but had some little fault
In form, or heart, or face.
(Could he have found combined in one
The good he found in all)
Surely his heart had been enslaved;
His mind had felt love's thrall.

God made him not an angel quite,
Yet quite too perfect man;
There seemed well written in his face
Do all the good you can.
Therefore he loved all woman kind,
The short as well as tall.
He said such sweet, sweet things,
But said the same to all.

Alas, Alas! his way won hearts,
He did not mean to win.
He deemed the life of a flirt
A most disgraceful sin.
He never flirted, no, not he,
Nor won a heart as yet.
Or if he did, 'twas an easy thing
For a young heart to forget.

He loved all girls—they loved him,
He loved me with the rest;
Though many true hearts loved him—
He knew not which he loved best.
But the love he scorned in others
May yet in him find place,
And like Narcissus he may die
For love of his own face.

A Fireman's Sister.

TROY, N. Y., February 26, 1889.

To the Editor of Woman's Department:

I have read the Woman's Department of the Magazine with great interest for the past two years, and take pleasure in informing you that I have been vastly entertained by the many eloquent writers. I often like to refer back to the beautiful poems of Mrs. Henry B. Jones, Nellie Bloom, Cousin Nel', Angeline S—, Shandy Maguire and others. The February number is at hand and I see on the top of the first page of our Department, that we really feel quite out of the fashion when we think that our Department has not yet discussed the popular subject, "Is marriage a failure?" I hope you will excuse me if I do not write to please everyone, because I don't know how, as this is the first time I have written to you. I will try to express my opinion on this subject, and would like to hear others express theirs.

Home is the centre of woman's sphere, because nature teaches us so, yet there are many who do not make it such. A lady acquaintance of ours says that "women were not meant to stay in the house to wash, and darn, and darn, and darn." She dresses in her best and goes to suffrage meetings, she says, in the afternoon. I think that if some would do more darning with a needle and less with their tongues, and pay more atten-

tion to their homes, they would find more comfort in that home than in showing their finery on the streets. When women object to doing housework, then who will do it? Surely the husband cannot. Why not the husband object to work too, and walk the streets in his best and attend the street corner meetings? Surely it is necessary that husband and wife should strive to make their home as comfortable for each other as possible. It is not necessary that woman should worship man. I know that I will not, nor am I afraid of being left. A person who respects himself or herself, will be respected. In the race of life, if the girls should stop and look around them and choose "only one man," of good principle and character, instead of catching at the shadow of something that looks like a man, it would do more good than all the suffrage meetings that could ever be held; and instead of the young ladies looking for the young men, as it is with about every young couple nowadays, the young man would have to seek the lady, and husbands would not have the opportunity of running away two or three times.

"Is marriage a failure?" This popular subject depends entirely upon the woman. The wife has the controlling power over man. She can lead him like a lamb and cause the fountain of his tears to flow through sorrow or through gladness; or, she can excite him to war.

"Marry in haste, repent at leisure."

There have been many proofs of this which we all will acknowledge are failures. The advice of a father to his son (when he told him to "Go slow! Be sure you're right, then go ahead!") would, I think, be good advice to all. Hoping to hear from others on this subject, I am,

Jessie White.

[We feel quite certain that our lady readers will be compelled to answer some points in this letter. The subject is open for discussion.—Ed.]

"ROBBIE."

[In memory of my dear little son, Robbie Ryan. Died November 16, 1887, aged four years and six months.]

In my few short hours of slumber,
And neath sorrow's welting wave,
I can speak or think of nothing
But my darling Robbie's grave.

For our darling, precious Robbie,
From this earth has passed away.
Such a short time he was with us
It seems but one short day.

I can see him yet before me,
In his little waist and skirt,
With his bright blue eye dancing
As he lapped his childish mirth.

Still a sadder thought comes o'er me
An another melting wave,
For, alas, my heart lies buried
In my darling Robbie's grave.

Yet I know the blessed Jesus
Did my little Robbie save,
And I now must look up higher
Than my precious Robbie's grave.

Mrs. J. E. Ryan.

DAYTON, O., March 25, 1889.

For Woman's Department:

TO MR. "SHANDY MAGUIRE."

DEAR SIR:—The lines you have sent me,
I have read with cheeks all aglow;
The pleasure you gave me, friend "Shandy,"
Was so felicitous I would fain have you know
How the words set my heart in a flutter—
Filled my breast with ecstatic delight,
And, while the shadows of evening are falling,
These stanzas to you I'll indite.

"Tis true I composed the poem called "Waiting,"
Ne'er thinking that you would reply,
Yet, 'twas not for myself that I wrote it,
As the answer you sent would imply;
But 'e'en tho' I had been thus neglected,
My "bosom vibrating 'twixt hope, doubt and fears,"
My face I should ne'er have "disfigured"
By having sought consolation in tears.

To pretend that I don't understand you,
Would absolve you from thinking me obtuse;
And the kisses you tender so freely,
Were you here, I should have to refuse;
For I have a husband to kiss me, friend
"Shandy,"
(Who don't do it by halves, I confess),
So your wishes would be disregarded,
And your lips to mine ne'er would be pressed.

I oft think you are given to flirting—
Can it be that the thought is quite true?
'Tis naughty to flirt with the ladies—
Yet, "Shandy," I believe that you do;
Otherwise you would not be so ready
With your insinuations against Mr. Bloom;
But knowing so well your own failings,
Like yourself, you deem him a loon.

Kind Sir: Do not feel offended,
But reply to this poem straightway;
And when next I write some nice verses,
Your answer please do not delay;
And, should you imagine that I've been neglected,
By that "strolling indifferent elf,"
Spare my feelings! and be not obtrusive
By offering to console me yourself.

—Mrs. Nellie Bloom.

WEST OAKLAND, CAL., February 20, 1889.

MISSOULA, MONT. TER., February 4, 1889.

To the Editor of Woman's Department:

I have been a reader of the *Fireman's Magazine* for a long time—and as the women have a column, I thought I would write a few lines, and as I am a woman, I think I may say, just what I please to say. Well, first, I am glad the C., B. & Q. strike is off. I can't see what good it has done any one of the strikers, as so many are out of work. One thing I do know it was a pretty hard strike on our boys' pocketbooks. As I am going to say what I please, I say I think those old timers on the C., B. & Q. were tired and wanted a lay off to go fishing. Whether I am correct or not, I am truly glad the strike is off. It was tiresome reading about it. I take the *Magazine* and commence at the first page and read it straight through. So you see I was compelled to read all this strike. There is another thing I like about this month's *Magazine*, that is different ones contributing poetry. I don't care for poetry as some do. In fact I could do without it altogether, yet a little good, sensible poetry like "Tired Wife" or Mrs. Penn's will do very well,

but that horrid Shandy Maguire does serve out the trashiest, love sick stuff. I skim over his poetry as fast as I can and never stop to digest it. A fireman made me a present of a whole book full of that Shandy's moon struck ravings. I took them and thanked the giver, as he thought he had given me something nice. Well I read the book through for his sake. I mean the fireman, of course. When I got to the last line I shut the book and laid it away never to be opened by me again. If I were his wife I would stop him from making love to every woman, much less let him be offering himself to married women, as he did to Mrs. Bloom, but then his wife may be a delicate little thing who is not able to manage him. Such men get that kind of a wife. Well I am glad I don't have to read so much of his poetry. My nerves are getting a little more settled since the strike is off, and Shandy does not put so much poetry in the *Fireman's Magazine*.

Now I am going to tell you that there is a fireman's Lodge here, but I am not going to tell you that it is in a flourishing condition for I do not know anything about that. I do know that the boys are all in a flourishing condition, and I conclude the Lodge is all right. There are a fine lot of firemen on this division. They are all industrious, sober, moral, brave boys. Brave, yes, they are that, it takes a brave lad to fire on the Rocky Mountain Division. Some have been expecting promotion for some time but promotion comes slowly, so slowly that a few of the brave boys lay down the shovel and hoe and leave the field with the battle only half won.

Most of the boys are a long way from home and loved ones. If the mothers and sisters of these poor, lone firemen would write often to them it would tend to make their life more pleasant and shorten the long days and nights of hard toil. Thinking I have said enough, I will sign myself
Fireman's Friend.

[Bear up, Mr. Maguire, poets have been killed with criticism. You shall never feel that you cannot get justice in the Woman's Department. If you have any apologies to make for "offering yourself to married women" we will suspend the discussion of whether marriage is a failure and hear what you have to say.—ED.]

FIGURES compiled by the National Bureau of Labor shows that the old theory that the ranks of the fallen of the country are recruited from working girls, is fallacious. Investigation made in the large cities shows that in Boston 7 per cent. of these women were married before entering the houses of ill-repute, in Chicago 25 per cent.; Cincinnati, 20; Louisville, 26; New Orleans, 2; Philadelphia, 3, and San Francisco, 25. The occupation which give the greatest number of recruits to this army is that of house work and cooking, it being 30 per cent. of the whole, but the alarming figure is the 32 per cent. which enter on a life of shame directly from the home.

"WAITING."

I'm waiting to-night for a loved one
Who may be far, far away,
But seems to me that he is near,
And I've waited all the day,
Hoping so fondly to see him
On this bright and beautiful day.
Hoping with a confidence in my heart
That beats so light and gay.

As the sun rose up this morning
Streaming forth its golden light,
A hope awakened in my heart,
Just as radiant and bright.
For awhile it grew stronger,
For, Oh! I felt quite sure
That it would once be realized
In happiness so pure.

But as the sun was sinking low
Into the distant West,
I watched with a saddened silence
And my joy turned to unrest.
A sudden fear came over me
While I watched with increased woe,
My eyes were filled with unbidden tears
Which seemed they fain would flow.

Oh! how bravely I struggled
With a sad and trembling heart,
Lest a "tell tale tear" should linger
And my fears to all impart.
I saw the shadows were falling fast,
The last sunbeam fade and die.
I gave up my day's waiting
And heaved a bitter sigh.

But as the moon rose brightly
Lighting up this vast dark plane,
The chord of hope seems touched
And I'm waiting again.
Patiently, hopefully, prayerfully,
I'm waiting as never before;
I start at the sound of each footstep
And listen for his rap at the door.

While my heart is filled with longing,
I watch the stars in the sky—
And fancy they looked down upon me
With a softening, pitying eye.
Perhaps they know he is coming
And will teach me to longer wait.
Ah! if I could only feel as certain
Before it is too late.

Oh! how I would welcome him
With a tender trusting heart,
For the love I cherish for him
Can never, no, never depart.
Perhaps if he knew the anguish
Which I endured through the past day,
And had forgotten and was waiting again
His coming, he would no longer delay.

But the moments now are flying,
The dew is falling fast,
And the hour for his coming
Oh! Heaven it has surely past!
I have taken my last look at the stars to-night.
At the moonbeams fadingly glide
I can no longer wait for him now,
My hopes have faded and died.

Ohve.

[This was doubtless some other girl's day, or perhaps his spring suit was not done. Hunt up another young man. The one you are writing about will keep his wife waiting seven nights out of a week. Get one that runs on schedule time and can be depended upon.—Ed.)

To the Editor of *Woman's Department*:

The *Magazine* for March is at hand and I would suggest to Cousin Nell that if she will read

a few of the prominent daily papers thoughtfully for a year, she will receive more light than can possibly be crowded into the pages of the *Magazine*. Some say they have no time to read. It is true that if a woman does her own work there is not much time for reading, but there are very few households where one cannot get a few minutes each day, if the work is planned with that object in view. Some say that they are not interested in such subjects, but I have noticed that most of such women find time for, and are interested either in gossip or reading such papers as the *Saturday Night* and the *Fireside Companion*. If we are not interested in the great issues of the times that are sure to affect our government, it is our duty to become so as soon as possible. I heartily agree with Cousin Nell that we should try to learn all we can that is "useful and ennobling" and "fill our places" in the very best possible way. In trying to do this, would the right of suffrage help or hinder us? In my opinion it would be a great help. Until we receive that right the best we can do is to study, and think, and try to prepare ourselves to use it intelligently when it does come. Every woman must have capital to yield an income for her support or be supported by her own work, or that of some one else. Now, in either case, ought she not to be concerned about the laws which govern our land? If she has capital she should know how and where it can be safely invested to bring her the best income and at the same time benefit others. If she works or is supported by the work of another, surely she is interested in the laws which affect every laborer. Would it not be some benefit to have something to say about who shall make and execute those laws? I should think every woman would like to give her opinion as to whether places of responsibility and trust should be given to honorable men who will do all they can for the welfare of the nation and the good of humanity, or to tricky rascals who will sacrifice anything for personal gain. Now, don't understand me to mean that we should all deliver public lectures. Most of us could not do that if we tried, and it is necessary that we be at home most of the time and always prepared to put up a lunch, or sew on a suspender button, or do anything else that occasion or our husbands may call for. But once or twice a year we might, without neglecting any home duty, speak through the ballot box, and we would be heard like the women of Boston recently were. I was disappointed that no one said anything about that question, "Is marriage a failure?" I have very decided views on that subject, but time and space both have a limit.

Lucy Lynn.

[Let us have your views.—Ed.]

WOMAN lives longer than man, goes insane less numerous, commits suicide one-third as often, makes one-tenth the demand on the public purse for support in jails, prisons and almshouses, and in every regard manifests potentiality for good citizenship physically, mentally and morally.



MAY, 1889.

Cost and Benefits of Membership.

MR. EDITOR: As a member of the Brotherhood of Locomotive Firemen, I am interested in all things that concerns its welfare. I don't often appear in print. I don't profess to be educated, and I confess I am timid. But I read our *Magazine* and I hear a good deal of talk about it, in fact, I hear so much, that I have been trying my hand at writing for the purpose of telling the boys what I think upon subjects which are so much talked about, but as often as I have tried to get things in shape, I have to confess that my way of writing don't please me, and then I play editor, and put it in the waste basket. After a while, I try it again, and this contribution I am going to send. If it suits, O. K., if not, I won't get mad. The bell rings and here goes:

I hear that some of our members have quit, on account of the "Q." strike. It don't surprise me in the least. It was a hard fight and cost a pile of money, but it didn't cost any one member a very big pile. Now, I don't profess to be very good at figures, but I was talking the matter over a few days ago with a brother, who seemed to be dissatisfied and so I tried to quiet him down a little with some arithmetic. I am going to tell you how I ciphered it out. It was this way:

Suppose a man begins firing when he is twenty years old, and fires till he is fifty years old, then he has fired thirty years. Now suppose he pays dues and assessments every year to the amount of \$30.00 that would be \$900. Suppose at the age of fifty he dies, or becomes totally disabled, then he gets \$1,500, and is a clear gainer of \$600. But suppose you divide the thirty years into periods of three years each, ten periods, in any of which he is liable to die, get killed or totally disabled. Now, I showed the brother I was talking to, how he would be gainer. If he died in the first period of three years, or got disabled, he would be gainer \$1,410, second period \$1,320, third period \$1,230, fourth period \$1,140, fifth period, \$1,050, sixth period \$960, seventh period \$870, eighth period \$780, ninth period \$690, tenth period, \$600. Now, I don't know if that is the best way to put it, but my brother fireman caught on at once, and said he hadn't thought of it that way before, and was glad I had showed him how it worked. Now, you see that it takes fifty years for a man to pay in \$1,500 at \$30.00 a year, so that a man beginning to pay in at twenty years of age, would be seventy-years of age before he got through with it, then if he should die at seventy years of age, he would get back, or his heirs would, all he had paid in. But I want to make this important matter so

clear that every brotherhood fireman will see it without any trouble and I state it again as follows:

Periods.	A'm't. of Insur.	Amount paid in.	Amount received over amount paid in.
First period	\$1,500	\$ 90 00	\$1,410 00
Second period	1,500	180 00	1,320 00
Third period	1,500	270 00	1,230 00
Fourth period	1,500	360 00	1,140 00
Fifth period	1,500	450 00	1,050 00
Sixth period	1,500	540 00	960 00
Seventh period	1,500	630 00	870 00
Eighth period	1,500	720 00	780 00
Ninth period	1,500	810 00	690 00
Tenth period	1,500	900 00	600 00

Now, Mr. Editor, I think if a man he looks at these figures and studies them a little he will see that it is a good thing to stand by the Brotherhood, and my brother fireman told me he was satisfied and that he should never kick again on the question of dues and assessments.

But, Mr. Editor, there are a great many advantages connected with the Brotherhood, besides those that relate to benefits, when a man gets hurt or gets killed or is totally disabled, but I can't tell all of them in this letter, maybe I will try my hand again, if this letter is worth printing.

Now, I think the *Magazine* is just right in its talk about federation, and I don't know a single member of the Order who opposes it, and I have talked with lots of them. They all say you are right and they like the *Magazine* because it has the courage to talk right out in meeting; you bet, the boys are with you to a man. Firemen on my road never get tired of talking about the good things in the *Magazine*, they compare it with other books published by railroad men, and it makes them feel good all over, and there are a great many engineers who talk just as loud in favor of the *Magazine* as the firemen talk. They say our *Magazine* has got lots of sense and lots of sand, that it has good fuel, the right sort of a fire box and knows how to make steam. They like it because it don't put on any airs and try to be aristocratic and turn up its nose at brakemen and switchmen and other men who work on railroads. I can tell you, Mr. Editor, that I know lots of engineers members of our Brotherhood who swear they will never join the B. of L. E. as long as that order keep standing its odious laws that are an insult to the B. of L. F. They say that every word the *Magazine* has printed on that subject is right and that they will stand by it. But I guess I have said enough for this time so I will stop.

Yours fraternally,
A. M. Pickensoop.

WATERLOO, IOWA, March 25, 1889.

MR. EDITOR:—Cedar Valley Lodge, No. 30, B. of L. F., gave their first annual ball January 28, at Turner Hall, Waterloo, Iowa. To say that it was the finest affair of the season would hardly describe it. The boys all worked hard, this being their first and as they always try to never be de-

feated. The hall was beautifully decorated with National flags, and red, white and green signal lanterns were suspended in arches around the hall. A motto (Cedar Valley Lodge, No. 30, B. of L. F., Welcomes You) was suspended from the stage; beneath it was hung a picture of our Master Mechanic, T. W. Place. About two hundred couples were on hand when the Dubuque Italian band struck up the Grand March, and I dare say fully that number remained until the programme, which consisted of twenty-eight numbers, was completed; everybody departing expressed themselves as having a good time and bestowed many praises on the B. of L. F., hoping they would give them the opportunity of attending another such affair. The boys all feel proud of their success, realizing \$180, which helps to fit up our Lodge room, and have a neat sum left in case of emergency.

The success of the ball was due to the work of the following committees: Executive—J. E. Campbell, Frank Feree, J. A. Mulkern, L. McFarlan, H. H. Bucklin. Invitation—C. A. Mills, Frank Feree, H. H. Bucklin, J. Clacey, J. Boughner, J. C. Payne, Mart Scroggy, H. B. Smith, J. Fuhrman. Reception—C. Wight, J. W. Worrell, E. T. Gregory, R. M. Feree, H. P. Estey, C. A. Mills, J. V. Burr, H. A. Smith, Wm. Alderman, J. C. Fergusson. Floor—J. E. Ryan, J. J. Banton, W. E. Penn, J. A. Mulkern, L. McFarlan, J. E. Campbell. Bros. R. A. Dorson and J. Fuhrman officiated at the door. J. E. C.

EAST SAGINAW, MICH., March 12, 1880.

Editor Firemen's Magazine:

As I have a few moments to spare, I thought perhaps some brother of ours in some distant part of this land might be casting his eye through the *Magazine* to see if there was a line in it from his old home, No. 286. I will be brief with my remarks so that our editor will give me small space some other time. Our *Magazine* never was as interesting as it is now. A prominent member of the B. of R. B. told me that he read all the railroad papers and journals, and that the B. of L. F.'s *Magazine* took the lead. Some of our engineers think the editor is a little hard on the B. of L. E., but they cannot but admit that it is all true in regard to the ending of the C., B. & Q. strike, and the way they closed their doors against the B. of L. F. Well, they need not be alarmed, for the men they get away from No. 286 until they recall that clause in their Constitution will not do them much good. They cannot break us up. Nearly a quarter of our membership are engineers of over a year's experience. We have come out of the strike in pretty good shape. We number sixty members and they are old stagers too. Some who had to drop out because the bottom fell out of their pockets caused by the constant strain of nine months' draining, will, in time, come back to us. We do not think any the less of them because they thought more of keeping out of debt than they did of the strike, and for the little benefit we obtained from the strike, I am afraid

I would be tempted to let her go too, if the same thing was to be repeated, but I hope for the good of all, it is past. We have a few promotions. Messrs. Strong, King, Bessenetts, Schmidt, and Bros. Fred Smith, David Patterson and Wm. Phillips have laid the scoop away and are now numbered among the engineers. With a single exception they have earned their promotions, and I wish them good luck. We have got one of the best roads in the state to work on. Our engines are all kept in good shape and our road cannot be excelled. The F. & P. M. has bought the Port Huron and Northwestern railroad, and that will add 218 miles of track to our pathway, and will make nearly six hundred miles of main line.

Bro. John Kull has gone to board with Sister Anthona. She has six of our young brothers to cook and bake for, and I pity her too, if they all eat as much as that young engineer who runs the "23" in the B. C. yard, does. The landlord had to dispense with his free lunch. I heard that Bro. Faust has made a mash on a dark beauty at Twenty-third street. I think his right hand man ought to train him to always look ahead farther than that. If any of you brothers have a girl to spare please drop a card to Bro. Tibbits; he is sighing for the girl that left him behind, and I would like to see him consoled. Billie is good enough for the best of them, and I am sorry for the girl that left him behind. Bro. James Wortsmit is looking for a house to rent. *What does he want it for?* Bro. Hinds claims that the Belt line makes him dizzy and when he gets through he does not know which way to go home. Bro. Wadell is cultivating as fine a beard as a man from Canada could wish for. If he was not from *over home* it would not be becoming. Bro. Patterson is going to build a cupola on the "10" so he can stand up straight without putting his head outdoors.

There is no one on the sick list and no applications for relief, so I will close. But for the good of the Order I wish some of you brothers who have no other place to go on Lodge day, would make it a point to call around at the hall at 2 P. M. We will try and use you well. Ten out of sixty is not a very good average. I remain,

No. 286.

HORNELLVILLE, N. Y., March 18, 1880.

Editor Firemen's Magazine:

It is seldom that anything appears in the *Magazine* relating to H. G. Brooks Lodge, No. 169, therefore permit me to say we are not asleep. We have a good working Lodge of about 135 members, all of whom take a lively interest in the welfare of the Brotherhood. We were sorry not to have the pleasure of the company of our Grand Officers at our sixth annual ball, which was held February 28th, but "what cannot be cured must be endured," nevertheless we had a grand time. There were 215 couple present, including our Superintendent and Master Mechanic, and the verdict was that all enjoyed themselves to the fullest extent of their expectations. Hoping to see you in this latitude soon, I am fraternally yours, E.

Aristocracy of Labor.

MR. EDITOR:—In reading the *Magazine*, I have noticed that once in a while, you make some reference to what you call an "aristocracy of labor," an aristocracy which makes one workingman regard with contempt another workingman, because his pay is not of aristocratic dimensions. That, I conclude, is about the size of it. You are right. I have myself seen some exhibitions of this aristocracy of labor—the aristocratic workingman. It is entirely a pay-roll aristocracy. It is not an aristocracy of brains, of character, of reputation, nor of education, but an aristocracy of pay—of dollars and cents. Not of dollars and *sense*—no, not of sense, for find an aristocratic workingman where you will, and you will find, as Josh Billings would say, a "damp-hool."

Now, Mr. Editor, as a workingman who knows what it is to begin life working on a New England farm, fruitful in rocks, mullin, and toad-sand, driving a pair of mules in railroad building, serving a year as a wiper, four years as a fireman and six years as an engineer, I have had fair opportunities for studying the aristocratic workingman and the aristocracy of labor. If you can spare the space in your valuable *Magazine*, I will tell you what I know about such things. My "daddy" had a small New England farm, and as soon as I was old enough to work, I helped him cultivate it. I worked on the farm in the summer and went to school in the winter. I was taught to work; when a little fellow, I drove the cows to pasture, did chores, and then I was promoted to picking up stones and placing them in little piles so they could be carted away. Then I was advanced to the hoe, then to the plow, and finally to general farm work. Then along came the railroad and I helped to build it. After all this, I took a fancy to railroading and I served in every capacity, from a wiper to my present position of engineer. I get as much pay for my work as any engineer, but I am not an aristocratic workingman, nor do I belong to the aristocracy of labor—that is, I don't sneer at men because they don't get as much pay as I receive. I was just as much of an aristocrat when I received 75 cents a day, as I am now, with my \$3.50 a day.

Now, Mr. Editor, just here, let me say I don't associate, in social intimacy, with men of bad habits. If a workingman chooses to get drunk, gamble, and neglect his family, I don't countenance him, he's not my style, but if he is a sober, industrious man, he is my brother, regardless of the pay he receives. I have been a "wiper," and a fireman, and I was just as *big* a man then as I am now; just as respectable, just as honorable. When I was promoted to the throttle. I didn't begin to cultivate a turn up nose. I didn't learn to strut and swagger.

Now, Mr. Editor, I guess you think I am a brotherhood man. You bet I am just that, for all it is worth, and it is worth more than I can tell. I am not only a Brotherhood Fireman, but

in spirit and in hope, I am a brotherhood brakeman, switchman, engineer and conductor. Having said this, don't you see, I am for *federation*. I want to see railroad employes, the men who make railroading a success, receive fair treatment and honest pay. This is equality, it is not aristocracy. Is is unity, not faction; it is harmony, not war. I think I know what I am talking about.

The reason why I am dead set against the odious laws of the B. of L. E., or one of the reasons is, that the laws bear the impress of arrogance and snobocracy. They make the B. of L. E. say, "I am better than thou"—when all the world knows that the B. of L. E. is no better than any other order of railroad employes, no better than any other order of workmen. Isn't it about time, Mr. Editor, for workmen to have some other standard of estimating each other, besides dollars—pay—position? If that is to be the rule, then labor is to have class and caste distinctions, worse than ever existed in India or any other pagan land. Look at it, Mr. Editor. A gets 50 cents a day, B 75, and therefore B cuts A. C gets a dollar a day, and taboos A and B. D receives \$1.50 a day and with aristocratic disdain, refuses to recognize A, B and C—and thus this miserable business proceeds until Jay Gould, or a Vanderbilt, with their \$20,000 a day, wrung from the toll of workmen, become the all-devouring aristocrats of the land. In all of this, character, virtue, good citizenship—everything that goes to make up honorable manhood—is sacrificed to establish an aristocracy, based on money, on pay. Do workmen want that sort of an aristocracy? If they do, all that is required of them is to oppose federation. Let one organization assume aristocratic superiority over another, emulate the B. of L. E. and the O. of R. C., and an odious aristocracy of labor will be established, and workmen will forever remain the slaves of the corporations.

Mr. Editor, for one, I don't believe such is to be the fate of the workmen of America. I don't believe it, because, in my limited circle of acquaintances there is a growing sentiment of opposition to aristocratic workmen, and to an aristocracy in labor. The chain-gang of dudes and dunces is not going to rule the mighty armies of workmen. There is redeeming power in federation. It combines reason and righteousness and in its advocacy the *Magazine* is performing a noble work.

Fraternally,

Signal.

ELDORADO, KAN., March 23, 1889.

Editor *Firemen's Magazine*:

I believe that we have the stillest lot of Brotherhood firemen here that can be found in the country, or, at least, they are backward in making any effort towards keeping up the columns of our Department in the *Magazine*. Wake up, brothers! this will never do. It is time for the

committee that was appointed to do the writing to be ashamed of themselves. The Brotherhood of Locomotive Firemen gave their first annual ball here in Eliett's opera house, December 20, 1888, and not a word about it ever appeared in the *Magazine*. It is too long ago to tell of it now, but it was a grand success. We have organized the Brotherhood of Locomotive Firemen's Walnut Valley Dancing Club, which meets every Wednesday night. We have twenty-five members and all are Brotherhood men. We generally postpone our job of running from the engine to the back end of the tank a'ter the black diamonds, on Wednesday night. The extra men are always sure of a trip on Wednesday. The club gave a big ball Wednesday night, February 28, 1889. It was a grand success, everybody seemed to enjoy themselves and we hope they did. Bro. G. P. Mettler is our ringleader. He is the ladies' man and is always getting up some kind of amusement. No. 369 is still alive. We have thirty members in good standing and we never miss a quorum. There are from ten to fourteen brothers present on the second and fourth Sundays, and we are thoroughbred Western Brotherhood men, and will extend our right hand to any brother who is in need who will give us a call. I will close by saying it is time for the firemen to stay together and work for their own interest, and of refusing to wear the "big E" till the B. of L. E. has changed its laws.

Y. M. C.

SAVANNAH, GA., March 16, 1889.

MR. EDITOR:—We seem to have a bashful lot of boys down here in Georgia Lodge, for although a good many things of interest have happened here this winter, I have looked in vain for some mention of them in our splendid *Magazine*, so I have concluded, since none of the other boys will say anything, to let folks know that we are alive and kicking, if not very high. Bro. Hannahan was down our way some time since and gave the boys a splendid talk and some mighty good advice. On Sunday, about ten or twelve of the boys from No. 245 and Bro. Davidson, of No. 246, went with Bro. Hannahan down to Waycross to assist in the organization of Satilla Lodge, No. 325. We were indebted to the courtesy of the Masonic Lodge there, for the use of their hall. Satilla Lodge is composed of good material and will no doubt make its mark. We have needed a Lodge on that road badly. Bro. Hannahan is a wheel-horse and no mistake, and the right man in the right place. As an organizer he can't be beaten. The boys of No. 245 exerted themselves to make his stay here pleasant, and all fell in love with his beautiful little girl and charming wife. Come again when you can, brother.

I am "stuck" on the "cogitations" of Bro. "Switch;" he "arrives Elijah in great shape," as the boys say. I cogitate a little myself occasionally, and although I haven't the gift of putting them in verse as Bro. "Switch" has, I would like to ask you a question, or, rather, a pair of them: Firstly, did you ever hear of a dingus called a boomerang? Secondly, don't you think

that the present policy of the B. of L. E. is likely to act in the same manner?

I must congratulate the *Magazine* and you, Mr. Editor, on its new dress and improved appearance. It was always among the foremost of labor and Brotherhood journals, but now it excels them all easily and will compare favorably with any *Magazine* of any kind in point of general excellence. I like, and shall heartily support the stand taken by our *Magazine* on all subjects on which it has been called to express an opinion, and I particularly notice how hard it is for any public slur on labor to escape the eagle eye of Bro. Debs and staff, and the scathing rebuke invariably administered. I guess I had better close before I become tedious, or I may find my way to the gaping jaws of that terror of young writers, the waste basket, so with best wishes for our noble Brotherhood and Georgia Lodge, I remain,

Fraternally yours,

Sandy.

[In reply to Bro. Sandy's queries, we will take "firstly" and "secondly" together, and say that the policy the B. of L. E. pursues toward the B. of L. F., will, in our opinion, do the B. of L. E. far more harm than it will the B. of L. F. The B. of L. F. in all of its sympathies, is fraternal. If it is for federation it is because federation is the one thing needful for organized labor to maintain its rights. The B. of L. E. has mapped out its policy, has taken its stand, and the same is equally true of the B. of L. F.—ED. MAGAZINE.]

WORCESTER, MASS., March 27, 1889.

Editor *Firemen's Magazine*:

The sixth annual ball of Bay State Lodge, No. 73, B. of L. F., was given in Horticultural Hall last evening. There was a large attendance, and the ball was one of the most successful and enjoyable of the season. The painting representing an engine, loaned for the occasion by brothers of Hamden Lodge, No. 307, attracted great attention, and the decorations of the hall were in excellent taste, among which were pictures of all the noted men of Worcester. The program was excellent and carried out to the letter. There were 125 couple in the grand march. The invited guests included Mr. M. Daws and wife, Mr. Langley and wife, Mr. Pressey and wife, Mr. Bassett and wife, Mr. Goodwin and wife, Mr. McCambridge and intended, and Mr. Barrett and wife. There being more gentlemen than ladies in attendance there were no wall flowers when the dancing began. The dances took the usual range, and were highly enjoyable. The various committees performed their duties in a way to win universal approval. The supper was all that could be desired, and about 100 couple enjoyed the rich repast. In the sale of tickets to the ball Brother Newton took the lead, having sold seventy-five, and Brother Conway came next, having sold thirty. The event will long be remembered for the enjoyment it afforded all the guests.

Driving Brake.

Important Questions Settled by the Laws of the Brotherhood.

SAN DIEGO, CAL., March 27, 1889.

MR. EDITOR:—As everybody seems to be keeping quiet in this section of the country, with your permission I will pen a few things to the *Magazine*, although I am unable to address you as "Brother," which I very much regret. Still, I have the Brotherhood at heart and always shall. The boys have organized Kamara Lodge at National City and promise to make it rank with the first in the good work of the Order.

The Dodge brothers, who are old veterans in the Order, are members of this Lodge, and although not connected with railroading, they take as much interest in the Order as ever. Any of the boys coming this way wanting to smoke a good cigar can have it of Jack, as he has started in the business.

Now, the question I want to ask is this: When a member pays up dues and assessments regularly when he can, and through adverse circumstances is unable to do so any longer and notifies the Lodge of how he is situated, is he constitutionally deserving of being expelled from the Order? I would like you to answer this question for me. I have always done all within my power to elevate and respect the Brotherhood, and always shall do what I can for a member of the Order, although I am compelled to suffer the humiliation of signing myself as an

An Ex Member.

The writer asks an important question, a question frequently asked by others. Owing to the explicit wording of the laws of the Order touching such matters it is strange that such questions are ever propounded at all. But such is life. That there need be no mistake in the future, before giving the reply required, we re-state the question as propounded by "An Ex-Member."

When a member pays up his dues and assessments regularly when he can, and through adverse circumstances is unable to do so any longer, and notifies the Lodge of how he is situated, is he constitutionally deserving of being expelled from the Order?

Before replying to the interrogatory of "An Ex-Member," he should be required to answer certain interrogatories. First, were you a member of your Lodge in good standing? Did you present to the Lodge in writing, as the laws require, certified by the Board of Relief, a statement of your inability to pay your dues and assessments? Did you furnish satisfactory proof as to your condition and need? And if absent from your Lodge, did you at least once in every thirty days correspond with your Lodge? If "An Ex-Member" complied in such matters strictly with the law, if such questions can be truthfully answered in the affirmative, then in that case he could not be constitutionally expelled. The constitution makes special provisions for such cases, as will be seen by Section 166, which we quote as follows:

SEC. 166. When a member in good standing

through lack of employment, sickness or other disability shall be unable to pay his dues or assessments and such fact is presented to the Lodge in writing and certified to by the Board of Relief, the Lodge shall authorize the Receiver to advance a sufficient sum to prevent said member from becoming expelled, and the Secretary shall draw an order on the Receiver for the sum thus allowed; provided, that said member, if absent, shall correspond with his Lodge at least once in every thirty days; and provided further, that he shall furnish satisfactory proof as to his condition and need.

Now, then, we apprehend that "An Ex-Member" did not comply with the requirements of the constitution—that he omitted something, perhaps everything the law requires, and if so he was constitutionally expelled. The provisions of Sec. 166 are simple, easily understood and easily complied with. If they are neglected the expelled member has no one to blame but himself.

But, suppose, on the other hand, that "an ex-member" did comply with the law as contained in Section 166, of the Constitution, and notwithstanding, was expelled—he is not without redress—the laws provide for such a case of injustice done a member, as will be seen by Section 142, which we quote as follows:

SEC. 142. Any member considering that an injustice has been done him by the decision of the Lodge, may, within thirty days thereafter, appeal in writing to the Grand Lodge, stating his reasons for so doing. Such appeal shall be filed with the Secretary, and submitted to the next regular meeting and entered upon the minutes. The Secretary shall, within thirty days thereafter, forward a copy of the appeal, together with a copy of the charges, testimony, proceedings and reports to the Grand Lodge properly certified to, under seal of the Lodge.

If the "ex-member" complied with the law, then the Lodge failed to do its duty. If he did not comply with the law, the Lodge did its duty and the "ex-member" is therefore, constitutionally expelled.

The laws of the Brotherhood propose under all circumstances, absolute fair dealing with its members. The humblest member, can comprehend the laws, and can appeal to them for protection. The laws involve no circumlocution—they are not made to mystify, but they are made to be obeyed. If they are violated they take effect and only those who disregard their provisions suffer.

In the foregoing we have sought to make matters plain, and to serve as an answer to all who are in the condition of our San Diego correspondent.

WATERTOWN, N. Y., April 2, 1889.

Editor Firemen's Magazine:

Seeing that the C., B. & Q. strike has come to an end and the special assessments that have been levied to support the strike are to be discontinued, Empire Lodge, No. 212, in expressing the sentiments of its members, through the pages of the *Magazine*, would say that we hope peace and harmony may be restored between the various organizations employed in the railroad

service as well as a curtailment of assessments that will follow the discontinuance of the strike. We are sorry to learn that at present a dissatisfied feeling exists on some railways between the B. of L. E. and B. of L. F., which, if continued, will prove as detrimental to one Order as to the other, and our worthy associates of the B. of L. E., should stop to consider an old saying which is, "Do not deny yourself as being a part of the rock from which you were hewn." The gulf that now separates the two Orders should be gradually closed over instead of being made wider, as our interests are identical, but we are proud to say, as employes of the R. W. & O., that no discord exists here and may we hope to continue as members of the B. of L. E., B. of L. F., O. R. C., B. of R. B. and O. R. T. to journey through life with peace and harmony, as a guide and always willing to extend a helping hand in time of need while working for the best interests of our employers. Very truly,

A Member.

ALGIERS, LA., March 17, 1889.

Editor Firemen's Magazine:

I have concluded, with your permission, to let the Brotherhood know something about Endeavor Lodge, No. 267. I regret to say, the Lodge is not doing as well as it should, as the boys are negligent in attending the regular meeting when they have a chance to do so. Bro. Hannahan, when in New Orleans, organized a Lodge in that city. He visited our Lodge, but only four or five members were present, although many more could have been on hand if they had so desired.

The engineers on the Southern Pacific system recently played a smart trick on the firemen on this road. The engineers had a grievance against the Master Mechanic, a man by the name of Ryan, at San Antonio, Texas, at least they pretended to have a grievance, and they wanted him discharged. The company refused to accede to their demands. Finding the company determined to stand by the Master Mechanic, the engineers called a meeting of the firemen of the Southern Pacific and told them that they had better get their grievance committee together and join them in getting Ryan discharged. The firemen, thinking that the engineers would stand by them, called a meeting of the firemen of the B. of L. F. and appointed a committee to go with the engineers to demand the discharge of Ryan, although Ryan had been a good friend of the firemen, and they had no grievance against him. The joint committee of engineers and firemen went to the General Manager, but he refused to grant the request. The joint committee then went to California to see the Board of Directors. While in California, the firemen's committee thought it would be a good opportunity to present some of their grievances to the Board of Directors. The grievances were therefore drawn up and presented to the engineer's committee for approval, when lo! and behold! what a change had suddenly overtaken the engineer's committee. It would have nothing to

do with the grievances of the firemen, and the committee was politely (?) told that they must go with their grievances by themselves; that they, the engineers, would have nothing to do with them. As a consequence, the firemen's committee returned home with their fingers in their mouths, and as mad as hornets. The firemen's committee staid with the engineer's committee nearly six weeks and their bill will be a large one for the firemen of the Southern Pacific to pay, and all to learn how much the firemen can trust the engineers in time of trouble. Bro. Brown was on the committee, and he says that the engineers seemed to think that the firemen had to do as they, (the engineers) said, and expect nothing in return. Well, when they want the firemen again, they will find that they know their rights, and dare maintain them.

Bro. Calhoun has gone to join the B. of L. E. and I hear that Ford and Maguire will also soon go. These men are charter members of Endeavor Lodge, No. 267, and a few years ago, the engineers would not recognize them. They are leaving the Lodge that helped to make them engineers for a Lodge that tried to down them. Well, I think we can do without them. Business is good and the boys have all they can do. Bro. Donan was married to a belle of Algiers. The ladies of the B. of L. F. committee of Algiers gave a ball and it was a success. The boys all want to know when Bros. Donely and Donner will give them a piece of cake?

Go to Work.

[In the foregoing letter, we have statements which members of the B. of L. F. will do well to consider. It appears that firemen consented to aid engineers in the removal of a Master Mechanic who was an acknowledged friend of the firemen, and against whom, firemen had no grievance whatever. Why, in the name of all the gods at once, should firemen ask for the removal of such a man? In such a case, what could firemen say to a General Manager, or to a Board of Directors?

It appears that the firemen on the Southern Pacific surmised, as in the case of the C., B. & Q. that if they stood by the engineers, the engineers would stand by them, a case of misplaced confidence the penalties for which were disappointment and humiliation. After six weeks of endeavor to promote the interests of the engineers, six weeks of travel, expense and sacrifice, the engineers tell the firemen when their assistance was asked, "You will have to go it alone." Then came in "strict neutrality." Experience is always a dear school, but the lessons it teaches ought to be remembered, and we are not surprised to learn that the firemen on the Southern Pacific will, in the future, be cautious. It is easy to see that such cases of misplaced confidence on the part of firemen, and "strict neutrality on the part of engineers," breeds bad feelings. —EDITOR MAGAZINE.]

Private Opinions Publicly Expressed.

MR. EDITOR:—I will say since reading so much about our Brotherhood, and also the B. of L. E., that the more I read, the more I study the matter over as a Brotherhood fireman, I think that the engineers are trying to use us as tools. We have stuck to them through thick and thin and I must say that we have a majority of the engineers in our favor in this western country. I have heard several speak of what Mr. Fackenthal had to say, and from what I can learn, they agree with him. I must say that I think the engineers should do away with their obnoxious laws as there is not another Order in the world that requires a member of the B. of L. F. to withdraw from his Order to make him eligible to membership, and there are no two orders in the world that should be more brotherly than the B. of L. E. and the B. of L. F. If the engineers throughout the country would look at this matter as I do, I think they would see that just as long as they keep their obnoxious laws in force as at present, they can never prosper, not that any fireman would do them an injustice, but because railroad officials think that just as long as the oppressive laws of the engineers stand, as they are, there will be a misunderstanding between the two brotherhoods. The engineers on this road think as much of the Firemen's Brotherhood as any set of men can, but unfortunately they have not the power to repeal the odious laws of the Order of which firemen justly complain. *A Brother.*

TYLER, TEXAS.

MR. EDITOR:—I belong to the B. of L. F. and to the throttle federation. Let us cease talking "federation," and go to work. Federation means, in my mind, that we are right, therefore go ahead. It is safe to be right. It is dangerous to do wrong. "To thine own Order be true, and it follows as the day the night, thou canst be false to no man." Moral law is the law which teaches men their duty to their God, and to each other. Man, know thyself. If the B. of L. E. thinks it is right and can play a lone hand, let it do so. The B. of L. F. can establish an Engineer's Department and can change its name to that of the Brotherhood of Locomotive Firemen and Engineers. This done, the firemen hereafter promoted to engineers, will be in their own Order, without taking a final withdrawal card, and will not be required to turn their backs upon their parent Order, nor turn traitor to the Order. God bless our Order, and long may its banner wave in triumph. The obnoxious laws of the B. of L. E. which require a member of the B. of L. F. to withdraw from his Order to become a member of the B. of L. E., are destined to destroy the B. of L. E. We all know, that a safe plan of federation was carefully drawn up and offered at the Richmond Convention of the B. of L. E., and flatly rejected. Now, mark, revolutions force themselves upon the people, and federation will come whether the B. of L. E. wants it or not.

The engineers of the C. B. & Q. are well aware that at the time of their strike, the firemen on that system could have taken the engineers places, but the firemen showed the engineers that they were true hearted men and too much of gentlemen to do that sort of dirty work. The officers of the road offered the firemen the engines of the engineers and would have promoted all of the B. of L. F. boys, but the firemen made the cause of the engineers their own and sacrificed everything to loyalty and federation.

Mr. Editor: I would make the suggestion that you draw up rules for a brotherhood to be known as the Brotherhood of Locomotive Firemen and Engineers, and lay the same before every Lodge of our Order, for the purpose of taking a vote upon the same, and that we enter into federation with the B. of R. C., the B. of R. B., the S. M. A. C., Telegraph Operators and Knights of Labor.

Lay these rules before the various Orders, and appoint a day, in the near future, for a Union meeting, at which a constitution and by-laws could be drawn up, and submitted to the federating orders for their approval,

Sand Boz.

MERIDIAN, MISS., March 21, 1889.

Editor Firemen's Magazine:

While engineer F. W. Brown, F. A. E., of Division No. 230, B. of L. E., was walking up the street to-day, he was taken in charge by a committee from Faith Lodge, No. 200, B. of L. F., and led into Silverstein's jewelry store where our Master, Pete McHale, in one of his happiest efforts, presented Mr. Brown with a beautiful pin in behalf of the Lodge, as a token of esteem. Fred. was taken by surprise, not expecting such a testimonial from the boys he had known in the Lodge room, and most of whom had fired for him on the foot-board. Fred is small in stature, but his heart is as big as his engine. It is in the right place and always throbs in unison with his pard's on the left side, and as a consequence, there exists at all times, between him and his fireman, that true cordiality which ought to distinguish members of the two great Brotherhoods. Mr. Brown, in accepting the token of respect and good will, said that as it came from the brothers of Faith Lodge, in good faith, he should always wear it, and that whenever the beautiful emblem of faith met his eye he should hope and pray that the members of Faith Lodge would have faith in the doctrines and teachings of their Order, and never allow their faith to waver in the B. of L. F., but endeavor to place Faith Lodge, No. 200, among the first lodges of the Order, so that when the Vice Grand Master again paid them a visit, he would have the faith to proclaim in all the Lodge rooms of the Order, that Faith Lodge, No. 200, had been tried and found true as steel, weighed and found not wanting. He said have faith in yourselves and you will accomplish much and make a record, of which your Vice Grand Master will bear testimony. "You are all right." *J. E. M.*

Some Serious Propositions.

BOSTON, MASS., March 22, 1889.

MR. EDITOR:—I am a member of the B. of L. F., having joined the Order in 1878. I am also a member of the B. of L. E., having joined that Brotherhood before certain laws were made, or I should not now be a member of that Order, for I love my "first love" best. You can see by these dates that I am not a sudden growth, nor an upstart, as has been said of others whom we all know.

From what I have read and heard I think we would do well to add the word "Engineers" to the name of our Brotherhood, making it the Brotherhood of Locomotive Firemen and Engineers, for by so doing we would do justice to that large portion of our members who are engineers, men who are not willing to obey the command of the B. of L. E., and will cling to their "first love" regardless of the benefits to be derived from the B. of L. E. travelling card. What, I ask, in the name of justice is the reason that our card for our engineers can not be made to answer every purpose claimed for the card of the B. of L. E.? The interests of our engineers (and we have them) who will not pull out to join another organization ought to be, and must be looked after, and with the able men at the head and smart men in the rank, we are assured of success, and nothing succeeds like success. We have capable men in the Firemen's Brotherhood, but we do not claim to have all that are born. We allow that there are men of brains in other railroad orders, and outside of them too, and we are prepared to prove the declaration. Has the B. of L. F. been given the "cold shake" within the memory of our members? Yes, we have been given it once. Now, let us do the "shaking act." We will, if we have the pride of men. Do we wish to be humiliated still further? Do we wish to see the Great and Mighty on their knees as they were in the Pennsylvania Railroad insurance scheme? I say no. We have had enough, and everything that lives knows when it has had enough, but a hog. What are our officers for if they are to be ignored and belittled? And what kind of stuff are we made of to stand the insults to our Order and officers? Will we stand it, or will we not? That is the question, and it demands an emphatic "NO" for an answer.

I know of certain orders that remind me of a clam. They keep shut as long as things are cool, but watch the shells and see them open when they get into hot water.

I do not like to discuss the wrongs we have endured from the B. of L. E., because if I were to even curse and swear I could never do the subject justice. Let us perfect federation and add "Engineer" to the name of our Order and we shall succeed.

Yours fraternally,

Charles H. Trenholm.

Boston Lodge, No. 57.

[In the foregoing letter we have the words of a moral hero, who, knowing when he is right, dare go ahead, nor is he afraid to sign his name. He has right and truth

on his side, and he is not afraid to fling the banner under which he fights to the breeze. As he well says he is not a "sudden growth," not an "upstart." A member of the B. of L. F. and the B. of L. E., he loyally retains his regard for his parent Order. There is an army of engineers in the B. of L. F. who think as does Bro. Trenholm. They are coming to the front. They are speaking right out in meeting. Their words have force. They know whereof they speak. It will be observed that in our April number we discussed the new name question. We conclude the suggestions are timely and prudent. We want our members to give us their views upon the subject.—ED. MAGAZINE.]

DANVILLE, ILL., March 19, 1889.

Editor *Firemen's Magazine*:

Herewith I make my first call on you, of asking a few questions through the columns of the *Magazine*.

First. Why is it that the *Firemen's Magazine* contains more original reading matter than the *Engineer's Journal*?

Second. Why is it that the type and the paper used in producing the *Firemen's Magazine* are so much superior to the material used in getting up the *Engineer's Journal*?

Third. Why is it that the *Firemen's Magazine* contains two-thirds more practical sense than the *O. R. C. Monthly*?

Fourth. Why is it that the *Firemen's Magazine* is always advocating federation, and the *Engineer's Journal* has little or nothing at all to say on the all important subject?

Fifth. Are the Grand Officers of the B. of L. E. willing to submit the question of the federation of railroad employes to the sub-Divisions of the Order, for a vote on the question, before the next Convention comes round?

Sixth. Where is the railroad that has starving engineers and firemen, on account of the "Q" strike, as was intimated in the *O. R. C. Monthly*, sometime since?

Seventh. Why is it that conductors, when discharged, have always to go on some other road as brakemen, while, when engineers are needed on other roads engineers are hired or competent firemen are promoted?

Eighth. Why is it that the *Firemen's Magazine* recognizes the humblest fireman, while the *B. of L. F. Journal*, ignores many members of the Order?

Ninth. How many railroads have adopted the chain-gang system with economy to themselves, and with satisfaction to the engineers and firemen?

Tenth. How many railroad companies have adopted the extension front-end single nozzle and fine wire netting, and have their engines run with economy, and all their engines steaming well?

Good-bye. I will call again and it will be on the federation question.

Ex-Fireman.

A New Name for Our Brotherhood.

MR. EDITOR:—Many have been the comments, made from time to time, on the action of the B. of L. E. in their ostracism of the B. of L. F. And now, after all the means that have been used, after all the overtures made by our Order to induce the B. of L. E. to grant us, who were entitled to it, the opportunity to join them without apostasy to our own Order, after every means to bring the brotherhoods into a closer and lasting relationship has failed, it is our duty to do the next best thing for ourselves, as a Brotherhood, to strengthen and bind in a closer and more lasting bond the members of our Order who are now, and who may eventually become engineers.

Since the B. of L. E. will not remove from their Constitution those obnoxious clauses that have made so many apostates of weak-kneed and backboneless members of the B. of L. F., we must take a new departure, so that our aspiring members who are engineers, and are so anxious to belong to an Engineers' Brotherhood, can have their aspiring souls satisfied. And will not the changing of the name of our Brotherhood meet the case. Why not in future let our Order be known as the Brotherhood of Locomotive Engineers and Firemen. In my opinion this should be done at once. I know it will be said we must wait until the 1890 Convention takes place. Not necessarily so; the Lodges have been called upon quite recently to take a vote on questions which in my opinion were of no more importance, and the name could be changed by taking a majority vote of the Lodges. By taking this new departure we should see our Order progress with a permanency hitherto unknown, and the members of the B. of L. F. will live to see the day when this great B. of L. E., like the red men, which our forefathers found on this great continent, will die out before the advancing march of intellect and the rapid strides of progress. How disappointing it must have been to those of our members who were at Atlanta, last September, who so frantically and vociferously applauded the little GREAT I AM when he was dealing out his common-place platitudes, with that cold, calculating chicanery, of which he appears to be a perfect master. The sophistry and bold effrontery of the man was only equalled by the cupidity, and which events have proved, the stupidity, of those who so child-like believed what he said. For, after the engineers' convention at Toronto, it was made very clear beyond any doubt to the most casual observer that any change in the policy of that body towards the B. of L. F. was out of the question, and subsequent events have proved that all appeals from the B. of L. F. to remove those obnoxious laws would be treated with scorn and contempt by the sycophants of the *Great I Am*. Those of us who know engineers as a class, never expected, and do not even now, expect them to recognize any twin relationship of the "Throttle and Scoop," only so far as it suits the Throttle's purpose to call the Scoop "Brother,"

as in the case of the C. B. & Q. strike, where the Throttle had everything to gain.

Let the past be a lesson to be everlastingly remembered by every member of the B. of L. F., and I for one, protest against any further overtures being made to the B. of L. E., and if they are so intent upon keeping up their reputation as a narrow-minded, bigoted, boastful organization, be it so.

So now let us make every effort to bring about a new departure in our organization, and rest assured we shall soon see a further new departure in the permanent progress of our beloved Order.

An old timer,

Fifty-Seven.

ROCKLIN, CAL., March 6, 1889.

MR. EDITOR:—Sacramento Lodge No. 58, B. of L. F., gave their sixth annual ball March 4, '89, which was a grand success in every respect, being the largest ball ever given in Rocklin, the grand march consisting of one hundred and sixty couple. The hall was elaborately decorated with two head lights one at each end of the hall and twenty-five red, green, and white lights suspended from the ceiling, amid festoons of spruce boughs and banners representing every state in the Union. Mirrors, flags and oil paintings, decorated the side. Most conspicuous among the decorations was an engine and four cars painted on canvass and bearing the mottoes of our Order, Protection, Charity, Sobriety and Industry. The engine being numbered 58 B. of L. F. on the tank. A special train from Sacramento and return was allowed us by our worthy Superintendent, J. B. Wright, for which we wish to return our sincere thanks. Every member was present through the kindness of our M. M., M. W. Cooley, for which we tender him our sincere thanks and also for hall decorations. During the evening Mrs. C. E. Warmington presented (in behalf of the members' wives) a beautiful banner to the Brotherhood, which was accepted by our Worthy Master C. C. Brown, with a few appropriate remarks. A fine supper was given by J. P. Burchard, which was highly appreciated by all.

Hoping you will make room in your next *Magazine* for this item. I remain yours,
C. E. Warmington, Secretary.

TO MY DEPARTED HUSBAND.

How drear this world is now to me,
Since your kind face no more I see.
The brightness of this world has fled
From me, dear one, since you are dead.

The loving heart lies still in death;
You blessed me with your latest breath.
No more my husband's fond caress
Can shield me from this world's distress.

The voiceless tomb, the cruel grave,
Now holds the heart so true and brave:
Yet, there's one joy—I know my love
Rests with the saints in heaven above.
Elizabeth Ueberback.

TERRE HAUTE, Ind., March 4, 1889.

Stirring Up Bad Feelings.

MR. EDITOR:—Have you any space to spare for a brotherhood man to do a little talking for the good of the Order? Some people don't believe in talking unless one talks their way. If a man crosses their track, they are quick to say "Oh he's all lip, or, all jaw," or something of that sort. Now I don't believe in quarrelling. I don't belong to that class, but I do believe that a man should, on all proper occasions, tell just what he thinks upon any and all subjects that in any way concerns his rights, his interests, his character or his vocation. And if he belongs to a brotherhood, I believe it is his duty to defend the rights, interests and character of his brotherhood, as it is to defend his own individual character. If "brotherhood" don't mean that, what does it mean? Now, I am a reader of the *Fireman's Magazine*, and when any one in my presence attacks the position it has taken on the course pursued by the B. of L. E. towards the B. of L. F., I do not hesitate to state my views upon the subject, in the best English I can command.

I notice that engineers, members of the B. of L. E., have not one word to say publicly in defense of the laws the Order has passed which reflect upon the B. of L. F. I read the *Engineer's Journal*, but I don't find its editors trying to defend its laws, which are an insult to the B. of L. F. Why is Mr. P. M. Arthur silent? It is because he has not one good reason to advance for the bad treatment the B. of L. E. has shown the B. of L. F. But when it comes to discussing what the *Firemen's Magazine* publishes, then you will hear certain members of the B. of L. E. crying out that the *Magazine* is creating "bad feeling" between engineers and firemen. I was in a crowd of engineers and firemen the other day when an engineer said, "the *Firemen's Magazine* is stirring up bad feeling."

I asked him, what the engineers were doing in San Francisco, when they passed a law that no engineer, a member of the B. of L. F. and a member of the B. of L. E., should ever represent his Division in an annual convention of the Order, but "stirring up bad feeling?" and he couldn't make any reply. He didn't want to talk. I asked him if the B. of L. E. didn't stir up "bad feeling" at New Orleans, when it made a law that no engineer, a member of the B. of L. F., should ever become a member of the B. of L. E.? and he could not reply. I asked him if the B. of L. E. in convention at Richmond, did not shamefully ignore the B. of L. F., in the settlement of the "Q" strike? and he couldn't, or he didn't say a word. But there was present, an engineer, a member of the B. of L. E., who spoke up and said, that "the B. of L. E. was responsible for all the bad feeling that existed between the two brotherhoods, and that the B. of L. E. ought to repeal its bad laws."

What I want to say to my brothers of the B. of L. F. is to stand by their Brotherhood and to stand by the *Magazine* that is fighting the battles of the Brotherhood, stating facts and arguments

showing that the B. of L. F. is right. Some would have me believe that because firemen stand up for their Brotherhood that engineers will be down on them. This may be true in some cases, but the great body of engineers are not of that class. They have been firemen and they don't put on airs. I fire for an engineer who don't think any the less of me because I stand up for my Brotherhood, and it wouldn't make any difference with me, if he wanted me to keep silent. I am my own man, and I want a fair deal for my Brotherhood, and I don't propose to stand any nonsense about it, either.

I am with the *Magazine* on the federation question, and we are going to get there whether the B. of L. E. comes in or stays out. I don't profess to be an educated man, but I can see that federation is a winning card. I don't have to be told that all sorts of efforts are being made to break up labor organizations. Corporations don't like them, and this is what railroad workmen see, and they see that they must federate to maintain their footing. *Sand.*

VINCENNES, IND., March 28, 1889.

MR. EDITOR:—In the March number of *Magazine*, "Eccentric Strap" says: "Come down to Texas from your 'elevated' perch, some of you, and learn what *fring* is." From the description he gives of his *coal shoveling* I think it is about equal to what the firemen here have to do, but he does not say anything about the amount of cleaning he has to do on his engine. This is of the greatest importance here, as a fireman's work commences in *earnest* after the trip is made, in the way of blacking front end, scouring her up, and shining the brass, for no other purpose than to please the engineer, who takes great pride in having his engine a "shining," to the great inconvenience of the fireman.

You can go to the round-house any time and find the engineers standing around waiting for their turn out, and making some awful big runs, etc., and you look around for the fireman and you find him busily engaged "shining" the brass with some new kind of "scouring stuff."

Thus, you see, the fireman puts in more hours in making a trip than any other man on the train. I am in favor of the fireman's work ending when the trip is completed. The engineers, conductors, brakemen, baggagemen, expressmen and the porters are all done when their trip is ended; will some one tell me why the fireman should not be done also?

Tried and True Lodge, No. 361, has been organized a year and a half and has fifty-three members in good standing.

While at Terre Haute, Ind., recently, we had the pleasure of meeting quite a number of Brotherhood men, among whom were Brothers Zink and Brennen, of Lodges No. 14 and 217.

Brothers, whenever you visit Vincennes you will find the latch string hanging out.

Freight business on the O. & M. is very dull.

Yours fraternally,

Walking Oil Can.

Unjust Laws of the B. of L. E.

NEW YORK, February 14th, 1889.

Editor Firemen's Magazine:

My firemen to-day handed me a copy of the *Firemen's Magazine* for January 1889, and called my attention to an editorial article which it contained. My mind halted on the one sentence which referred to the law of the B. of L. E., compelling firemen to leave the B. of L. F., in order to join the B. of L. E. I was at one time very favorable of the law, but experience has taught me that the law was very unjust and unkind as well as selfish. All intelligent men ought to now realize that neither organization can conquer without the support of the other, and the sooner they drop jealousies, the nearer they will be on the road to success. I did imagine at one time that the Richmond Convention of the B. of L. E., would rescind this law, they could have done it for the encouragement of the firemen who have proved so true and loyal to the engineers on the C. B. & Q. R. R. I think it is now time that every engineer, who has a spark of manhood in his body to say, "let us come closer together." I read the article, referred to all through, and I have no hesitancy in saying that I heartily coincide with your views as set forth. In conclusion, I will say that I regret that I am not, nor have been, a member of the B. of L. F.

With the kindest regards for your Order, I trust that it may always be crowned with the brightest gems, won in the battle fought in defense of Justice which should be the motto of every true man.

I am yours very truly,

J. Puffenberger.

[In the forgoing, we have the unequivocal indorsement of the course pursued by this *Magazine* in calling the attention of its readers to certain odious laws enacted by the B. of L. E., and the endorsement comes from an engineer, a member of the B. of L. E., who worked "honest and hard for the enactment of the law, and when it was on the statute books of the Order, "said Amen to it." But, now, Bro. Puffenberger sees the mistake, and with a courage equal to honest conviction, pronounces the law "unjust, unkind and selfish." Such instances of heroism, of moral courage, are rare, but they do occur occasionally, and when they come they are received with grand acclaim. Gen. Grant, when he found that he had done injustice to Gen. Fitz, John Porter, promptly proclaimed it to the world, and at once set about doing the injured man justice. He had been General of the army and President of the United States, all earthly honors had been lavished upon him, he had earned an eternity of fame, but he recognized that he could and had made a mistake, and he had the sublime, moral courage to say it to the world, and to do all that lay in his power to remedy the evil consequences of his error. Bro. Puffenberger has placed himself on record as a man equal to the task of undoing, so far as it lies in his power, the wrong done the

B. of L. F. by the B. of L. E. And that this is his purpose, his letter which we print bear irrefragable testimony. Such letters ought to have a wholesome effect upon the B. of L. E., and that such will be the effect, we shall hope, but be this as it may, such testimony triumphantly indicates the position taken by the *Firemen's Magazine*, and cannot fail of having a most salutary effect upon the entire membership of the B. of L. F.—ED. MAGAZINE.]

ST. PAUL, MINN., March 24, 1889.

Editor Firemen's Magazine:

I have been requested by my fireman to pen you a few lines on the subject of "dissatisfaction." I confess that I find it difficult to introduce the subject. Some persons are always dissatisfied, while others are contented and happy. We are all men born of woman, and start from the cradle on the same footing—that is to say, our theory of government is, all men are born equal, though, it must be confessed, there are some who start in the race of life with advantages which others do not possess. This may be a cause of dissatisfaction; if so, I know of no remedy for it. It may be said that the capitalist possesses many and great advantages over the workman. Let us see.

The capitalist invests money in a railroad because he thinks it will earn him large profits. But after he has got his railroad he can't operate it without employing the working man. This brings the employer and employé upon a level. Now, if the employer treats the employé honestly and fairly there will be satisfaction, otherwise dissatisfaction will occur. This honest treatment involves promotion, advancement, and if this does not take place the employé becomes dissatisfied. Quite possibly the capitalist entrusts the general oversight of his business to a man who is responsible for the injustice that is done the employé, and that the real facts are never known by him until dissatisfaction is aroused. Or, the capitalist may know all about it and be deaf to the grievances of the employé; in either case dissatisfaction takes place. The fact is, capitalists should choose men of brains and of conscience to watch their interests, men who are willing to arbitrate grievances that arise.

I acknowledge that engineers and firemen need a little prompting, like all other men who get careless, and who also get dissatisfied like other men, and as they are very sensitive, too much so sometimes, they are liable to get dissatisfied frequently. Now, show me a railroad company that in making promotions is governed strictly by seniority, capacity and ability and I will show you a set of men who are satisfied, but when promotions are made in disregard of such things dissatisfaction exists. When a wrong exists, if thorough investigation is made and the wrong is righted employés will be satisfied.

I believe in strict discipline, as men are apt to get too careless if it is not enforced. If an engineer or fireman is entitled to promotion seniority

ty should be practiced strictly, and this should extend down to the wiper. If this is not done it breeds discontent. An official who enforces strict discipline and deals out justice as it should be done, usually makes a success in life. Now, one word to our firemen, who in less than ten years will all be on the right hand side and in our places. Do not get dissatisfied because you think your time has come when you should be running an engine instead of firing. There is some work for you to do beside keeping your old mill hot and keeping her brass polished. You should seek for more knowledge. You can obtain it by reading good works on mechanics and by reading papers edited by good men. And above all don't get the throttle fever too soon. I had it once, and know it is a very bad sickness. Don't think you ought to be an engineer before you are a successful fireman. I have been an engineer for nine years, and never can forget, and wouldn't if I could, that I was once a fireman. We should all unite our efforts and work as men together, for we are striving for the same end. The fireman makes the steam, the engineer utilizes it in handling the train. Of course the conductor calls "All aboard" and sees that none get left. The brakeman holds the train steady upon the track, and the switchman stands with his hand upon the switch, with its red light burning, and signals "all is well."

J. J. Leighton.

LACROSSE, WIS., March 24, 1889.

Editor Firemen's Magazine:

Seeing that the *Magazine* desires replies to the query, "Is marriage a failure?" I have to give your readers a little of my experience. I have been married two years and can say they have been the happiest of my life, and the reason for it is, I was fortunate in securing the right sort of a woman—and further, because there has come to my home a little son. I have often heard men say they would like to get married, but postpone it because their means barely enabled them to take care of themselves. Let me say right here, that such excuses are rarely admissible. I was a year and a half trying to save up money enough to get married, and after all, I had to make the venture on one big month's pay, thinking I might never again be so financially well fixed. I saw I could not save money while I was alone, so I said to myself, "here, old boy, the sooner you enter into a partnership with Miss ——— to help you save the better it will be for you," and now I am mad to think I did not enter the double harness life sooner. I have gone all through the great strike, paid all my assessments, and am out of debt. Does any one, with such facts before them call marriage a failure? According to my view of the subject, I think marriage a splendid success. Now I want some of the young fellows who are afraid to tackle matrimony, on the sponduilicks plea, to chip in, as I have done, and I hope their success will be as satisfactory as mine has been. Marriage is not a failure. Respectfully,

B. A. T.

THE MASQUERADE.

I have read in Saxe's poems how Count Felix once essayed
To enjoy a flirtation at a fancy masquerade;
How a stream of florid language ran in rapture from his tongue,
As he wooed a stately lady, whom he fancied fair and young,
'Till the moment of unmasking, then the doating fool beheld
His own handsome, comely daughter, and his fiery pulse was quelled.
Pay attention, patient reader, to these lines, and ere they close
You will find more fools than Felix shuffling 'round on ancient toes.

T'other night, on invitation, off I sauntered to a ball.
Soon I saw a lonely "flower" that was growing near the wall.
She appeared a perfect Hebe, bust delightful, slender waist,
Ah, thinks I, this prize I'll capture—in deportment she is chaste—
And I'll have a flirtation while the dancers are in glee,
If I can induce the charmer to exchange some talk with me;
Soon, without an introduction, I was filling up her ears
With a tale of admiration, that would melt a saint to tears.

She was mute, she scarcely answered, and her voice was meek and low;
To my queries she would simply give a whispered yes and no.
I grew eloquent, emboldened by her silence then and there,
And her reticence, I told her, was a jewel very rare,
"If I had a wife I'd love her, should she be so mannered mild,"
Then methought the darling creature at my language merely smiled;
Oh! I glowed with ardent longing, and I told her that her charms
Would be sung in strains of rapture if she'd nestle in my arms.

"Lonely years through life I wandered, seeking 'round for my ideal,
Now, my dear one,—moving closer—here you stand a perfect real,
For I'm sure you are an angel, one who loves this sinful earth,
Full of charity for creatures, like myself, of mortal birth;
I am fond and very foolish to confess my heart-felt love,
But you know mankind is finite, and the heart inclined to rove,
Here I stand in adoration, like a pious devotee,
And I hope your lovely features you'll unmask, my love, for me."

'T was a waltz the band was playing, and a chord of louder strain
At that moment seemed to thrill me, and to fire my longing brain,
Most imprudently I caught her; she resisted, in the strife
Off her mask came, great Jehovah! there before me stood my wife!
And her tongue, that scarce could falter yes and no for half an hour,
Grew as natural as ever, filled with all its pristine power.
Heaven help me, for I need it, yet, dear reader, there are more
Like your truthful, humble servant, who got caught and suffered sore.

Shandy Maguire.

HARRISBURG, PA., March 24, 1889.

Ed tor Firemen's Magazine:

I have been a reader of our *Magazine* for the last six years, and a member of the B. of L. F. for the same time, but this is my first attempt to write anything for its pages.

I desire to express my feelings towards the B. of L. E., as I am not a little dissatisfied at the talk I hear, especially on the P. R. R. system, against the B. of L. F. Now, I am a promoted engineer, but we are only "grabbers" in the eyes of the B. of L. E. True, they are not the only people in the world; no, no. There are the B. of R. B. boys, who surpass them in manhood and honor, and have proved themselves as such. We do not need the assistance of the B. of L. E. They think they can go it alone. Let them go it alone. They need us only when there are chestnuts to pull out of the fire, as was the case on the C. B. & Q. I am one of those who stuck to our boys and paid my assessments. I made sacrifices to do it, and haven't forgotten it, nor shall I forget it. I am a Brotherhood man, not only in talk, but my heart and hand are in the work, and it galls me to think that B. of L. E. men will come to us young runners and say: "Here, you don't belong to the B. of L. E. You ain't an engineer nor a fireman—but join the B. of L. E. then you will be an engineer." I will sooner choose to be a "grabber," as they term us. After a man has handled the scoop eight or ten years, and is then promoted, to be told that he is a fool, is to outrage all the proprieties of life. But the B. of L. Engineers think they are the great "I Ams." They may be that in their own estimation, but not in the estimation of the B. of L. F. Brothers, there is more manhood in the B. of R. B. than in the B. of L. E., and they show it. If there is any honor in the B. of L. E. I can't see it.

Now, Mr. Editor, there are members of Harrisburg Lodge, No. 174, who are leaving us to join the B. of L. E. who are not straight on the books. They were put out of 174 for non-payment of dues and assessments, and the B. of L. E. took them in without a card. I ask this question: Can this be done? The B. of L. E. say they don't do that, but they do, and more. There is a member of No. 174, B. of L. F., who joined Division 74, B. of L. E., and then came to the B. of L. F., this last Sunday, for a final withdrawal card, but it wasn't granted, because he was in debt. It galled him, but he had to swallow it. As for myself, I haven't any time for the B. of L. E. Nor shall I have. They can repeat all the laws they want to at their next convention for me, but I am a Brotherhood Fireman, heart and hands and shall remain so. There is nothing gained by joining the B. of L. E. But to leave the B. of L. F. is a loss, for the B. of L. F. boys are men of principle and honor. Here in the East, especially during the C., B. & Q. strike it was all union meetings and federation, among the B. of L. E. men especially. Why was it? Just because they were in trouble, and wanted us to help them out. But did they help us any at their convention? They spit in our face. The

B. of L. F. and the B. of R. B. wanted federation, but the B. of L. E. wanted to go it alone. Now, then, I say, let them go it alone, and they will get left every time. They are too big feeling for us and roost too high, but the B. of L. F. don't roost too high for the B. of R. B. boys, and never will. They are brothers. But the B. of L. E. men are not brothers of mine.

What did the B. of L. E. do in 1887? I know. I was a brakeman on the P. R. R. at that time; and in 1888, on the C., B. & Q. It is all plain enough. It is "firemen, hold yourselves ready for us when we call for you!" That is what they want. But, no, no, I think the wool has been drawn over the B. of L. F.'s eyes once too often, and for the last time. Engineers claim that we lost nothing in the C., B. & Q. strike. I differ with them. We lost more than the B. of L. E. could replace. Nevertheless, we are happy to have found out the deceit the B. of L. E. practices. It will not be forgotten. Now, they say, that at their next convention they are going to rescind the law requiring a member of the B. of L. F. to withdraw for the purpose of joining the B. of L. E. They have piled it on with both hands, and now want to shovel it off with a fire scoop, but it isn't big enough. A great wrong has been done the B. of L. F., and they can't shovel it off easily. Why, the members of the B. of L. E. all come from the B. of L. F., or nearly so. The firemen have made the B. of L. E. what it is to-day. Why should a fireman, as soon as he gets to be an engineer, turn around and kick the Brotherhood that helped him advance in his chosen calling? Why should the B. of L. E. demand of a member of the B. of L. F. to commit such an act of disloyalty to everything manly? Simply because of the big feeling of the B. of L. E. There are some engineers who think if they were to get down off of their engines the road would stop business; but let me say just here, there are as good and competent engineers in the B. of L. F., as ever pulled a throttle, as good as the B. of L. E. ever had or ever will have, and there are plenty of them. But we are termed "grabbers." The term don't hurt us in the least, we have principle, all the same. There isn't any bugs on our backs. We didn't throw our members out because they joined the P. R. R. Relief. This is a free country, and, members of the B. of L. F., don't forget that. Now the B. of L. E. wants all the members they threw out because they joined the Relief, and is glad to get them back to fill up the ditch they dug.

We don't want to hear any more about the "Twin Brotherhoods" It is all taffy, and the fact has been demonstrated. It was only a bait to catch gudgeons. The time has come for plain talk.

D. D. V. Puller.

TRINIDAD, COLO., March 6, 1889.

Editor Firemen's Magazine:

I am not much of a literary fellow, only a common fireman, more commonly known in Colorado as a "tallow pot," having never before written anything for the *Magazine* I will try once, and if successful, will try again in the

future. We have no Lodge here yet, but will organize soon. In a letter from our Grand Master, in regard to organizing here, he asks if we think we have good material to begin with. I will answer Bro. G. M. by telling him that of twelve Brothers in good standing who are working here, nine are ex-"Q." men, or strikers, and see what kind of material he now thinks we are. This is a new road, not yet a year old. Last September there were only two B. of L. F. men employed here, now, all told, there are fifteen, and more to follow. We cannot speak in too high terms of our M. M., Mr. F. W. Morse, also our Round House Foreman, Mr. John Facer. They are both men who know who to hire and who are worthy of promotion, and do not hesitate in saying they are in favor of Brotherhood men. But I must not forget our General Manager, Mr. Charles Meek, for kindness shown his employes, and also for transportation to Brotherhood men. You bet they don't walk when they come our way. And I can say that firemen ride the same as engineers if they are entitled to wear the B. of L. F. badge.

Business is not very good, as it is mostly coal at present, and winter seems drawing near a close, but while not at work we try to keep up our spirits, saying, some day the Denver, Texas & Fort Worth railroad will be among the solid lines of the West.

Hoping I have not made anyone weary, I will close by signing myself.

Q. Striker.

HORNELLVILLE, N. Y., March 19, 1889.

MR. EDITOR:—The sixth annual ball of H. G. Brooks Lodge No. 169, which was held at Metropolitan Hall Feb. 23, was a complete success both socially and financially, over 250 tickets being sold. The ball was handsomely trimmed with evergreens and colored lanterns; a floral locomotive five feet in length, composed wholly of immortelles, occupied a position in front of the orchestra and was the admiration of all. The music was furnished by Green's orchestra, of Elmira, and was in every respect first class. From eight to nine o'clock they gave a concert; at the close of which the grand march was commenced and participated in by ninety couples. Then dancing commenced and continued until midnight, when all repaired to the Page House and did ample justice to the feast prepared by Landlord Gillis. Then the company returned to the hall and danced until daylight appeared and then called a halt.

The Kicker was there and said: "I knew we would have a big time; told you so. Why can't they keep out of the check room? The bill for decorating is too much. Bet I can tell you got the hats. Don't you know I should think the boys would take a little interest in the badges and not throw them on the floor. Guess cigarette stubs won't be as thick on the floor as they were last night. Wonder where Harry went that time?" Just then some one asked him to go and smile, and the last heard of him he was kicking on such a small glass, don't you know.

Fireman.

Chicago, Burlington and Quincy's Bad Showing.

Boston, March 19.—The annual report of the Chicago, Burlington & Quincy Railroad Company for the year 1888, as compared with that of the preceding year, is as follows:

Gross earnings	\$23,789,167	Dec. \$3,786,910
Expenses and taxes	18,882,459	Inc. 2,784,546
Net earnings	\$4,906,708	Dec. \$6,571,437
Total net earnings, adding interest, exchange, and other income	5,076,209	Dec. 2,291,486
Fixed charges	5,996,712	Inc. 710,628
Dividends	3,819,578	Dec. 2,291,486
Deficit	4,739,980	Inc. 5,689,051
Land receipts	408,555	Dec. 158,528
Miles operated	4,917	Inc. 224
Capital	76,893,505	Inc. 3,205
Debt	99,065,988	Inc. 8,399,281

The miscellaneous income was reduced by reason of the strike on the Hannibal & St. Joe and the Council Bluffs roads, so that they returned no dividend to the Chicago, Burlington & Quincy, while in 1887, they paid \$618,761. The operations of these and other outside lines of the company are given more fully than usual. These controlled properties consist of 1,115 miles of standard gauge, 218 miles of narrow gauge, and 95 miles jointly operated. The total debt of these properties outstanding and not owned by the Chicago, Burlington & Quincy is \$16,400,000. Their comparative reports are: Gross earnings, \$3,041,990; decrease, \$1,402,487; expenses and taxes, \$1,738,351; increase, \$151,063; net earnings, \$1,303,645; decrease, \$1,553,550.

The report says: "After many prosperous years the Chicago, Burlington & Quincy Company has experienced a year of serious reverses. After paying fixed charges, including \$700,000 contributed to sinking funds, and dividing 5 per cent. upon the stock, the accounts show a deficiency for the year of \$4,331,425, which it has been necessary to take from the accumulated surplus of the company. Chief among the causes of the falling off in the net revenue from the operations of the road was the strike in February. This was not the only cause, however. There has been a diversion of traffic to other roads and a decline in rates. The decline in rates has been due to the difficulty of self-regulation among the railroads without the right to pool, which was taken away by the Inter-State Commerce law. An effort is now being made among railroads west of Chicago to provide, through an association, for the maintenance of uniform rates, which, it is hoped, will be successful."

The directors find it difficult to understand what serious evil the recent railroad laws are designed to remedy and say that it cannot be denied that much the most serious feature of the railroad situation is the attitude of the law-making power, both National and State. The increase in expenses during the year is due partly to the fact that the company operated an average of 4,850 miles as against 4,239 in 1887. The new mileage was unproductive. A large part of the increase in expenses is due to the strike of the 2,500 trained men, which destroyed a large part of the great machine, the task of reconstruction which had to be undertaken and performed without allowing the machine to stop or become impaired. This involved and still involves extra expense. To make the present force equal to the old in all respects is merely a question of time.

President Perkins devotes two pages, in closing his report, to a concise statement of the relations of the C. B. & Q. to the Chicago, Burlington & Northern road. The C. B. & Q. began the construction of the line to St. Paul in 1883 to strengthen its St. Louis and transcontinental business, and expended \$800,000 on it in 1883, 1884, and 1885. In the summer of 1885, when the directors were considering the question of building or of selling, Mr. Toucelaine made a proposition to pay back what the C. B. & Q. had expended, with interest, and to organize the C. B.

& N. and build a road to St. Paul as a feeder to the C., B. & Q. This offer was accepted, on condition that the C., B. & Q. stockholders had a right to subscribe to the new company. The C., B. & Q. became the owner of 30,000 shares, and by the operations of the contract now owns 30,970 out of 90,975 shares.

Mr. Editor: The above report of the C., B. & Q., for 1888, embracing as it does the period of the recent strike, forms interesting reading to our members, who were so recently in array against this railroad company. Summed up in a few figures we find that while the earnings of the road were decreased nearly four millions, its expenses increased nearly three millions, making about seven millions of dollars difference in the net earnings.

Corporations are said to have no souls, but they certainly have pocket books, and as these are vulnerable points when touched, it may be presumed that this corporation has learned a lesson, which it may not forget, and which it has obtained at a rather liberal price in money and the estimation of the public.

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FORT WORTH, TEXAS, March 26, 1889.

Editor Firemen's Magazine:

If you will allow me space in the columns of the *Magazine*, I will contribute a few remarks for your readers. I notice that there is a good deal of dissatisfaction existing among the members of the B. of L. F. and the B. of L. E., the two greatest labor organization in the country, yes, I might say in the world. I must say that I am proud to hold membership in both of them. I see that the columns of the *Magazine* criticise the Engineers for not giving them a square deal in regard to the "Q" troubles. You should not condemn all for the acts of the few, who had the power in such matters. I think I am, and I know a number of engineers who belong to the two orders that are good and true friends of the Firemen's Order. Now, that law which prevents a Fireman from becoming a member of the Engineers, is something that I do not approve myself, and I know plenty of engineers whose sentiments are like my own in regard to this subject. But I did not help to make such laws, and I with the rest must bow my head till such times as better laws will take their place. When you are firing at them again, please make the statement, that you know of some engineers who are true friends of the Firemen's Brotherhood. I think if the Engineers don't want the Firemen's Order, that the Firemen's Order can get along without them, and have just as smooth sailing without them as with them. But this is what I have found out in my twenty years on the rail: Two wrongs don't make a right. Let the Firemen's Order show to the world that it is ever and always ready to do right, no matter what other labor organizations may do.

I should like to say a few words in reply to that "smart Alec" of a superintendent on the Reading road, who says that the assessments on the "Q" were too heavy, and that the men could not stand them. I am at a loss to understand where he obtained such information, un-

less he received it from some back-slider, who joined the Order or Orders for all the benefits he might secure while peace and harmony prevailed, but when put to the test, backed water like a craw-fish. I can inform the Reading superintendent, poor, ignorant creature that he is, that he don't know what he is talking about, from my own personal experience. I carry an insurance policy in the Engineer's Order and in the Firemen's Order, besides a policy for \$3,000 in the Accident Insurance, of Hartford, and I have had plenty to pay "Q" assessments in advance in the two Orders, besides, I pay dues and insurance for a worthy brother, whose misfortune it has been to be sick and out of employment, who belongs to our noble Firemen's order, and we are square on the books. Now, if I can pay for three, why cannot a brother, that is if he is a true brother, pay for one? But, alas, some brothers are all right until you touch their pockets, then you touch their hearts. Such men carry a big "E." or a big "F." pinned to the flaps of their vests, and that is as far into their Brotherhood's principles as they ever get. Now, Mr. Superintendent of the Reading railroad, you want every one to know who you are, and you want the public to believe you, and you want to throw all the insults you can against organized labor, but be careful, you might take a tumble the same as F. Gowan did on the Reading. He was Manager and President on that line in 1873, but alas, his name went like himself into obscurity, and if the brothers who are on the Reading are true to their principles, they need have no fear of the Superintendent.

May God speed our noble Brotherhood.

I am yours,

T. H. C., No. 40, B. of L. F.

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RUTLAND, VT., March 18, 1889.

Editor Firemen's Magazine:

The members of Marble City Lodge, No. 353, gave their first annual ball, March 1st, in Town Hall, and it was pronounced a grand success, which was owing largely to the various committees who had the affair in charge, viz.: On arrangements: C. F. Underhill, Wm. E. Moynhan and William H. Murray. On invitations: C. Thompson, J. Grady, S. Sears, C. Munson, S. Bashaw, C. Wickham, C. F. Underhill, J. Shean, Wm. Dunn, Wm. Sandwich. On introduction: C. F. Underhill, H. Lasell, C. F. Whitehouse, R. Cannon, Wm. Dunn, J. Corcoran. The floor managers were Wm. Moynhan, J. Cannon, M. Mahoney, C. Wardwell, Wm. H. Murray, A. Shlan. The Rutland daily papers complimented the ball, and there were on the floor 150 couple. The music was furnished by the Rutland Cornet Band orchestra, and the grand march was led by C. Wardwell and wife. The supper at the Berwick House, was all that could be desired and the decorations of the hall, lanterns, headlights and evergreens were admired by all, and the Marble City boys feel justly proud over their first venture in the way of an annual ball.

353.

COGITATIONS AND INTERROGATIONS.

BY SWITCH.

MR. EDITOR:—I love to read the Bible, I have read it from my youth,
But I guess the age of miracles has long since gone by;
Still, suppose Paul Morton should consent to tell the truth?
If that wouldn't be a miracle, pray tell the reason why?

Well, if Paul should tell the truth, it might be owing to the Christianizing influence exerted in Chicago by the Pinkertons. The C., B. & Q., regards them as a Salvation Army.—ED. MAGAZINE.

MR. EDITOR:—Suppose a corporation, like the bankrupt "Q.,"
Should wake up some fine morning, with its scabs all cast out?
If that wouldn't be a miracle, please, in a line or two,
State, if not a miracle, whereon to hang a doubt?

It might appear to some like a miracle, but still we should attribute it more to the fact that the Boston baked beans and codfish aristocracy, after examining the "Q's" balance sheets had concluded that a strike against organized labor was a financial damp-hoolism and that a scab on the "Q." was as certain a sign of disease as a scab on a leper.—ED. MAGAZINE.

MR. EDITOR:—Suppose the B. of L. E., with P. M. Arthur in the lead,
When it meets in Denver, should be able to see,
That to repeal its odious laws, would be a graceful deed?
Would that be a miracle? If not, what in thunder would it be.

Not a miracle at all, but simply the exercise of good, hard, common sense. Besides, it would evince moral courage, that exercise of the faculties which enables men to do the right thing just because their heads and hearts are right. It might be regarded as a miracle of stupidity, for the B. of L. E. to champion "strict neutrality," at a time when the voice of workingmen, like the voice of many thunders, demands federation for the welfare of railroad employes.—ED. MAGAZINE.

MR. EDITOR:—Suppose the B. of L. F. should continue to cower,
Evinced to the world that it has neither muscle nor backbone,
Wouldn't it take a miracle of the old-time power,
To put it on its pegs, and give it strength to go alone?

We are inclined to the opinion that that is about the size of it. But, fortunately, the B. of L. F. has got muscle and spine in abundance. It demands no miracle. If to go it alone was the demand, the B. of L. F. has demonstrated its ability to stand, to march, to climb, but the B. of L. F. grasps the idea of federation, it appreciates the power of one in many—many in one—when

the crucial test comes of maintaining rights due to all.—ED. MAGAZINE.

MR. EDITOR:—Do you think the age of miracles was long since left behind
By the advancing hosts of progress? If so your head is level.
If working men would triumph, they must mass their powers of mind,
Nor expect by any miracle to overcome the devil.

We think the present is a wonderfully practical age, and that "Switch" sees the fact without the aid of spectacles.—ED. MAGAZINE.

MR. EDITOR:—"Shake!" I am with you in the battle and the storm.
By all the gods, among the living or the slain,
I am for federation, and I see the conquering form.
Of the genius that walks with us, and I hear the grand acclaim.
"We will conquer!" "Dinna ye hear the slogan," 'tis a divine decree.
"Vox Populi, Vox Dei"—"Workingmen are free."

RATON, N. M., March 25, 1889.

Editor Firemen's Magazine:

Permit me to inform the readers of the *Magazine* that Kit Carson Lodge No. 257 is keeping abreast of the times, and that we had our annual ball on the 18th of March, which was in every particular a success. The committee on reception were Bros. J. R. Smith, A. Allison, B. F. Vine, Al Bennett and Charles Miller. Floor managers were Bros. J. McPherson, J. F. Campbell, A. B. Cullen, Lee Summers and John Emison. Bro. Miller and lady looked well, and would grace any ball room. Bros. Allison and Martin took charge of the money at the door, so there were no dead-heads. Bro. McPherson and wife were as happy as happy could be. Bro. Summers and lady were perfection. A. R. Cullen was to the front, you bet. John Emison looked well, but I am afraid that he talked her to death. J. R. Smith and wife were in the head seat. That's right, Bro. Smith. J. F. Campbell and lady had a good time and were admired by all. But I do not think that Bro. Campbell had much sleep for the few nights previous to the dance, as I heard he slept on Third street with his *Magazine* note book for a pillow. Is the ground a good bed, Jim? You had no right to send for your trunk so soon. Brace up, old man. Mr. Geigoldt, our Master Mechanic, was in the height of his glory when he was called to a wreck on the Raton Mountain. No one hurt. The boys were sorry that he had to go so early, but he and his foreman acted the perfect gentlemen in letting so many of the boys off. The ladies' costumes were splendid and their dancing perfect. At 4:30 A. M., when all were satisfied and the morning stars were out, every one said that the St. Patrick ball given by the Brotherhood of Locomotive Firemen was the best ever given in Raton, and the wish of the entire house was that the boys would give one oftener.

Will close by thanking every one and hope to meet again when the music calls forth at our next. Yours fraternally,

One of the Boys.

The Brotherhood of Locomotive Men.

MR. EDITOR:—Noting your suggestion in regard to change of name of B. of L. F., permit me to say that you are doubtless aware that on many roads, the "Engineers" as you call them, or those who manage the engine are called "Englnemen" and those who manage the fire "Firemen." Your new title of "Locomotive Englnemen" would still have a restricted meaning. You know how fond I am of the Locomotive idea, and I suggest the name of "Locomotive Men."

Yours truly for B. of L. M.,
X Y Z.

[We are greatly obliged for the suggestion of "X. Y. Z." Our suggestion of a change of name, strictly in consonance with facts is awakening, we are glad to know, very general interest. "X. Y. Z." seems to comprehend the wisdom, necessity and importance of a change of name that should clearly define the true status of our Brotherhood. Now is the time for discussion and we hope to hear a general expression of the views of the membership of our Order.—ED. MAGAZINE.]

ST. PAUL, MINN., March 28, 1889.

Editor Firemen's Magazine:

It seems to me that the boys of the B. of L. F. should be careful, while condemning the action of the B. of L. E. at Richmond, not to injure the feelings of those members who neither make, nor have the power to correct any rule or rules adopted at that or former assemblies of that Order. I know that the majority of engineers, in the northwest, at least, have the best of feelings for the firemen, and if they had the power to undo any wrong that has been done to the B. of L. F. I think they would do so cheerfully. During the strike on the C., B. & Q. the O. R. C. was bombarded on all sides and, while no doubt, a great many of them deserved it, there were more who did not, as has been proven by several communications published in this *Magazine* and written by members of the O. R. C., and we have further proof of their manhood in the new order of conductors organized at Los Angeles, Cal. During the strike there were firemen and engineers who were not particular whom they reproached, so long as he was a member of the O. R. C. It seemed sufficient reason for giving him a "roasting," and in this way the feelings of a great many good men were injured, and enemies made where friends were needed. I don't want the members of the B. of L. F. to keep quiet. I know that they have suffered indignities, and that there are wrongs to be righted, but they should not allow their indignation to run away with reason. Remember that there are hundreds of friends among the boys of the B. of L. E. I have travelled, and the engineers have shown me many favors, and in some cases I could not have been treated better had I been a member of their order. I have no doubt but what there are hundreds of the members of the B. of L. F. who can say the same in regard to their own experience, while traveling or seeking

employment. Plain talk and manly debate there can be no objection to, but I would advise the boys to drop all sarcasm and abuse in their articles published in this or any other periodical. We cannot reach the few in this way without striking the many. Let us preserve our manhood but at the same time try to hold the friends we have, and there are many of them in the B. L. E. Things have turned out sadly indeed, and while I know the boys are right in making their wrongs conspicuous, I cannot help but picture to myself, the enjoyment of some of the railroad officials at this inharmonious state of affairs between the two Brotherhoods.

E. B. Harris.

[In the foregoing communication, locomotive firemen, members of the Brotherhood, are cautioned against speaking harshly of conductors and engineers who are the friends of firemen. It should be said and we deem it a duty to put the fact on record, that so far as our knowledge extends, no Brotherhood fireman ever speaks unkindly of either conductors or engineers who are the friends of our Order. No communication of that character has ever appeared in this *Magazine*. It has been known all the time that there were railway conductors members of the O. of R. C., who in their heart of hearts were loyal to the strikers on the C., B. & Q., whose very souls revolted at the idea of scabbing, and it is as well known that there are thousands of engineers, members of the B. of L. E. who are righteously hostile to the obnoxious, insulting and humiliating laws of their order aimed directly at the B. of L. F. No criticism of conductors or engineers, ever applied to such individuals, and the fact is well known to all. When those who control the O. of R. C. indorsed scabbing for the purpose of defeating engineers and firemen in as holy a cause as ever animated workmen to secure their rights, when they advised conductors to coöperate with the C., B. & Q. to defeat the strikers then Brotherhood firemen denounced the whole infamous business and all who took part in it, but none others were ever denounced, not one; on the contrary conductors who abhorred the policy, whose manly hearts revolted, have been eulogized. With regard to engineers the same is true, absolutely true—engineers who are opposed to the insulting laws of the B. of L. E., are not held responsible for this by Brotherhood firemen—no censure touches such engineers. This is well known by engineers, and the pages of the *Magazine* bear irrefutable testimony of the fact. The severest criticisms of the insulting laws of the B. of L. E. have been by members of the B. of L. E.

It is high time for Brotherhood firemen to distinguish between persons and policy. The B. of L. F. has no war with individual conductors or engineers. It denounces

wrongs, wrongs which to bear without protest would be the sacrifice of all independence and self-respect.

The B. of L. F. is not responsible for any gratification railroad officials may realize. It sought by every power and device at its command to be on terms of fraternal equality with the B. of L. E. It exhausted every resource. It pleaded and petitioned and protested, and was insolently thrust aside. It cared nothing for "injury" to feelings—nor did it care what railroad officials might think about it. It demanded an absolute, unqualified divorce from the B. of L. F. and has obtained it. Locomotive firemen, members of the B. of L. F. will do well to study the bald facts and note the B. of L. F. fights a policy, not persons.—ED. MAGAZINE.]

ROCHESTER, N. Y., March 6, 1889.

Editor Fireman's Magazine:

I guess I will have to try it again, and while the boys are getting "stirred" up, I will give you some pointers in regard to the 99's. There is Bro. Gus Luttringer, who has been throttling the 36 for a few days. Gus has had to give her up and go back to firing. "Could not stand it," he says. Some folks say that "Gussle" gets awful mad when the boys hold up four fingers to him. Bro. Finch has the night job at Lincoln Park. Wake up, Finchie, and sign the book. Bro. Benedict is O. K. again. They say that trip to Wyoming acted like magic on the broken toe, "Billie." Bro. Mansfield has the night job at Ashford. It is the cause of a great deal of sorrow among the girls along the line. I have heard people call Lovie the "dancing master" before now. Bro. Kellogg has a sore knee, he says he let his feet hang out the window at A. D. the other night and caught cold, never mind Bob, it is not as bad as going to Genesee Junction for bull frogs. Bro. Billis seldom sleeps except when in the Lodge room. Keep away from Fairport, Freddie, and you will be all right. Bro. Geo. Ainsworth is still pegging away at the 52 with old "Amie." George is a brother to be proud of. I expect Bro. Kingsley will look like an alderman if he keeps his present position much longer. You must make the boys pony up, George. Master Pryune is the same "old reliable" as of old. Give him good support brothers and he will make 99 something to be proud of. We have had Brothers Pope and Ward visiting us from the West. They say that there are some twenty B. of L. F. boys working with them, who are on the right hand side, and who will have nothing to do with the B. of L. E. That is right and if they and others will let the other "twin" alone, they will find the "knocking for admittance" on the other side of the house. Yes, brothers, let the B. of L. E. alone and they will be on their knees to us yet. They have got to come to it. If you all felt as I do, you would let them severely alone, and call it an honor to belong to the B. of L. F. and always remain

One of Them.

IN MEMORIAM.

[Lines in memory of John F. Creede, who was killed in a railway accident near Lusk, Wyo., on the Douglas branch of the F. E. & M. V. R. R. The deceased was a member of Smoky Hill Division No. 141, B. of L. E., of Ellis, Kansas. Written by the fireman's brother, W. H. D.]

When the golden gleams of sunlight
Slowly faded from the west,
And the soft and silv'ry moonlight
Calmly crept across the crest,
And the dew was on the heather,
And the autumn leaves were sear,
Hast'ning along the dark iron road
Dashed the daring engineer.

See the headlight break and shiver,
As she wrestles with the rail,
Ev'ry shew seems to quiver,
As she trembles o'er the trail.
Two brave hearts are proudly beating
Keeping time with the machine
That through darkness, swiftly fleeting
Bears her burden on to Keen.

Where the misty mountain ranges
Lift aloft their polished peaks,
Ev'ry curve her course now changes,
While the whistle wildly shrieks;
And the bell that's in the bracket
Rings with ev'ry rock and reel,
Echoes through the crags and canons
With a wild and weird peal.

Now the agent at the station
Looks with awe and holds his breath,
While a proud heart's quick pulsation
Marks its meeting point with death.
See! she strikes some cattle
Lying down upon the trail,
And without a moment's warning
She madly leaves the rail.

Now the fireman, bruised and bleeding,
Climbs the rough and rugged hill
Through the stean to where his mate
Lies pinioned 'neath the engine still.
"George," he whispered, "tell my mother—
Go and tell her how I died;
Tell her could I've lived to see her
All my hopes were satisfied.

How the cruel monster scalds me!
Oh! my time is coming now;
I must go; my Master calls me—
See the death dew on my brow?"
Soon strong hands with picks and shovels
Moved the wreck and ruins back;
Soon they reached him and bore him
To a seat beside the track.

The pale moon seemed more than tender,
As it kissed his face so fair;
And the gentle autumn zephyrs
Faintly fanned his auburn hair.
Then he took my brother's hand,
And a tear was in his eye:
As my brother stooped he whispered,
"Can't you take me home to die?"

As they laid him on the cushion
Whence he went to his heav'nly home,
They could hear the dying requiem
Of the stean from out the dome.
They knew another hour would find him
In his heav'nly Father's care,
At his heav'nly home with angels—
God had heard his simple prayer.

FORTH WORTH, TEXAS, March 17, 1889.

Editor Firemen's Magazine:

I would like to monopolize some of your valuable space for the purpose of talk with the brothers. Brothers, many of you are dissatisfied with the settlement of the "Q" difficulties, in

fact, all of us western men are, and many are intending to take final withdrawal cards. Brothers, *don't do it*. The Brotherhood has, it is useless to deny, received a blow which shocked it to the foundation and sorely tried its strength. Whether or no the trouble was conducted rightly is a thing of the past, but we have been taught a lesson and a dearly bought one. Should sailors desert their ships because of one storm? Should an army give up, because it has lost a battle? No. Stand by your colors, brothers. Reorganize on the "Q," organize brothers, everywhere. Extend the hand of good fellowship to the B. of R. B., to the B. of R. C., machinists, switchmen, and in fact, to every branch of railroad labor. The engineers dare not defy us. They may insult us, as they have done in the past, but they must stand by us to protect themselves. Remember that but for the B. of L. F., God bless it, you would be getting forty or forty-five dollars a month instead of from seventy to one hundred and twenty. For shame, brothers, to murmur because for once in years, your assessments have been heavy, after all the B. of L. F. has done for you and yours. I am nothing but a common fireman, but I have handled a scoop-shovel for more than eight years and know something of hardships. I know what it is to get out of bed at 8 A. M., with the mercury at 45° below zero, while the caller blandly informs you that "32 will leave on time," the villain knowing that the engine isn't fired up yet. I know what it is to have leaky flues; I know what it is to have 100 lbs. of wind when you should have 140; I know what it is to have an engine reposing on top of my manly form, five hours, while in a ditch. I know where the prettiest girls live along the line; I know what it is to have my check short ten or twelve dollars, and have the thick-headed monkey who acts as paymaster gently inform you, "He don't know anything about it, and don't care a damn." I know how fifty dollar debts, sizes up alongside of a check for thirty-seven dollars and twenty-six cents, but best of all, I know what the B. of L. F. has done for me, and I spy nall the flag to the mast boys, and stay with the ship—and by the grace of God we will conquer yet, and make that poor excuse of a tailor-goose, called H. B. Stone, so sick of this business, that he will want to go to Canada, all the samee bank cashier.

Yours in B., C., S. and A.,
F. H. Richardson.

SCRANTON, Pa., March 25, 1889.

Editor Firemen's Magazine:

The fourth annual grand ball of Acme Lodge, No. 228, given at Turner Hall on the evening of February 22d, was acknowledged by all present to be the grandest event of the season. There were three hundred couples in attendance, among whom were Brother Bowen, Master of No. 220, and wife, and Brothers Yokey, Rickett, Cannon and Owen, of Lodge No. 71, and Engineer Bates and wife, of Oneonta, N. Y. There was also in connection with the ball a contest for a

gold watch valued at \$120, the contestants being Engineers Ed Parmeter, of Sam Sloan Division B. of L. E., of this city, and William Blake, of Sammy Dotte's Division, of Carbondale, Pa., and two more worthy gentlemen could not have entered the contest. Mr. Parmeter took the watch, he being \$29.50 ahead. The ability of the committees to whom the management of the whole affair was entrusted is well worthy of comment, and too much credit cannot be awarded the supper and table committees for the able manner in which that part of the affair was conducted. On the supper committee were Mrs. Lewis Livistin, Mrs. E. M. Tukesbury, Mrs. H. D. Curdy, Mrs. John Spence, Mrs. A. N. Beldin, Mrs. Horace Harrel and Mrs. Harry Seely. The table committee were Miss Lizzie Finestlin, Miss Mary Finestlin, Miss Carrie Shiffer, Miss Mame Shiffer, Miss Mame Swarts and Miss Maggie Bell. The matter of a ladies' society for the B. of L. F. is being thoroughly discussed by the members of 228, since the ball, and judging from the deep interest manifested by the ladies, in the near future, we are to be able to boast of one of the finest societies of the kind known to the fraternity.

Brother Lewis Finestlin took the premium on selling tickets for the ball, having sold ninety-five. A. R. W.

P. S.—One thing more I should have mentioned—

Excuse, please, the mistake—
Our engine dispatcher is the chap
Who carried off the cake.

TOM'S EXPERIENCE.

O, but it was a comical sight,
To see Tom running with all his might
To make the accommodation.

Away across lots, on, on he flew—
In a swampy place he lost a shoe—
That spoiled his calculation.

That shoe regain'd, he started again,
He still had hopes he would make the train.
But as plans "of mice and men,"

Their greatest schemes aft gang a glee,
'Twas so with Tom, as you soon may see,
For he lost that shoe again.

He fish'd it out, but with shoe and mud,
He scarce can make the lost time good,
For the train is at the station.

He ran as he never ran before,
He got so mad that he almost swore,
He was vex'd to desperation.

The last misfortune that befell
Our respected friend, is yet to tell—
His foot caught the end of a tie.

Just as the train was moving away,
He measur'd his length in a bed of clay,
No wonder he heaved a sigh.

Regaining his feet he gazed around
For his dinner bestrew'd the ground,
But his lunch basket, where, O where?

He follow'd the trail his dinner made,
Across the track, within the shade
Of a freight car, he found it there.

Edward Splatine.

Personals.

SEBASTIAN excels as a soloist.

SPRING POETRY is blossoming.

THE name of Pinkerton will soon be Den-
nis.

G. C. MORTON holds the gavel at Los An-
geles.

SAN FRANCISCO is looming up in the dis-
tance.

THE Brotherhood is booming, and don't
forget it.

HAVE you secured your subscriber to the
Magazine for this year?

JOHN DANDY is Receiver of No. 371. He
is of the Jim variety.

WE will have 20,000 members in good
standing before the close of 1889.

EUGENE MCAULIFFE makes Fargo Lodge,
No. 85, a first-class Secretary.

FEDERATION means equity and justice for
all who toil for their daily bread.

GRAND MASTER SARGENT will address the
union meeting to be held in Milwaukee in May.

M. W. JAMISON is in the harness again.
No. 52 can't leave Mart on the retired list very
long at a time.

FRANK J. THOMER, Receiver of No. 378,
honors his position. As an officer he stands
second to none.

H. J. BOHN handles the cash for Hercules
Lodge, No. 63, in a way to do credit to himself
and to his Lodge.

J. L. PHILLIPS can still be found at the old
stand, Marshall, Texas, with a royal welcome for
Brotherhood men.

THE "Q" men are rapidly finding posi-
tions. The last of the "Old Guard" will soon be
in out of the rain.

TOM TAYLOR, of Meadville, after plunder-
ing his Lodge, of which he was Receiver, has left
for parts unknown.

"SCHERMERHORN" is the Collector of 361.
The boys say he hangs his name on the outer
wall when he retires at night.

W. H. ROUGEAN is doing heroic service
for the Lodge at River du Loup. His staying
qualities will bear the severest test.

THE verdict of the Dutchman who met
Vice Grand Master Hannahan a few days ago,
was: "Der vas no flees on dot shentlemens."

CHAS. STEVENS, of Hercules Lodge, No.
63, bids fair to outstrip the "Lunch Friend of the
Delaware." He made a great record at Terre
Haute.

DAVID FREEMAN, of 204, was lately mar-
ried to an accomplished young lady of Bird's
Point, Mo. The *Magazine* extends its hearty
congratulations.

It is said that Bro. White, of No. 119, is
about to startle the world with some great inven-
tion. His close inspection of the flanges of No.
16 has aroused the suspicion.

JOSHUA A. LEACH is now a grand honorary
membership of our Brotherhood, made so by the
Convention. Bro. Leach is the only man who
carries credentials of that kind.

T. W. KERNS, of Alabama Lodge, No. 277,
Mobile, Ala., is to be congratulated. "The coun-
try is saved," and all owing to C. d. liver oil and
g n—and not the cotton gin, either. 'Tah for the
glorious mixture!

W. R. LANAN, Master of Red River Lodge,
No. 8, at Denison, Texas, comprehends the value
of active work, and is, therefore, fully up to the
requirements of the times and to the demands
of his responsible position.

BRO. O'HAGAN, better known as "Pat, the
Sailor," of East Albany Lodge, No. 215, is not an
advocate of raffling, preferring a boot-leg distri-
bution. At the recent fair he sailed his own
schooner, fearless of the foam.

JOHN MYERS, who presides over Hercules
Lodge, No. 63, Danville, Ill., is a Brotherhood
man from his head to his heels. He has for a
long time been on the right hand side, but the B.
of L. F. is good enough for him.

D. L. FORSYTH, Master of Fort Pickering
Lodge, No. 206, Memphis Tenn., is a man and a
brother who is equal to all emergencies, and can
afford to be proud of his record. Such men are
master spirits and make the world move.

A. J. SCHERMERHORN, of Tried and True
Lodge, No. 381, is a philosopher. Among other
profoundities of speech worthy of the Grecian
schools, he exclaims, "As the boy said when the
bull chased him, 'Here goes.' " Bully for you.

WE have the pleasure of announcing the
marriage of Bro. G. Farnham, of Cactus Lodge,
No. 94, to Miss Kate Moody, of Big Springs,
Texas. The happy event occurred at Big Springs,
February 1st, and the *Magazine* sends congratu-
lations.

A. W. SPURR, Collector of Boston Lodge,
No. 57, is an official who comprehends the im-
portance of efficiency in financial matters, and
who fully realizes the fact that "standing square
on the books" gives a Lodge commanding influ-
ence.

BRO. DOONER, on behalf of Georgia Lodge,
No. 245, presented Mrs. J. J. Hannahan, wife of
the Vice Grand Master, an elegant present. Such
testimonials of regard are among the pleasant
things that embellish life and make it worth
the living.

THE *Magazine* is informed that on the
evening of March 13, Bro. C. W. Reeves, of No.
75, was married to Miss Ella James. Rev. J. H.
Menger tied the matrimonial knot, and at last
accounts the happy pair were enjoying full tide
honeymoon bliss.

BRO. DECKER and his loving spouse are to
be congratulated upon the arrival of a 12-pound
baby at their home in Herrington Kansas. Mc-
Allister Lodge ought to feel proud of Bro. Decker,
but it is needless to say that Bro. Decker is proud
of his baby. You bet!

HUGH BIDDLE, of Bartholdi Lodge, No.
309, and Miss Anna Rogers, of Long Island City,
were happily united in marriage on the evening
of February 27. The *Magazine* offers its congratu-
lations and good wishes for the unalloyed hap-
piness of the bride and groom.

ANDERSON LODGE, No. 278, shows its ap-
preciation of ability by electing Bro. H. V.
Nevill, its Master. He knows how to preside.
Nevill and Gavel make a full team, but when
the gavel is laid aside Nevill keeps right on ad-
vancing the interests of his Lodge.

It is a source of satisfaction to say that
First Assistant Engineer Brown, of Division 238,
B. of L. E., Meridian Miss., extended favors to
our Vice Grand Master when in that city. We
can assure Bro. Brown that his courtesies were
appreciated and will not be forgotten.

THE members of Hercules Lodge, No. 63,
are mostly quite young men, both in years and
in membership, but they have the interests of
the Order at heart, and are working earnestly
and faithfully to make their Lodge what its
name indicates—a tower of strength.

ABE VOGEL now represents the Fourth ward as Alderman in the Council of St. Cloud, Minn., having been elected for a term of three years. Abe promptly passed the cigars and the members of No. 22, of which he is Master, smoked heartily to his health and success.

We take pleasure in announcing to our readers that Bro. Geo. Hoffman, of J. M. Raymond Lodge, No. 40, now running the Brockaway House, at Hot Springs, Ark., is succeeding splendidly and making the Brockaway popular with the travelling public and home patrons.

E. G. HITCH, an active and efficient member of C. J. Heburn Lodge, No. 100 has been promoted, and is now running a sawch engine at Evansville, Ind. It affords the *Magazine* pleasure to announce the good fortune of Bro. Hitch, for he is worthy of the position he occupies.

The meeting of Vice Grand Master Hannahan with Trinity Lodge No. 83, Fort Worth, Texas, was a most agreeable event, and his visit was crowned with good results. Bro. Hannahan has a way, all his own, of doing a "heap" of good. Long may he hold aloft the banner of our Order.

GEO. V. PLANT, late Secretary of Fairmont Lodge, No. 333, has been rewarded for his faithful service with promotion to the right hand side. No Subordinate Lodge ever had a Secretary who was more faithful in the discharge of his duties than Bro. Plant. Success to him, is the wish of the *Magazine*.

FLORIDA boasts of Pensacola, and Pensacola, boasts of Flowery Land Lodge, No. 346, B. of L. F., and Flowery Land Lodge may boast of having in Bro. Frank Dean, a Master who can in turn boast that there are "no flies" on him. As master of the Lodge he is there every time, and meets every emergency.

It affords the *Magazine* a great deal of satisfaction to chronicle the glad tidings of the arrival of angels, male or female, at the residences of our Brotherhood firemen, and we therefore felicitate Bro. Burgess and his wife upon the arrival of a 10 pound boy at their home, Point Edward, Ont., February 20, 1880.

J. I. DAVIDSON, it is conceded, exerts a commanding influence in his Lodge, No. 245, and that influence is for harmony and efficient work. The colored citizens still salute him as "Massa Davidson," a compliment of much wider significance than is usually understood. It speaks volumes for his head and heart.

We acknowledge the pleasure of a brief visit from Bro. W. F. Brundage of Rocky Mountain Lodge, No. 77, who was in Terre Haute recently, enroute to the East. We were pleased to greet him. Bro. Brundage is one of our main stays in the West, a representative Brotherhood man whose head and heart are in the cause.

J. K. ROBINSON, Receiver of Bee Hive Lodge, No. 179, writes us most cheerfully from Lincoln, Nebraska. As a locomotive engineer no man more thoroughly comprehends the needs of railway employes, and his endorsement of the *Magazine's* suggestion of adopting for our Brotherhood the name of "The Brotherhood of Locomotive Enginemen," meets his hearty approval.

It affords us real pleasure to hear from our brother, Harry Barnes, formerly of Terre Haute and a member of Vlig Lodge, No. 16, and now a member of Pine City Lodge, No. 81. Bro. Barnes takes an intelligent and a comprehensive view of all matters pertaining to the welfare of our noble Brotherhood, and is doing good work in upholding its principle and policy. The duty of our membership is now to stand fearlessly by our Brotherhood flag, and this Bro. Barnes is doing with characteristic heroism.

CHAS. A. CRANE is Receiver of Fort Pickering Lodge, No. 206. He came into the office under trying circumstances, but is the right man in the right place as his statements to the Grand Lodge demonstrate. They rank No. 1, and are models of perfection, which are a credit alike to himself and to his Lodge.

At the charming home of Bro. J. I. Davison, member of Georgia Lodge, 245, Savannah, Ga., Vice Grand Master Hannahan and family were entertained by the sister of Bro. D., Mrs. Burke and her husband. The hospitalities were elegant and warm as the sunshine, and Bro. Hannahan and family were delighted.

THE many friends of Bro. Wm. J. Hugo, will learn with regret of the death of his brother Edward, after a long and painful illness. In a few brief months Bro. Hugo has lost his mother and two brothers. The *Magazine* tenders its profoundest sympathy to Bro. Hugo and his family in the sore affliction that has overtaken them.

We notice with no little satisfaction that our esteemed brother, W. F. Hynes, of Denver, is of the firm of W. T. Davoren & Co., Denver, Col., manufacturers and dealers in fine brass castings, bar-lead and Babbitt metals. The *Magazine* makes this notice in the hopes that it may contribute something to the success of the firm.

THE Vice Grand Master has only complimentary words for the Lodges located on the Central Railroad & Banking Co. of Georgia. The Lodge fires are always burning brightly, and to say they are "O. K." only feebly states the case. The members are true Brotherhood men, full of zeal, and gentlemen in the best sense of the word.

THE death of Bro. P. J. McCarty, honorary member of Hercules Lodge, No. 63, Danville, Ill., occurred at Terre Haute on April 1st, after a lingering illness with consumption. The remains were buried at Terre Haute, under the auspices of Hercules Lodge, No. 63, and Vigo Lodge, No. 16. The funeral was largely attended. Bro. McCarty was a worthy member and had the respect and esteem of all who knew him.

BLUFF CITY LODGE, No. 55, of Memphis, Tenn., is fortunate in having on its roll of membership Bro. Jacob Fuchs, an old pioneer engineer, and a member of the B. of L. F. Bro. Fuchs is not only one of oldest but one of the best engineers in the service, and when he says the B. of L. F. is "good enough for him," it is testimony of the highest character, and should be so regarded by every member of our great Brotherhood.

WM. COBAUGH, Master, and Lafayette Friddy, Secretary of Columbia Lodge, No. 252, two royal good fellows, visited the Grand Lodge in the latter part of March. They were received and entertained by the "Social Seven" at "our Boarding House," where mine hosts Zink, Brennan, Rigby, et al, carve the goose and pass the cigars. Cobough and Friddy made hosts of friends, and departed with the good wishes of all. We suggest that the boys on their return go slow in the matter of having the full minutes of the proceedings of the trip read.

A LARGE circle of warm personal friends will deplore the tragic death of Harry Keler, which occurred March 21, the result of an accident on the Mexican National Railroad, on which he was employed as an engineer. Mr. Keler was in all regards an excellent man, and made sacrifices for the Brotherhoods of railway employes. He was a good writer, and his pen did much to promote the welfare of railroad men. We, in common with his numerous friends, lament his untimely death. Such men leave aching voids when they die, but death is relentless and loves a shining mark, and seldom has he sped his arrow at a more manly man than Harry Keler.

TOM MEA has hung out a sign at Minneapolis, which reads "Veterinary Surgeon." Tom is a "Vet" himself, and ought to do a land office business.

RALPH H. LACY and Chas. Sanborn, of Progress Lodge, No. 105, both of whom fought valiantly in the late "Q" strike, have gone West and are now located at Denver, where they have gone into business. They are located at 1222 Larimer street, and their business is known as the "Crystal Light, Oil and Gasoline Co." Every member located at Denver should see to it that Lacy & Sanborn are liberally patronized by workmen.

FRANK J. CARNEY, of Alabama Lodge, No. 277, is known as the "Plumed Knight" of the South. He has a brother-in-law, Father John Shaw, who has just graduated, and is known to be a young man of brilliant intellect, who, if he lives, has a splendid future of usefulness before him. Father Shaw's mother's heart is in our Brotherhood, and she is a woman of noble type, one who favorably impresses all who meet her.

P. McHALE, Master of Faith Lodge, No. 200, and Bro. S. F. Baker, Magazine Agent of the same Lodge, deserve special thanks for sending us a big subscription list for the *Magazine*. They have set a splendid example for the South, and for every other section. It is good work for the Order. The *Magazine* is doing what it can to promote the welfare of the Brotherhood, and the wider its circulation the greater the good it can accomplish.

THE true Brotherhood spirit helps a brother when in trouble. Nor is it confined to the brother, but broadens out and reaches the family—the wife and children of the brother, and that is the spirit which animates the members of Overland Lodge, No. 123, a signal display of which is found in the case of Bro. Poole and family in his recent great affliction. In this case the members of No. 123 performed noble acts worthy of the highest commendation.

ONE of the pleasantest incidents we have experienced for a long time was a visit from Mr. H. B. Miller, now an engineer on the N. Y. & N. E. R. R. with headquarters at East Hartford, Conn. Mr. Miller is F. A. E. of the B. of L. E., and is widely and favorably known among the engineers of the East. Our first experience with Mr. Miller was at Port Jervis, N. Y., some fifteen years ago, when we were on our way East in the interest of our Lodge. The Order had just been started, and Bro. Miller was a prominent and active member of Lodge No. 1, at Port Jervis, and so remained until by force of circumstances the said Lodge became defunct. Upon our arrival at Port Jervis Bro. Miller took us to his home and we were made to enjoy the generous hospitalities of his household. The meeting with Bro. Miller after a lapse of fifteen years and all the intervening changes, was a strangely felicitous one. Old recollections were revived and the panorama of the Brotherhood from its birth to its present continental proportions was unfolded for mutual delectation. Bro. Miller was one of our pioneers, he is now and ever will be a staunch friend of our Order, a friendship which is cordially reciprocated all along the line. Come again, Bro. Miller, and we can assure you that you will find the latch-string on the outside.

There is work enough for the B. of L. F. to do connected with its own organization without bothering about other organizations, and listening to the twaddle of people who would attempt to create dissensions. Let the B. of L. F. hold off in dignified silence and continue to be indifferent as to whether the B. of L. E. takes it into its fold or not. Let the B. of L. F. go ahead and improve its members socially and morally, and make them as good and efficient men as they can be. Then let the B. of L. F. wait, quietly and contentedly, for as sure as fate the time will

come when the B. of L. E. will need the help of the B. of L. F., and when that time does come, the B. of L. F. can listen and accept or reject the terms which some misguided individuals urge the B. of L. F. to demand now. To do so at present would mean loss of dignity to the B. of L. F.—*New York Dispatch*.

Thanks. There is perhaps nothing on the market that is of less value than advice, offered when it is not wanted, a fact which the *New York Dispatch* does not seem to have caught on to. The B. of L. F. has gained enviable distinction by minding its own business, which it fully understands. It is not asking for admission into the B. of L. E. "fold," a fact which the *Dispatch* does not seem to know, and not knowing leads it into silly utterances. The trouble with the B. of L. E. is that it thinks it is "one degree above" the B. of L. F., a folly which the *Dispatch* has helped to hatch and which, for aught we know or care, may be beyond eradication. This "one degree above" idea, has led the B. of L. E. to pass certain exceedingly vicious laws touching members of the B. of L. F. This being true the B. of L. F. discusses the question as it deems prudent, and in a way to suit itself. And as the B. of L. E. has not deemed it prudent to offer any excuse for its repeated affronts, we fail to see any reason why the *Dispatch*, "having no special axes to grind," should volunteer its services in defense of the policy of the B. of L. E. Besides, the *Dispatch* in its efforts to carry water on both shoulders plays the very devil with consistency, a "jewel" upon which it seems to set no value at all. As for instance, it says, "as sure as fate the time will come when the B. of L. E. will need the help of the B. of L. F.," and then referring to the action of the Richmond convention, says: "Every man on the engines who had the pleasure of doing his own reasoning knew, and knows to-day, that a fireman is a fireman, that he is under the orders of the engineer, that he is not his equal in the handling of an engine, and that he is one degree below him in the scale of skilled labor." Here again we have a repetition of the silly slush of "one degree below," that "a fireman is a fireman," and such other twaddle as excites contempt. The *Dispatch* illustrates the condition of the unfortunate creature who, when he had had one devil cast out of him, went off and took in seven other devils—filled himself full of them. What kind of devils they were we are not informed, but if they were fool devils then the condition of the *Dispatch* becomes exceedingly apt.

THE *Monthly* of the O. R. C. states, by "permission of two delegates," that the B. of R. B., at its Columbus convention, did not agree to federate, "by a large majority." It would be quite as "near the truth for Wheaton to say that he did not favor scabbing on the C., B. & Q.



Correspondence must in all cases be brief and to the point.

Subscriptions must begin with the January, April, July or October number and expire with the year.

Changes of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazine will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

MAY, 1889.

A NUMBER of excellent communications, crowded out for lack of space, will appear in our next issue.

THERE seems to be some misunderstanding upon the subject of "total disability claims." It should be understood that under the law as it now stands, total disability claims can be allowed only in case of the loss of a limb or total blindness.

It is rumored that in the near future, Mr. E. H. Belknap, of the O. R. C., will deliver himself of several pent-up thunder storms on the question of "spotters." Wonder if the O. R. C. *Monthly* will print all the storms in one issue?

THE officials of the O. R. C., to get a little nearer the throne, are doubtless sending the advance sheets of their reports to railway officials to ascertain if they are all O. K.; if not, to make such suggestions as will make them pass muster.

A PHOTOGRAPH has been taken of the small "switch shanty" at Port Jervis, N. Y., in which the Brotherhood of Locomotive Firemen was first instituted in December, 1873. Members desiring copies may procure them by addressing J. P. Walsh, 16 New street, Port Jervis, N. Y.

WORD comes from Jersey City that the Pinkerton bill has passed the Legislature of New Jersey. This is good news. It shows what railroad men can do when they work together, and there are no better workers on the continent than the boys of grand old Washington Lodge, No. 13. The *Magazine* heartily congratulates them.

It affords us pleasure to say that Henry Lathrop, Esq., General Foreman of Transportation of the Central Georgia railroad at Macon, Ga., is a friend of our Brotherhood, and gives its members preference. This is a high compliment to the Brotherhood, offered, as it is, by a gentleman capable of forming correct estimates of men.

THE Inter-State Commission has deemed it the part of wisdom to order bound volumes 10 and 12 of the *Firemen's Magazine* and to become a subscriber. In doing this the commission evinces good judgment, and we feel assured that the more they read the *Magazine* the better they will like it. It contains a "power" of good reading.

A UNION meeting, one of the very best we have ever attended, was held at Parsons, Kansas, on April 10. Our limited space prevents a full report in this issue, and as we are desirous of doing full justice to the subject, we have deferred the report until our next number. We will have much to say about the meeting, the members, the officials of the road and Parsons generally.

WE regret to learn that the editor of the O. R. C. *Monthly* "is sick; just plain sick." The disease is not given, but the cause is intimated—"over 80,000 miles in 1888, and nearly 10,000 miles in January, together with constant strain." During 1889, Bro. Wheaton will have to travel about 250,000 miles and increase his "strain," if he expects to get in ahead of the B. of R. C.

A CONUNDRUM has been submitted for the special benefit of Messrs. Wheaton and Daniels, of the O. of R. C., who have won distinction as the champions of scabbing. Suppose the tribe of spotters, who follow conductors on numerous trains and are ready, for a consideration, to blacken the character of conductors, were to strike. Would Messrs. Wheaton and Daniels insist upon conductors taking their places on the trains? If not, why not?

WE notice that Division No. 1, of the Brotherhood of Railroad Wipers has been organized at Newton, Kansas, and that the event was appropriately celebrated by a grand ball and prize mask carnival on the evening of April 25th. We acknowledge with much pleasure an invitation to participate in the festivities and regret that pressing engagements prevented. We wish the new Brotherhood a successful career. The Brotherhood spirit is abroad in the land and it means business with a big B and don't you forget it.

It affords the *Magazine* real satisfaction to say that J. J. Casey, Esq., Superintendent of Motive Power on the L., N. O. & T., has the best wishes of our Order at heart. He is a man who gives dignity to his position and whose influence is always exerted in the right direction. In giving such men positions in the management of railroad affairs, railroad owners consult their best interests.

* *

It is pleasant to know that the relations existing between the engineers and firemen on the Central R. R., of New Jersey, are harmonious. There is no good reason why they should be otherwise, anything else would be abnormal. Firemen, members of the B. of L. F., have done all things required to entitle them to the esteem of locomotive engineers, members of the B. of L. E., and when mutual good feelings prevail it affords us satisfaction to chronicle the fact.

* *

We desire to impress upon members of the Order when writing to the Grand Lodge, particularly those who are away from home, to give their full address and state to what Lodge they belong. This omission is always annoying. A brother may be in California and hold his membership in some Lodge in New England, and it is absolutely impossible to determine where his membership is held unless he states the fact. We earnestly desire that our brothers will remember this request.

* *

THE C., B. & Q. is having trouble with its "scabs." A scab engineer, by the name of Bill Webb, discharged from the New England road, was induced to "go west" from Hartford, Conn., and "grow up" with the C., B. & Q. as a "scab." Bill seemed to be of the right dimensions for the C., B. & Q. He was to have \$4.00 a day. He went all the way to Lincoln, Nebraska, worked while the strike lasted, and was then unceremoniously bounced, December 23d. Bill sues for \$435.33 back pay, and for \$2,500 on broken contract, and for \$2,064.67 for injury to character, making a total of \$5,000. The action of the C., B. & Q. in bouncing Bill Webb, is entirely characteristic. It is capable of doing injustice to honorable men, and certainly would not hesitate to violate every sentiment of probity in dealing with scabs. We know nothing about Bill Webb except what we gather from the papers, but whatever else he may be that is mean, in addition to being a scab, he is the peer of the C., B. & Q., and we hope Bill will win the fight. When a corporation goes hunting for scabs it should be made to pay every penalty in luck or law such an outrage justly merits.

At the Atlanta Convention Bro. J. A. Leach, the founder of the B. of L. F. and its first Grand Master, was honored by being elected an honorary member of the Brotherhood, and the necessary certificate of his election has been issued and forwarded to him at his home in Sedalia, Mo. Bro. Leach is the only one upon whom this high honor has been bestowed and the wish of the *Magazine* is, "long may he live to wear it and enjoy the esteem of the great Brotherhood."

* *

THE *Chicago Times*, some time since, published a dispatch from St. Paul saying that the Milwaukee & St. Paul road had issued a secret circular reducing the wages of a large number of its employes 33 $\frac{1}{3}$ percent.—or one-third—that is to say, if an employe worked for \$1.50 per day, he went down to \$1.00. This reduction is said to be owing to the fact that the earnings of the road for 1888, decreased \$500,000, and the operating expenses increased \$2,000,000. To get things right it was necessary to reduce wages. Thus it goes steadily forward. The way to make money is to reduce wages, and it should not be forgotten that it is also the way to make anarchists.

* *

We are advised that there is to be a grand Union Meeting held at Milwaukee, Wis., on Sunday, May 19th. Headquarters of visitors will be at the Republican House, and terms have been arranged at \$1.75 a day. C. S. McAuliffe, Milwaukee, will attend to all details and reply to all correspondence relating to transportation and other matters. The meeting will be held in Germania Hall, on Grand avenue, between Fourth and Fifth streets. Good speakers will be in attendance. There will be a secret meeting in the afternoon and an open meeting in the evening. A large attendance is expected and Grand Master Sargent and Vice Grand Master Hannahan, of the B. of L. F., will be present to take part in the proceedings.

* *

We desire to call special attention to Patton's Railway Torpedo Holder, invented and patented by R. J. Patton, member of the B. of R. B. The Railway Torpedo Holder is a simple but effectual device for holding torpedoes and is attached to the top of the flag-staff, as a result the flagman always has his torpedoes with his flag and in a safe place, which is not always the case when the torpedoes are in his pocket, nor are the torpedoes liable to be misplaced, causing great anxiety and danger. The simplicity, security and effectiveness of the torpedo holder are such recommendations as are certain to secure its adoption and make it universally popular. They are supplied by Messrs. R. J. Patton & Co., dealers in railroad flags, etc., Hartford, Conn.

GRAND MASTER SARGENT is making the tour of the continent, that is to say, he has concluded to personally visit every "shaky" Lodge throughout the entire jurisdiction. The time has come to the Brotherhood, too long postponed, when the demand is "spot cash." The financial department of our Brotherhood affairs must be sound. Credit is dangerous, always was, always will be. No Order ever was, or ever will be run successfully on credit. Debt is death, cash is king. With it a Brotherhood can solve problems, remove obstacles and advance, without it decay and death are inevitable. This every thoughtful member of our Brotherhood knows. It is not required to argue the case. Bro. Sargent will visit every Lodge in bad condition, nor will he leave until things are fixed up.

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THE *Locomotive Firemen's Magazine* has been greatly improved since the opening of the year, and it is now certainly one of the very finest publications of its kind in the world. As a stalwart and able defender of the true interests of those who labor upon the railways, Bro. E. V. Debs holds a commanding and advanced position. Indeed, he has long been leading the most advanced skirmish lines, and he has advanced some of the most valuable ideas that to-day inspire the world of labor.—*Railway Service Gazette*.

In transferring the complimentary words of the the *Railway Service Gazette* to our columns, we shall not be charged with affected modesty, we accept the situation with such regulation blushes as seem suitable, but aside from such play of words, we appreciate the generous expressions relating to the *Locomotive Firemen's Magazine*, and reproduce them because the membership of our Brotherhood will be glad to know that their official organ commands the respect and approval of those outside of our Order whose opinions have weight. With such an indorsement as the *Gazette* gives our *Magazine*, the members of our Order can well afford to increase their efforts to extend its circulation and feel that in doing so they are conferring a favor upon those whom they induce to subscribe. We hope our *Magazine* Agents will read the ringing words of the *Gazette* and go forth with renewed energy to increase the circulation of "one of the very finest publications of its class in the world."

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THE *Locomotive Firemen's Magazine* appears to be extremely annoyed at the good words which this paper has to say for the O. R. C.

The O. R. C. is doing good work, in banding together for mutual advancement, and is as well organized a body as there is in the railroad field. Yet we fail to find in the *Order of Railway Conductor's Magazine* any demand that the conductors be placed upon a par with superintendents, or that its members be recognized as at least the equals of assistant superintendents.—*New York Dispatch*.

This *Magazine* is not "annoyed at the good words" which the *Dispatch* "has to say for the O. R. C." The O. R. C. needs them all, and if each word of the *Dispatch*

weighs a ton instead of a grain, the O. R. C. would still require them all. The objection to the O. R. C. centers in the fact that it orders its members to scab when railroad officials demand such humiliation—such degradation—such lickspittleism. Thousands of conductors revolt at the disgrace, and that is the reason why the B. of R. C. is rapidly taking the place of the O. of R. C. As a matter of course, while the "*Order of Railway Conductor's Magazine*" (monthly) advocates reducing the members of the Order to the disgraceful level of scabs, it would hardly be proper to "demand that conductors be placed upon a par with superintendents"—or even "assistant superintendents." There is an immense gulf between a scab and a superintendent, and how successful the *O. R. C. Monthly*, and the *Dispatch* will be, in throwing a bridge over the chasm, time will determine, but we surmise the undertaking will prove a failure.

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On the New York Central, March 25, an engineer, Levi S. Lewis, fell dead with his hand upon the throttle, while the train was running at the speed of a mile a minute. His fireman was a man by the name of Parker. It seems that when the train left Buffalo it was about twelve minutes late, and it was the purpose of the engineer to recover the lost time between Buffalo and Rochester, and this accounts for the high rate of speed. The fireman noticed that Lewis looked pale, but was too busy throwing in coal to give special attention to the engineer. Suddenly Lewis, with his hand firmly grasping the throttle, fell back dead. In falling the throttle valve was opened wider, and the speed of the train was increased. The fireman, alone in the cab with a dead engineer and a train running at a speed of a mile a minute, had his skill and nerve put to the severest possible test. Parker was equal to the occasion. By a powerful effort he wrenched the dead man's hand from the throttle and shut off the steam. Then he applied the air brakes and the lightning express came to a standstill. The incident is fruitful of reflection. It emphasizes a fact often discussed in this *Magazine* of the intimate relations existing between engineers and firemen in pursuing their perilous calling—an intimacy that exists independent of the great disparity of wages the men receive. The sudden death of engineer Lewis, while the train was going at a fearful speed, placed Parker in command under circumstances of extraordinary peril. He was equal to the emergency, and the circumstance illustrates a great truth. Engineers and firemen in the cab, by virtue of dangers inseparable from their calling, ought to maintain the most amicable relations, and those relations ought to exist when they are off as well as when they are on the train.

Harper's Weekly refers to the strike of the employes of the surface railroads of the City of New York, and introduces a number of weak, flabby sophisms in justification of the action of the manager of the roads, and in opposition to organized labor. The *Weekly* assumes, that when employes are "harshly treated" by corporations that public sympathy is with the employes. This is not true—it never was true. The public wants to be served, the public don't want to be inconvenienced—and if it is not served, if it is inconvenienced, it don't stop to consider any right or wrong involved. The *Weekly* says the trouble in New York grew out of the fact that the railroad companies refused "to treat with officers of a union as the representatives of their employes"—and "that," says the *Weekly*, "is something which the companies have an unquestionable right to do, and the refusal is not of itself a good reason for great bodies of employes to refuse to work, causing their families to suffer, injuring the public, and endangering their future chances of employment." The officials of the surface roads of the City of New York, were simply the representatives of the stockholders of the roads, and stood in the same relation to the stockholders, as the officers of the labor unions, stood in relation to the men employed on the roads. The employes could not treat with the stockholders, only with their representatives; this being true, why should not the employes have representatives to treat with the representatives of the stockholders? There is no reason why such should not be the case, indeed, it is eminently wise and proper that such should be the case, and it is the only way that the right can be reached and the wrong be alienated. The *Weekly* says:

Intelligent employes must see also that the companies may rightfully decline to treat with representatives who are of bad character, and whose pecuniary interest it is to make trouble between the companies and the men. The right of employes, as of employers, to combine to advance their interests is unquestionable. But the right of the employers to insist upon dealing directly with their men is equally unquestionable, and it is so reasonable that it carries public approval and sympathy with it. In the present instance, if the men felt justified in demanding fresh terms of the companies, and knew that the companies would treat with them directly, but not through intermediaries from the outside, the sensible course was to deal directly. But to strike in order to force the companies to treat with disreputable agents, and in striking to annoy the public and to stimulate disorder, is justly to forfeit the public sympathy.

This is not only disingenuous, but is intended for a blow aimed at organized labor. The assumption that the representatives of workingmen are of "bad character," is not only false, as a general proposition, but is maliciously false. The officials of labor unions, brotherhoods, or whatever name the organization may bear, are themselves workingmen, honorable men, often in in-

tegrity and every other virtue, the superiors of the representatives of corporations, having a higher sense of justice, and in every regard, better citizens. It is this debauched condition of the press of the country, in too many instances, as exhibited by *Harper's Weekly*, forever pleading for the corporation, and "damning with faint praise" workingmen, that creates a false public sentiment and aids the corporation to perpetrate injustice and degrade labor. The labor press of the country has no higher duty to perform than to expose the mendacity of such sheets as *Harper's Weekly*.

It is not contended by the employes on the New York Elevated railroads, that clothes make the man. There are, nowhere in the country, a set of railroad men, engineers and firemen, who are more sturdy, more efficient or less afraid of work in the line of duty. They are not duds—"mashers"—men who set for fashion plates, but they have a fondness for soap and water, clean underclothes and gentility in the best meaning of that term. Filth is not a recommendation anywhere in this age, when the sun of our civilization is supposed to be near its meridian glory. Good clothes are cheap, including hats and shoes—clean cuffs and a white collar is no disgrace, and a "shine" is within the reach of all who aspire to average respectability in personal appearance. The engineers and firemen are known to be men of exemplary habits, industrious and worthy of confidence, and, if to their virtues, there is added a fondness for good clothes and the refinements of society, they do neither themselves nor the Brotherhoods of which they are members, any discredit.

It is our purpose at an early day to make an extended notice of the acts passed by the Indiana Legislature at its late session, but in advance we desire to say that great credit is due Hon. John J. Nolan, member from Evansville, for his championship of a bill for the repeal of the odious conspiracy law of Indiana, passed soon after the great railroad strike in 1877. Mr. Nolan is himself a workingman, being a telegraph operator, and is entitled to great praise for his untiring efforts in the interest of railroad workers. In this connection we desire to say that Bro. Wm. J. Hugo, of Eureka Lodge No. 14, for weeks gave every hour he could spare in urging forward bills in the interest of railroad employes. Nor should Bro. Henry Davey, of the B. of L. E., be overlooked, for he too spared no pains to secure righteous legislation, and the great success that rounds out the credit of the Legislature for enacting wise laws and repealing vicious ones is largely due to the efficient work of Bros. Hugo and Davey.

MEETING TO PERFECT FEDERATION.

On June 3d, the first Monday in the month, a meeting will be held in the city of Chicago for the purpose of perfecting a federative compact between the Brotherhoods of Railway Brakemen, the Switchmen's Mutual Aid Association and the Brotherhood of Locomotive Firemen, in accordance with the directions of the last conventions of these Orders. Each Order will be represented by its three chief Grand Officers, to whom full power has been delegated to formulate the principles upon which the compact shall be established and put into practical operation. Since the date of the conventions of the Orders, conferring authority upon their Grand Officers to establish federation, the subject has been widely and pretty thoroughly discussed, and while much has been said in favor of federation, not one rational objection to the contemplated alliance has been urged from any quarter, whatever.

This silence is easily explained. No objection can be urged against federation, while a thousand convincing reasons can be assigned in its favor. Federation contemplates no wrong. It is simply a compact between Orders having certain interests in common, for the purpose of repressing wrongs and of maintaining the right,—a compact, the influence of which extends far beyond the parties immediately concerned, and which touches society at many vital points, as the history of the time furnishes abundant proof. Hence, it may be said that the organizations of railway employes which have decided to federate, contemplate not only their own welfare, but the prosperity, peace and happiness of society at large. Indeed, it would not be difficult to prove that federation contemplates, in a preëminent degree, the prosperity of the railroad enterprises of the country. So high an authority as Charles Francis Adams sees in the frequent disturbances between railroad companies and their employes the great necessity for doing away with all unnecessary frictions so that strikes may be avoided. Federation, it is believed, will prove "the prevention" for which Mr. Adams has industriously sought. It will bring about arbitration,—regarded by all thinking men as a panacea for strikes. In this spirit the Grand Officers of the Orders we have named, will meet in Chicago on the first Monday in June to establish federation, and that success will attend the effort, we feel a degree of confidence amounting to assurance.

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THE April O. R. C. *Monthly*, stung by the merited contempt of "several periodicals that are run in the interests of different classes of railway employes," has had its courage stimulated to publish such portions of E. H. Belknap's address before the Mu-

tual Aid and Benefit Association, March 21, 1888, as it deemed prudent to omit, when, on a former occasion, it mutilated Belknap's mouthings. The *Monthly* has doubtless consulted the officials of the C., B. & Q. and received assurances that should it publish and indorse all of Belknap's rant, no extra demands would be made for conductors to scab for the purpose of getting "nearer the throne;" at any rate, the *Monthly* swallows the Belknap cathartic or emetic, and intimates that it possesses great vitalizing power—as for instance, the following:

"Ah, but," says one, "we do not receive pay enough to do all this for any company on earth." Nothing more true than this have you ever uttered, and no one more to blame than the one who utters it. None to blame but the conductors of America, that this is, alas, so true; some isolated cases have been known where here and there one has gone and asked for more pay. AS WELL BREATHE HIS BREATH ON THE FROSTED PANE OF YOUR WINDOW IN HOPES TO WARM THE WORLD; AS WELL THAT GEN. GRANT HAD APPROACHED, ALONE, THE BATTLEMENTS OF LEE AND JOHNSON, AND SAID: "KIND SIR, PLEASE LAY DOWN YOUR ARMS AND SURRENDER." Would they have done so? Ah, no; but when he approached them with SIXTY THOUSAND UNION SOLDIERS, the bands playing "My Country, 'Tis of Thee," shot, shell and BULLETS SINGING, "Down With the Traitor, Up With the Stars," they SANG ANOTHER TUNE and learned the greatest lesson of their life, that "right is might!"

It will be noted in the foregoing that Belknap doesn't advocate scabbing. He roars like a lion. He tells conductors if they do not get sufficient pay, to go to the officials sixty thousand strong, with banners flying, drums beating, in all the pomp and circumstance of glorious war. No one is to regard Wheaton as a typical leader, cringing, fawning and pleading, but Grant is to be their model. Grant's immortal words, "I propose to move on your works," is to be their motto. Belknap, no longer blatherskite, may not be a Grant, but for the time being he discards the badge of a scab, and dons the robe of a man, and Wheaton says, "if any striker can derive a ray of hope or a spark of comfort therefrom, he is welcome to it." Thanks! Same to yourself.

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AT a recent meeting of the B. of R. B. in Boston, Bros. T. H. Haines, C. H. Trenholm and H. C. Chapel, of Boston Lodge, No. 57, of our Order, were received as a committee to solicit the cooperation of the Brakemen in the anti-Pinkerton crusade. The committee was cordially received and assurance was given that the Brakemen would give the movement their hearty support. The subject of federation was also discussed with evident satisfaction to all who were present. The addresses of Bros. Haines, Trenholm and Chapel were logical and convincing and elicited both praise and applause. The meeting was enjoyed all around and expressions of mutual regard and esteem were heard upon every hand.

THE NEW YORK DISPATCH EXPLAINS.

In the April *Magazine*, in an article captioned "The difference is in dollars," we pointed out with such gentleness as the subject merited, the fact that certain expressions of the New York *Dispatch*, whether so designed or not, would, if they had any influence at all, help to create an aristocracy of labor, based upon wages. We quoted the *Dispatch* as saying: "If there is no difference between a fireman and an engineer, why is the latter paid double the amount received by the fireman? The editor's sarcasm is delicious, but the fact remains that an engineer is one degree above a fireman." It was upon this baldness of the *Dispatch* that we commented in the April *Magazine*, and it is these exceedingly stupid utterances that the *Dispatch* tries to explain in its issue of April 7. In its explanation the *Dispatch* says: "In connection with that article (referring to the *Magazine* article, April number, page 340, captioned "The difference is in dollars") it may be said the distinction made by the *Dispatch* between an engineer and fireman, was in degree of skill as workmen, not in character and integrity." That is our idea, and we felicitate the *Dispatch* upon its good sense in frankly adopting it and putting it upon record. In this we have the clean cut declaration of the *Dispatch*, that in "character and integrity," there is no difference between a fireman and an engineer, hence, no matter how much pay an engineer receives, he is not, therefore, "one degree above a fireman." In saying this, the *Dispatch* pays not only a high compliment to its own head and heart, but it does justice to the *Magazine*, which on more than one occasion has voiced such sentiments of justice to workingmen.

In all else that the *Dispatch* has to say upon the subject, we have little inclination to comment, at this time, at least, but the intimation that the *Magazine* does not appreciate the value of skill, cannot be shown by consulting its pages, nor will it be found anywhere in the *Magazine*, that the editor has demanded for firemen wages equal to the amount paid engineers. The greater skill required of the man who manages the throttle, than of the man who handles the scoop, has never been questioned in the *Magazine*, and any intimation of that character is entirely gratuitous, and entirely foreign to this discussion, and since the *Dispatch* has deemed it prudent as well as just to say that an engineer is not "one degree above a fireman in character and integrity," the question of skill can be left to take care of itself. The *Dispatch*, in referring to the editor of the *Magazine*, remarks that "the editor claims that there are no business or social distinctions in life, that one person is as good as another and entitled to equal privileges and emoluments. It is extremely re-

freshing to imagine the editor of the B. of L. F. *Magazine*, conscious of his power as an able and successful journalist, sitting down upon the floor of his sanctum, weeping because the office boy refused to share with him his pleasure and his peanuts." In this the *Dispatch* is not ingenuous. We have never said there "are no business or social distinctions in life," we have never said that "one person is as good as another," nor is it creditable to the *Dispatch*, in trying to explain away its own unfortunate declarations, to flagrantly misrepresent those who enabled it to see its errors. There are business and social distinctions, some of which are eminently just, while others are execrably infamous. In business, there are those who are governed by a high sense of honor, justice and probity, while on the other hand can be found such monsters of depravity as subject the miners of Pennsylvania to conditions so infernally unjust as to make devils blush. In such matters we could devote pages to "business distinctions," every one of which directly or indirectly oppress and defraud laboring men. And there are social distinctions, many of which are based upon such "business distinctions" as we have outlined. There are millionaire robbers, land pirates, stock waterers, food cornerers, trust conspirators and monopoly magnates who affiliate, and who constitute a social aristocracy—and who in their pride and arrogance would regard with a horrorance, a Lincoln splitting rails, a Garfield on a tow-path; a Johnson on a tailor's bench; a Wilson on a shoemaker's bench; a Douglas in a cabinet shop; a Webster on a New England farm; the poor wandering Edison as a telegraph operator, and so on, a mighty army of the world's nobility, who could no more gain admittance to the gilded parlors of America's codfish aristocracy, than a Jumbo could pass through the eye of a needle. The old Apostle, Peter, discovered that "God is no respecter of persons." Why should the editor of the *Dispatch* seek to antagonize Jehovah? The Declaration of Independence declares that "all men are created equal." Why should the *Dispatch* seek to reverse the decree? The editor of the *Dispatch* charges that the editor of the *Magazine* believes that "one person is as good as another and entitled to equal privileges and emoluments." Before the law, under the Constitution, and by virtue of the genius of American institutions, the editor of this *Magazine*, does believe that "one man is as good as another," entitled to "life, liberty and the pursuit of happiness," equal to another; alike entitled to justice, privilege and prerogative, equal to another—to fair pay for a fair day's work—but when the *Dispatch* charges that the editor of this *Magazine* does not distinguish between a thief and an honest man, between ignorance

and capability, between education and illiteracy, between laziness and industry, between noble aspirations and contentment at the bottom round of the ladder, it knows that it is guilty of deliberate mendacity. As for the "office boy" pleasantries, which the *Dispatch* throws in as a clincher we have this to say, that between him and the editor, such relations exist as bear eloquent testimony of mutual respect and interest in each other, and while there is no cause for weeping over "pleasures" or "peanuts" there is no cause for grumbling on account of grievances. The *Dispatch* "having no special axes to grind," can in future afford to be honest in dealing with labor questions and labor organizations. In calling "a spade a spade," it is right, but it should not, for any consideration, gild a spade and then call it a sceptre.

THE difference between a gentleman and a blackguard is immense, as those who have met J. E. Warswick, Master Mechanic, stationed at Montgomery, Alabama, in the employ of the Western Railroad, and Mr. Cecil Gabbett, General Manager of the road, are qualified to testify. Our Vice Grand Master Hannahan, on his recent southern tour, called upon J. E. Warswick, Master Mechanic, to pay his respects, and was introduced to him by a fireman in the employ of the road. Bro. Hannahan called to have a friendly talk with Mr. Warswick on matters pertaining to the interests of firemen, members of our Order. This seemed to enrage Warswick and he at once displayed his vulgar nature by remarking that "white men in the south were not worth a G—d—n." This showed conclusively that Warswick, by instinct and association, is a white man who exactly answers to his estimate, though it may be possible that he is worth "a d—n." This little 2x3 autocrat remarked that "if he wanted a fireman to wipe an engine he's got to do it" and that "firemen had no right to have a grievance." He told Bro. Hannahan they, the firemen, "can't adjust any grievance with me, I'm running this business," and so on for quality. That fellow, manifestly, needs "wiping" more than any engine on his road. To prove him a blackguard it is only required to quote him. He belongs to that class of railroad officials, or more properly "bosses," who, to give conspicuousness to authority, show that they are totally unworthy of authority. The fellow talks like an old plantation overseer, and seems totally oblivious to the fact that his manners render him contemptible. After coming in contact with such a fellow it must be most delightful to meet Mr. Cecil Gabbett, the General Manager of the road, a gentleman of education and refinement, approachable and disposed to be just towards his employés. It is the boorish fellows, like

Warswick, who breed seven-tenths of all the troubles in railway management between employer and employé. They should be "wiped out."

THE C., B. & Q., whose headquarters are at Boston, has made its annual report for 1888, and the showing is as follows:

Gross earnings, \$23,789,167; decrease from last year, \$3,788,910; expenses and taxes, \$18,882,450; increase, \$2,784,546; net earnings, \$4,906,708; decrease, \$6,571,457; total net earnings, adding interests, exchanges and other income, \$5,078,309; total decrease, \$7,260,910; fixed charges, \$5,996,712; increase, \$710,628; dividends \$3,819,578; decrease, \$2,291,486; deficit, \$4,739,980; increase, \$5,680,051; land receipts, \$408,555; decrease, \$158,528; miles operated, 4,917; increase, 224; capital, \$76,393,505; increase, \$3,205; debt, \$99,665,988; increase, \$8,399,282. Miscellaneous income was reduced by reason of the strike on the Hannibal & St. Joe and the Council Bluffs Roads so that it returned no dividend to the Chicago, Burlington & Quincy, while in 1887 they paid \$618,764. After many prosperous years the company has experienced a year of serious reverses. After paying fixed charges, including \$700,000 contributed to sinking funds and dividend 5 per cent. upon the capital stock, the accounts show a deficiency for the year of \$4,331,425, which it has been necessary to take from the accumulated surplus of the company.

Those who have a fancy for such statistics can analyze the foregoing figures at their leisure, and ascertain approximately, what the strike cost the C., B. & Q. It will be noticed that the decrease in the earnings of the road amounted to \$7,260,910. It will be observed that the debt of the company increased \$8,399,281, and that the indebtedness of the company exceeds its capital stock \$22,272,483. This is the miserable bankrupt concern that proposes to inaugurate an insurance department for the benefit of its employés. In a financial point of view the strike on the C. B. & Q. wrecked it. It is a bankrupt road and exists by virtue of methods every one of which establishes the fact that it is a wrecked concern.

A LETTER from a brother, a member of Prairie Lodge, No. 170, Huron, Dakota, under date of March 21st, brings the sad intelligence of the death of the wife of Bro. James Graff, also a member of Prairie Lodge. Mrs. Graff was a victim of that fell disease, consumption, and though all was done that skill and affection could devise, a remedy could not be found, and an affectionate wife and mother, after a long illness, had to obey the summons which sooner or later comes to all. Mrs. Graff leaves a devoted husband and a little daughter, four years of age, to lament their loss, and in their deep affliction have the profound sympathy of all the members of Prairie Lodge and of the Brotherhood. The funeral at Huron was largely attended and appropriate remarks were made by Rev. H. S. Mills, after which the remains were taken to the railroad station to be conveyed to Rochester, Minn., where the last sad rites will be performed and the grave receive its treasure.

DELINQUENTS.

There are constant complaints that members of Subordinate Lodges are not notified by the Collector of their delinquencies. This is not the duty of Collectors. Delinquents are always notified through the columns of the *Magazine*. If members would consult the *Magazine* they would always be in possession of the required information. Besides, the member himself knows when he is delinquent. He knows when he has paid and when he has not paid—hence complaints are not important.

BRO. Henry Angles, of Beaver Lodge, No. 117, London, Ontario, was killed March 1st, 1889, while on an excursion train from Port Stanleys. The poor fellow had a terrible death and a most singular experience. The two engineers for whom he fired previous to the one with whom he was associated, were both killed at his side, Bro. Angles escaping in both instances by jumping. One of the engines from which he escaped went into a canal at Manitow, and the other ran through a freight train on a level crossing at St. Thomas, the engine striking an oil tank, his engineer and many others being killed. And now while on an excursion from Port Stanleys, it was his time to die by jumping, while the engineer, by sticking to his engine, escaped. Few men have such an experience.

The attention of our members is called to an annoying error that occurred in the advertisement of the Matchless Metal Polish Co., in the April number of the *Magazine*. Through an oversight the old copy was used instead of the revised copy, and as a consequence an old advertisement appeared which had done service long ago, and was entirely out of date. The advertisement in this issue is the correct one, and the one which should have appeared in the first place. Members who have entered into competition for the prizes will note that the contest will extend to January 15. The Matchless Metal Polish Co. is building up an immense trade owing entirely to the superior quality of its goods. Every fireman should give their polish a trial.

We read with much satisfaction an editorial article in the April number of the Union Pacific employes *Magazine*, captioned, "Who pays the taxes?" The important question should be kept before the people. In the October number of this *Magazine*, 1886, we discussed the subject under the caption of "Labor and taxation." In that article, among other things, we said:

"One broad, fundamental axiom, that the consumer pays the taxes, settles the question. From it there is no appeal. But it may be said that though the truth of the proposition has reached universal recognition, it is practically denied in thousands of instances to the detriment of workingmen, when they assume to take an active part in public affairs."

"We boldly assume that there is not an enterprise, industrial, mercantile or financial, in which those who launch them forth, do not propose to make labor pay the taxes, and if there is an exception, we shall be glad to chronicle it."

And now comes the Union Pacific employes *Magazine* with its corroborative arguments and illustrations. It says:

"Every man who is not a pauper, pays taxes on all taxables that he and all those he supports, uses. A rent receipt, a receipted bill for goods that a man and his dependents will, or have consumed, is as true an indication that taxes have been paid by him, as the holder of the receipt of the tax collector."

It is high time that such facts were fully comprehended by the workmen of America, and that those who are forever depreciating men who work, assuming that they do not pay taxes, should be compelled to desist from further slanders. Let the debate proceed.

THE New York *World* discusses the Fall River strike of the cotton mill operatives of that city, and says the strikers are "simply asking for a fair share of the benefits of a high tariff," and adds:

We should suppose this would be the expectation and attitude of the working people in all protected industries. The tariff was first advanced beyond the revenue principle upon the theory of "building up infant industries." But now that most of these coddled infants are hoary veterans from fifty to a hundred years old the plea is made that high duties are necessary to enable manufacturers to pay high wages to American workmen.

Very well. We like that. The higher the better. But in 1884 wages in the Fall River mills were cut down. The excuse given was that "Free Trade" men and American industries by professing to give some of them untaxed raw materials and to reduce the duties on others to within some 20 per cent. of the rate prevailing at the beginning of the war. Now that the war duties are secure for four years more it is natural that the operatives should ask for their share of the protection. The stocks of the Fall River Mills are at a premium of from 22 to 150 per cent. They are paying dividends of from 10 to 22½ per cent. Meanwhile the wages of the operatives are but little more for sixty hours work per week than the English wages are for fifty-six hours, though "each American operative," according to Secretary Blaine's report in 1881, "works up as much raw material as two British operatives. Why should not the tariff barons live up to their doctrine and give labor a benefit?"

The cotton mill kings can afford to pay their employes fair wages. This they are not doing, and hence the strike. Men will continue to deplore strikes. We shall have balance sheets showing the losses and gains of strikes, business will be embarrassed by strikes, men and women will suffer because of strikes, but just as long as injustice controls the policy of men who hire workingmen to perform labor, just as long as they are denied fair pay for an honest day's work, just so long will strikes occur. The way to put a stop to strikes is to deal justly with workingmen. Anything else is a shame, a fraud, a delusion, a crime. Workingmen should see this and federate for mutual protection.

GRAND LODGE

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Dues and Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

MAY, 1889.



Assessment Notice for May.

OFFICE OF GRAND LODGE, B. OF L. F. }
TERRE HAUTE, IND., May 1, 1889. }

ASSESSMENT No. 3, \$2.00.

To Receivers of Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified of the death and disability of the following members who were entitled to all the benefits of the Order, viz.:

CLAIM No. 51. Shepard Hess, of Re-Echo Lodge, No. 195, died of Typhoid Fever, October 2d, 1888.

CLAIM No. 52. Alexander Brown, of Pine City Lodge, No. 81, was killed by Railroad Accident, October 27th, 1888.

CLAIM No. 53. Wm. E. McDaniels, of Bayou City Lodge, No. 146, was killed by Railroad Accident, November 10th, 1888.

CLAIM No. 54. J. W. Walsh, of Sprague Lodge, No. 133, was declared totally disabled by loss of eye sight, November 15th, 1888.

CLAIM No. 55. J. F. Grabbil, of Hercules Lodge, No. 68, died with Pleurisy, November 24th, 1888.

CLAIM No. 56. T. W. Mooney, of Three Branch Lodge, No. 304, died of Pneumonia, January 6th, 1889.

CLAIM No. 57. R. D. Gordon, of St. Lawrence Lodge, No. 15, died of Consumption January 13th, 1889.

CLAIM No. 58. Wm. A. Brubaker, of Union Lodge, No. 133, was killed by a Railroad Accident, January 16th, 1889.

CLAIM No. 59. J. A. Flack, of Union Lodge, No. 133, was killed by Railroad Accident, January 17th, 1889.

CLAIM No. 60. Charles Mikow, of Harbor City Lodge, No. 300, was killed by Railroad Accident, January 22d, 1889.

CLAIM No. 61. J. R. Adams, of Fortune Lodge, No. 120, died with Bright's Disease, March 2d, 1889.

CLAIM No. 62. C. E. Barkman, of Dear Park Lodge, No. 1, was declared totally disabled with Anchylosis of the Arm, January 25th, 1889.

CLAIM No. 63. John E. Holdsworth, of Northern Light Lodge, No. 127, died of Typhoid Fever, January 25th, 1889.

CLAIM No. 64. H. M. Everett, of Comet Lodge, No. 126, was declared totally disabled with Chronic Intestinal Catarrh, January 25th, 1889.

CLAIM No. 65. Charles Poole, of Overland Lodge, No. 123, was declared totally disabled with Paralysis, January 25th, 1889.

CLAIM No. 66. Charles Fidler, of Gold Range Lodge, No. 341, died from the effects of injuries received in Railroad Accident, January 25th, 1889.

CLAIM No. 67. P. W. Fager, of Enterprise Lodge, No. 75, was declared totally disabled with Heart Disease, January 30th, 1889.

CLAIM No. 68. R. E. Alexander, of Delaware Lodge, No. 231, died of Typhoid Fever, February 11th, 1889.

CLAIM No. 69. Wm. Utterbach, of Tried and True Lodge, No. 361, died of Piles, February 12th, 1889.

CLAIM No. 70. Patrick Wall, of Bethesda Lodge, No. 382, was killed by a Railroad Accident, February 19th, 1889.

CLAIM No. 71. Joseph P. Cain of Plain City Lodge, No. 238, was killed by a Gun-shot Wound, February 19th, 1889.

CLAIM No. 72. F. O. Seesholtz, of Provident Lodge, No. 220, was killed by Railroad Accident, March 1st, 1889.

CLAIM No. 73. Harry Angles, of Beaver Lodge, No. 117, died from injuries received in a Railroad Accident, March 1st, 1889.

CLAIM No. 74. J. S. McCurdy, of Mt. Hood Lodge, No. 167, died from the effects of an injury caused by a Fall from an Embankment, March 2nd, 1889.

CLAIM No. 75. Andrew Flynn, of Liberty Lodge, No. 242, was declared totally disabled on account of Amputation of Arm, March 5, 1889.

An Assessment of Two Dollars (\$2.00) has been levied for the payment of the above claims and the Receiver is required to forward said amount for each member, whose name appears on the rolls May 1st, 1889, as provided in Section 52 of the Constitution, said remittance to reach the Grand Lodge not later than May 20th, 1889. Any Lodge failing to make returns as above provided will stand suspended from all the benefits of the Order, as per Section 54 of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. & T.

Acknowledgments.

DANVILLE, ILL., March 22, 1889.

To the Brotherhood of Locomotive Firemen:

DEAR SIRS AND BROTHERS:—With feelings of gratitude I wish to acknowledge the receipt of \$1.500 due me on my disability claim. I also wish to return my sincere thanks to the members of Hercules Lodge, No. 83, who took such interest in my welfare.

Fraternally,

THOMAS McDERMOT.

LEADVILLE, COL., March 21, 1889.

Editor Firemen's Magazine:

Yesterday I received a draft for \$1,500—my disability claim—for which accept my thanks to the Brotherhood, also to Lodges Nos. 196, 140 and 59, for their many acts of kindness during my two years of sickness. They showed their liberality, friendship and brother love, which could not be excelled by members of any Order.

Yours fraternally,

E. H. NOBLE.

ROME, N. Y., March 27, 1889.

To the Brotherhood of Locomotive Firemen:

DEAR SIRS AND BROTHERS:—It is with feeling of sincere gratitude that I acknowledge the receipt of a draft for \$1,500, due on my disability claim. My draft was presented to me by our worthy Brother and Receiver, G. B. Walker, of Empire Lodge, No. 212. Wishing that the Brotherhood may prosper in the future as it has in the past, I remain your disabled Brother,

CHARLES H. GRIMES.

NEWARK, O., March 15, 1889.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I desire to return my sincere thanks for the payment of \$1,500, the insurance due me upon the policy of my son, Harry M. Tomlinson. I also wish to thank the officers and members of Taylor Lodge, No. 175, for their kind attention to us and for the respect paid my son after his death. Wishing the noble Brotherhood a prosperous future, I remain,

Yours truly,

MRS. M. E. TOMLINSON.

STREATOR, ILL., March 26, 1889.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

DEAR BROTHERS:—Allow me through the columns of the *Magazine*, to express my gratitude toward the Order for a draft of \$1,500, due me as a disability claim. I sincerely thank those who rendered me assistance during my recent illness. May success crown the efforts of the Grand Officers, and may He who watches over us protect the members of the B. of L. F. Is the wish of your disabled brother,

JOHN T. FOLEY.

KANSAS CITY, Mo., April 1, 1889.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

DEAR SIRS:—It is with feelings of heartfelt gratitude that I hereby acknowledge the receipt of \$1,500 on the policy of my late husband, John T. McManus, of West End Lodge, No. 18, and I wish to tender my thanks to the members of No. 18, and also to the members of Nos. 74 and 37 for their kindness to me in my bereavement. May God in His mercy deal kindly with you all, and God speed the noble Brotherhood on its many missions of mercy is the wish of

MRS. A. G. MCMANUS.

MONTEZUMA, IND., March 21, 1888.

To the Brotherhood of Locomotive Firemen:

DEAR SIRS AND BROTHERS:—Allow me through the *Magazine*, to return my heartfelt thanks to the officers and members of Eureka Lodge, No. 14, for their kindness and good attention to myself and family during my recent sickness. Also to the officers of the Grand Lodge for the prompt payment by draft for \$1,500.00 due me on my disability claim. Wishing you all good luck and the best of success in all your undertakings, I am

Yours fraternally,

JOHN HORN.

COLLINWOOD, O., April, 5, 1889.

To Miss O'Rourke:

KIND FRIEND: We desire to express to you in the name of Lake Shore Lodge, No. 183, B. of L. F., our heartfelt thanks for the beautiful token of remembrance in the form of a finely embroidered Alter Cloth, received by us at one of our regular meetings. Its warm colors and bright letters reminded us that loving hearts and kind hands are waiting to welcome us home and minister to our wants in time of sickness and suffering. Its clasped hands, an emblem of friendship, makes a fitting place to lay open that book in whose pages of holy writ we are taught to forgive and love even our enemies. Hoping that your life may be as bright as the silver sheen of its letters we remain

Respectfully yours,

H. I. MILLER,
W. F. STOREY,
G. C. REDHEAD.

CATAWISSA, PA., April 4, 1889.

MR. EDITOR:—I beg leave to acknowledge through our valuable *Magazine*, the receipt of a draft for fifteen hundred dollars (\$1,500), the amount due me on my disability claim. Permit me to tender the Brotherhood my sincere thanks and gratitude for the amount. Also allow me to thank Bro. J. Haley, the Collector of our noble Lodge, No. 324, for paying my assessments for the last nine months; success to his future life. I sincerely wish to thank Bro. H. O. Motter, of Lodge No. 174, our delegate to the convention, for the kind assistance he rendered me by presenting my claim. Their kindness will ever be remembered, and may God bless each and every one of us, and may the Brotherhood prosper and be to others as it has truly been to me. With my best wishes for the Order, I remain,

Yours fraternally,

JOHN GETKIN.

Unknown Addresses.

CHARLES H. SWEET—Is requested to correspond with the Secretary of his Lodge.

A. BAKER—Of St. Lawrence Lodge, No. 15, is requested to correspond with his Lodge.

JAMES SHEEHY—Is requested to correspond with his brother, Martin Sheehy, Winslow, A. T.

FRANK BEACH—Is requested to communicate with W. W. Rowe, Secretary of Susquehanna Lodge, No. 71, Oneonta, N. Y.

JESSE D. ROBBINS—Formerly employed on the C. & S. T., is requested to correspond with S. F. McNulty, Secretary of John Hickey Lodge, No. 286, South Kaukauna, Wis.

Beneficiary Statement.

OFFICE OF GRAND SECRETARY AND TREASURER.
TERRE HAUTE, IND., April 1, 1889.

To Subordinate Lodges:

SIRS AND BROTHERS: The following is a statement of the Beneficiary Fund, for the month ending March 31, 1889:

RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	\$144	68	\$84	135	\$64	202	\$100	269	\$72
2	376	69	80	136	52	203	139	270	203
3	110	70	66	137	56	204	18	271	46
4	304	71	116	138	66	205	90	272	58
5	190	72	224	139	34	206	134	273	76
6	110	73	80	140	118	207	114	274	50
7	58	74	20	141	167	208	90	275	53
8	128	75	160	142	186	209	66	276	36
9	184	76	132	143	82	210	56	277	28
10	126	77	216	144	..	211	98	278	20
11	186	78	70	145	..	212	70	279	7
12	456	79	72	146	50	213	52	280	38
13	170	80	..	147	112	214	60	281	318
14	304	81	182	148	118	215	114	282	40
15	86	82	200	149	384	216	48	283	82
16	240	83	114	150	104	217	42	284	180
17	56	84	118	151	90	218	30	285	98
18	66	85	122	152	102	219	98	286	116
19	102	86	134	153	51	220	76	287	96
20	60	87	44	154	40	221	70	288	30
21	126	88	96	155	40	222	44	289	856
22	57	89	20	156	74	223	..	290	12
23	10	90	92	157	26	224	86	291	82
24	78	91	84	158	307	225	24	292	20
25	..	92	54	159	48	226	62	293	28
26	134	93	138	160	96	227	46	294	48
27	160	94	226	161	40	228	249	295	38
28	106	95	246	162	194	229	59	296	61
29	60	96	70	163	60	230	116	297	60
30	60	97	134	164	92	231	86	298	32
31	64	98	117	165	96	232	42	299	82
32	70	99	184	166	94	233	46	300	66
33	100	100	52	167	..	234	44	301	38
34	94	101	48	168	..	235	78	302	40
35	52	102	64	169	264	236	80	303	14
36	98	103	242	170	82	237	142	304	58
37	66	104	40	171	48	238	60	305	42
38	118	105	18	172	90	239	96	306	3
39	74	106	51	173	148	240	160	307	37
40	86	107	..	174	192	241	20	308	52
41	123	108	46	175	36	242	179	309	29
42	44	109	144	176	28	243	34	310	148
43	58	110	60	177	76	244	174	311	376
44	337	111	116	178	122	245	117	312	48
45	137	112	64	179	88	246	96	313	44
46	90	113	136	180	34	247	230	314	379
47	140	114	28	181	22	248	88	315	40
48	140	115	56	182	62	249	47	316	382
49	90	116	104	183	80	250	168	317	76
50	..	117	92	184	28	251	106	318	38
51	90	118	52	185	48	252	150	319	36
52	114	119	40	186	140	253	72	320	12
53	44	120	144	187	36	254	108	321	387
54	196	121	9	188	150	255	40	322	52
55	50	122	22	189	82	256	127	323	388
56	40	123	167	190	42	257	92	324	28
57	340	124	76	191	80	258	50	325	12
58	68	125	76	192	168	259	56	326	36
59	144	126	137	193	48	260	86	327	42
60	38	127	86	194	94	261	48	328	66
61	142	128	50	195	52	262	66	329	12
62	102	129	144	196	80	263	76	330	396
63	74	130	96	197	116	264	96	331	20
64	46	131	88	198	58	265	124	332	36
65	..	132	88	199	56	266	128	333	24
66	112	133	131	200	18	267	130	334	398
67	166	134	68	201	160	268	..	335	400

Balance on hand March 1, 1889 \$36,102 75
Received during the month .. 32,305 00

Total .. \$68,407 75

DISBURSEMENTS.

By Beneficiary Claims paid at \$1,500 each,
as follows: Nos. 26, 27, 28, 29, 30, 31, 32,
33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45,
46, 47, 48, 49, 50 .. \$37,500 00
Balance on hand April 1, .. \$30,907 75
Respectfully submitted,
EUGENE V. DEES, G. S. AND T.

Grand Lodge.

F. P. SARGENT .. Grand Master
Terre Haute, Indiana.
J. J. HANNAHAN .. Vice Grand Master
Box 655, Englewood, Ill.

E. V. DEES .. Grand Secretary and Treasurer
Terre Haute, Indiana.

E. V. DEES .. Editor and Manager of Magazine
Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

F. P. McDONALD .. Chairman
2131 South Eleventh St., St. Joseph, Mo.

C. C. SUTHERLAND .. Secretary
Goodland, Kansas.

C. A. WILSON .. 147 Pacific Ave., Jersey City, N. J.

GRAND EXECUTIVE BOARD.

HARRY WALTON .. Chairman
430 Wyoming St., West Philadelphia, Pa.

W. F. HYNES .. Secretary
835 Eleventh St., Denver, Col.

J. J. LEAHY .. 2327 Fremont St., Philadelphia, Pa.
SIDNEY VAUGHN .. 5 Draper St., Toronto, Ontario
C. J. SINGLETON .. L. Box 835, Mattoon, Ill.

Subordinate Lodges.

1. DEER PARK; Port Jervis, N. Y.

Meets in Union Hall at 2 P. M., every Sunday.
James Fordyce, Box 395 .. Master
William Uhlman, 18 Crawford St. .. Secretary
William Uhlman, 18 Crawford St. .. Collector
Charles E. Barkman, Box 26 .. Receiver
W. H. Decker, 143 Pike St. .. Magazine Agent

2. SPARTAN; Monro, Ind.

Meets in Odd Fellows' Hall 1st and 3d Sundays at
2 P. M.
Chas. N. Hill .. Master
Thos. Doran .. Secretary
Clint Williams .. Collector
Herman Crumbo .. Receiver
Thos. Doran .. Magazine Agent

3. ADOPTED DAUGHTER; Jersey City, N. J.

Meets in Germania Hall, 140 Newark ave., 2d and
4th Sundays at 2 P. M.
C. W. Martin, 467 Grove St .. Master
D. W. J. Mahoney, 243 Second St. .. Secretary
J. B. Sweet, 125 Academy St. .. Collector
J. B. Sweet, 125 Academy St. .. Receiver
J. H. Voorhis, 243 2d St. .. Magazine Agent

4. GREAT EASTERN Portland, Maine.

Meets in B. of L. E. Hall, 1st and 3d Sunday.
F. O. Mitchell, 12 Mountfort St. .. Master
C. D. Getchell, 9 Brattle St. .. Secretary
A. E. Dennison, 23 Merrill St. .. Collector
F. A. Huff, 47 Hanover St. .. Receiver
F. Howard Pember, 89 Lincoln
St. .. Magazine Agent

5. CHARITY; St. Thomas, Ontario.

Meets in Engineer's Hall every Tuesday at 7:30
P. M.
M. J. Blanch, Box 1273 .. Master
Wm. Deyell, Box 1273 .. Secretary
James Ballentyne, Box 1273 .. Collector
Frank Turrill, Box 1273 .. Receiver
Joseph R. Odell, Box 1273 .. Magazine Agent

6. PRIDE OF THE WEST; DeSoto, Mo.

Meets in K. P. Hall, 2d and Boyd Sts., every Monday at 2 P. M.
 J. Christofel, L. Box 196 Master
 Alexander Williams, L. Box 212 Secretary
 Michael Rabbitt, Box 18 Collector
 Michael Rabbitt, Box 18 Receiver
 Alex. Williams, L. Box 212 Magazine Agent

7. POTOMAC; Washington, D. C.

Meets 2d and 4th Sundays in Monumental Building, Pennsylvania avenue, northwest, between 1st and 2d Streets.
 A. J. Williams, 327 C St., S. W. Master
 A. Wilvert, 17 Virginia Ave., S. W. Secretary
 Wm. C. Jasper, 509 S Capitol St. Collector
 A. J. Williams, 327 C St., S. W. Receiver
 John F. Robey, 442 2d St., S. W. Magazine Agent

8. RED RIVER; Denison, Texas.

Meets in I. O. O. F. Hall, Main St., 1st and 3d Saturdays at 7 P. M., and 2d and 4th at 2 P. M.
 W. R. Lanan, 227 Munson St. Master
 R. E. Sherrill, 717 Nelson St. Secretary
 T. W. Weaver, 700 W Munson St. Collector
 J. J. Crofton, 308 Houston Ave. Receiver
 Jerry Scott, 800 Shepherd St. Magazine Agent

9. FRANKLIN; Columbus, Ohio.

Meets at 64½ N High St., first Monday and third Tuesday evenings.
 F. W. Arnold, Box 53 Master
 C. C. Cotto, 996 Pennsylvania Ave. Secretary
 N. T. Beynon, 97 St. Clair St. Collector
 F. J. Kistler, 212, 214 South High St. Receiver
 Leonard Lawrence, 860 Arsenal Ave. Magazine Agent

10. FOREST CITY; Cleveland, Ohio.

Meets at 182 Ontario St., 1st and 3d Sundays at 1:30 P. M.
 Jas. F. Tousley, 24 Alford St., S. S. Master
 A. G. Laubecher, Seward St., West Cleveland Secretary
 T. P. Curtis, 141 Emmett St., S. S. Collector
 John Crouse, 81 Penn St. Receiver
 A. G. Laubecher, Seward St., West Cleveland Magazine Agent

11. EXCELSIOR; Phillipsburg, N. J.

Meets in Grimer's Hall, 2d and 4th Sundays.
 Frank N. Caffey Master
 C. A. Stevenson, Box, 106 Secretary
 Elvin Teel Collector
 J. W. Sinclair, L. Box 96 Receiver
 E. F. Stevenson Magazine Agent

12. BUFFALO; Buffalo, N. Y.

Meets at 198 Seneca St., every Tuesday at 8 P. M.
 J. J. Knauff, 238 Fifth St. Master
 Wm. J. Bruman, 395 Swan St. Secretary
 W. J. Minor, 507 Eagle St. Collector
 P. J. McNamara, 178 Miami St. Receiver
 Jno. S. Bauld, 237 Elk St. Magazine Agent

13. WASHINGTON; Jersey City, N. J.

Meets cor. Maple St. and Pacific Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M.
 George E. Hull, 336 Communipaw Ave. Master
 Henry Kline, 128 Van Horn St. Secretary
 Arthur M. Bogart, 334 Communipaw Ave. Collector
 Peter C. Quick, Somerville, N. J. Receiver
 Edward Rhodes, 154 Whiton St. Magazine Agent

14. EUREKA; Indianapolis, Ind.

Meets at 34 W Washington St., fourth floor, every Tuesday at 8 P. M.
 Geo. P. Kern, 77 E Morris St. Master
 Wm. F. Smith, 680 E Washington St. Secretary
 E. J. Kline, 635 North West St. Collector
 W. J. Hugo, 45 Ruckel St. Receiver
 H. Zink, Vandalia Yard Office Magazine Agent

15. ST. LAWRENCE; Montreal, Canada.

Meets in St. Charles Club Room, Point St. Charles, every alternate Sunday.
 James Murphy, 65 Mullen St. Master
 James Ashcroft, 240 Magdalen St., Point St. Charles, Montreal Secretary
 Samuel Edwards, 212½ Bourgeois St. Collector
 Point St. Charles, Montreal Receiver
 H. J. Clarke, 154 Charron St., Point St. Charles, Montreal Receiver
 Richard Burke, 60 Mullins St. Magazine Agent

16. VIGO; Terre Haute, Ind.

Meets 2d and 4th Mondays, at 7:30 P. M.
 E. V. Debs Master
 J. F. O'Reilly, 624 N 5th St. Secretary
 Henry Balesdorf, 203 N 12th St. Collector
 C. A. Bennett, 1004 N 9th St. Receiver
 Ralph Sherburne, 602 N 8th St. Magazine Agent

17. PINE RIDGE; Chadron, Neb.

Meets in Lowenthal Bros.' Hall, 1st and 3d Sundays at 1 P. M.
 J. H. Royce, L. Box 307 Master
 L. V. Bowman Secretary
 E. M. Wiles, L. Box 321 Collector
 Rufus E. Chandler, L. Box 315 Receiver
 D. H. Coyle Magazine Agent

18. WEST END; Slater, Mo.

Meets in I. O. O. F. Hall, 1st and 3d Sunday nights.
 Charles McMillan Master
 J. J. Day Secretary
 Albert Disney, Box 19 Collector
 George W. Michel, Box 145 Receiver
 F. S. Adams Magazine Agent

19. TRUCKEE; Wadsworth, Nevada.

Meets every Friday at 7 P. M.
 J. S. Raitt, Box 8 Master
 W. E. Cobb, Box 437 Secretary
 F. W. Youngmans, Box 8 Collector
 Edgar Shepley, Box 8 Receiver
 Charles Short, Box 8 Magazine Agent

20. STUART; Stuart, Iowa.

Meets in Engineer's Hall every Monday at 7:15 P. M.
 Ed. Cahow Master
 George C. Wells, Box 117 Secretary
 George Morse Collector
 A. H. Copeland Receiver
 Pat Quinn, Box 183 Magazine Agent

21. INDUSTRIAL; St. Louis, Mo.

Meets at 902 South 4th St., 2d and 4th Tuesday 8 P. M.
 Eli Giclas, 944 Chouteau Ave. Master
 D. C. McClintock, 2120 Randolph St. Secretary
 William Merkle, 810 Chambers St. Collector
 Wm. C. Linck, 1422 Dodier St. Receiver
 Wm. C. Linck, 1422 Dodier St. Magazine Agent

22. CENTRAL; Urbana, Ill.

Meets in I. O. O. Hall, 2d and 4th Sundays.
 Daniel O'Connor Master
 George Richter Secretary
 Alexander McLennan Collector
 Daniel O'Connor Receiver
 George Brash Magazine Agent

23. PHOENIX; Brookfield, Mo.

Meets 2d and 4th Tuesdays, in Odd Fellow's Hall.
 Joshua Proctor Master
 John S. Ott, Box 381 Secretary
 C. M. Propst, Box 64 Collector
 John S. Ott, Box 381 Receiver
 A. P. Josselyn Magazine Agent

24. GREAT WESTERN; Parsons, Kansas.

Meets in I. O. O. Hall, on Johnson Ave., every Wednesday at 2:30 P. M.
 J. E. Powell, L. Box 144 Master
 F. E. Green, Box 413 Secretary
 Charles W. Maier, Box 514 Collector
 J. E. Powell, L. Box 144 Receiver
 Wm. J. Mathis, Box 568 Magazine Agent

25. CONNECTING LINK; Boone, Iowa.

Meets 1st and 3d Sundays at 2 P. M.
 Aaron Starke, Box 349 Master
 Ed. C. Brownson, Box 34 Secretary
 James F. Bills Collector
 Simon Rogers Receiver
 N. Burlingame Magazine Agent

26. ALPHA; Baraboo, Wis.

Meets in B. of L. E. Hall, 2d and 4th Mondays
 William H. Pobjoy Master
 Thomas Williams Secretary
 William H. Pobjoy Collector
 Frank R. Melcher Receiver
 E. M. Terry Magazine Agent

27. HAWKEYE; Cedar Rapids, Iowa.

Meets in Room 13, O'Hara's Block, 2d Sunday at
 2:30 P. M., and 4th Mondays at 7:30 P. M.
 Fred. McArdle, 353 G Ave., West Master
 J. E. Collins, 20 8th St., N. Secretary
 J. L. Jennings, 328 G Ave., West Collector
 Fred. McArdle, 353 G Ave., West Receiver
 C. G. Jones, 69 2d Ave Magazine Agent

28. ELKHORN; North Platte, Neb.

Meets every Wednesday at 7:30 P. M.
 Thomas Burney, L Box 285 Master
 W. H. Coleman, Box 214 Secretary
 Lewis Clark Collector
 Frank D. Winn, L Box 232 Receiver
 W. C. Stevenson, Box 15 Magazine Agent

29. CERRO GORDO; Mason City, Iowa.

Meets 1st and 3d Tuesday evening of each month,
 corner Second and Main Sts.
 Charles O. Burkhart, Box 147 Master
 J. H. Fulton, Box 706 Secretary
 Max Newbowers Collector
 J. H. Fulton, Box 706 Receiver
 S. A. Trine Magazine Agent

30. CEDAR VALLEY; Waterloo, Iowa.

Meets in Black Hawk Hall, Lafayette St. and E
 Waterloo, 1st and 3d Sundays at 2 P. M.
 E. T. Gregory, 514 Saxon St. Master
 R. A. Corson, Box 1154 Secretary
 H. P. Esty Collector
 R. A. Corson, Box 1154 Receiver
 J. A. Mulkern, 26 5th St., Dubuque,
 Iowa Magazine Agent

31. R. R. CENTRE; Atchison, Kansas.

Meets 2d and 4th Sundays in Woodman's Hall,
 cor. 6th and Kansas Ave.
 H. L. Clark, cor. Roberts and Commer-
 cial Sts. Master
 S. S. Hamrick, 1608 Main St Secretary
 Chas. Bennington, 14th and Santa Fe St. Collector
 John O'Connor, 1303 Main St Receiver
 Frank Short Magazine Agent

32. BORDER; Ellis, Kansas.

Meets in K. of P. Hall every Tuesday at 3 P. M.
 George M. McClure, Box 265 Master
 Gustave Ebeling Secretary
 A. M. Petrie, Box 103 Collector
 A. Waters, Box 105 Receiver
 Harry Stigall Magazine Agent

33. SUCCESS; Trenton, Mo.

Meets in Engineer's Hall, over Union Bank, 1st
 and 3d Mondays at 2 P. M., and 2d and 4th
 Mondays, at 7 P. M.
 Thomas E. Torpey Master
 Thomas Griffin, Box 145 Secretary
 Chas. W. Gallup Collector
 Frank M. Park Receiver
 C. H. Torpey Magazine Agent

34. CLINTON; Clinton, Iowa.

Meets in Engineer's Hall, 4th St., 1st and 3d Sun-
 days at 2:30 P. M.
 Frank A. Kinch, 522 7th Ave Master
 J. M. Wheeler, 515 Comanche Ave Secretary
 Frank A. Kinch, 522 7th Ave Collector
 Thomas E. Bulen, 619 6th Ave Receiver
 A. J. Hemstead, 423 8th Ave Magazine Agent

35. AMBOY; Amboy, Ill.

James Lavell Master
 Thomas Monahan, Box 458 Secretary
 James Bersley Collector
 Thomas Monahan, Box 458 Receiver
 James P. Duggan Magazine Agent

36. TIPPECANOE; Lafayette, Ind.

Meets in Red Men's Hall, at 2 P. M., Sundays.
 Charles Ernst, 164 Salem St., over U. S.
 Express Co Master
 Albert H. Kelley 98 Green St. Secretary
 Louis Raub, 126 N 8th St Collector
 W. R. Johnson, 110 S 4th St Receiver
 M. S. Hewes, 82 Smith St Magazine Agent

37. NEW HOPE; Centralia, Ill.

Meets every Thursday at 8 P. M.
 H. G. Cormick, Box 151 Master
 W. D. Holton, Box 244 Secretary
 W. D. Holton, Box 244 Collector
 C. W. Styles Receiver
 T. J. Prickett Magazine Agent

38. AVON; Stratford, Ontario.

Meets 1st and 3d Sundays at 2 P. M.
 James Harvey, Box 318 Master
 J. T. Burke, Box 318 Secretary
 William O'Brien, Box 318 Collector
 George Nursey, Box 318 Receiver
 S. J. Spencer, Box 318 Magazine Agent

39. TWIN CITY; Rock Island, Ill.

Meets in Engineer's Hall, 2d and 4th Sundays
 at 2 P. M.
 George H. Hinkley Master
 Daniel H. Moroney, 8th Ave. & 27th St. Secretary
 John C. Kane, cor. 6th Ave. and 25th St., Collector
 George H. Hinkley Receiver
 James Griffin, cor. 9th Ave. and 27th
 St Magazine Agent

40. BLOOMING; Bloomington, Ill.

Meets at 910 W Chestnut street, Tuesdays at 7:30
 P. M.
 Joseph Turpin, 707 W Locust St. Master
 P. L. Cutler, 707 W Locust St. Secretary
 P. L. Cutler, 707 W Locust St. Collector
 Ed. J. Spreen, 808 N Mason St. Receiver
 Thomas Powderly, 1208 Western Ave.,
 Magazine Agent

41. ONWARD; Dickinson, Dakota.

Meets in Odd Fellow's Hall, every Thursday at
 7:30 P. M.
 W. F. Cunningham, L Box 215J Master
 O. A. Dosskey, Box 17 Secretary
 O. A. Dosskey, Box 17 Collector
 Joseph Crosthwaite, L Box 158 Receiver
 W. K. Williams, Box 32 Magazine Agent

42. ELMO; Madison, Wis.

Meets in Good Templar's Hall, 2d and 4th Sun-
 days.
 Alfred H. Tyler, 312 Lake St Master
 Jno. L. Cashen, cor. Clymer & Broom St. Secretary
 John Harrington, 520 W Main St. Collector
 Byron B. Wilber, 720 W Dayton St Receiver
 Frank Lawrence, 614 Midlin St Magazine Agent

43. ST. JOSEPH; St. Joseph, Mo.

Meets in I. O. O. F. Hall, 10 Pacific St., 1st and 3d
 Thursdays.
 F. O. Porter, N. E. Cor. 13th and Penn St. Master
 James Hyndman, 2216 S Sixth St Secretary
 James Hyndman, 2216 S Sixth St Collector
 W. E. Sullivan, 2303 S Sixth St Receiver
 W. E. Sullivan, 2303 S Sixth St Magazine Agent

44. F. W. ARNOLD; East St. Louis, Ill.

Meets in Jackiesch Hall, corner Missouri and Main Sts., alternate Tuesdays at 7:30 P. M.
 T. J. Hayes, Box 375 Master
 J. P. Collins Secretary
 Chas. E. Long, Box 354 Collector
 Phil. C. Cramer, Box 68 Receiver
 C. E. Long, Box 354 Magazine Agent

45. ROSE CITY; Little Rock, Ark.

Meets in Quapaw Hall every Monday night.
 P. H. Williams, 1114 Water St. Master
 Ed. Chamberlain, Box 174, Argenta, Ark. Secretary
 William Smith, 206 Cross St. Collector
 George Emery, 802 North St. Receiver
 Ed. Chamberlain, Box 174, Argenta, Ark. Magazine Agent

46. CAPITAL; Springfield, Ill.

Meets in Engineers' Hall, 217 South 5th St., 1st and 3d Sundays, at 2 P. M.
 A. Cunningham, 1125 N. Fifth St. Master
 E. W. Rowland, 421 S. 9th St. Secretary
 E. W. Rowland, 421 S. 9th St. Collector
 James Allen, S. 11th St. Receiver
 E. W. Anderson, 1007 Cook St. Magazine Agent

47. TRIUMPHANT; Chicago, Ill.

Meets in Prosperity Hall, N. E. corner State and 18th Sts., 1st Monday evening and 3d Sunday afternoons.
 W. E. Burns, 122 Newberry St. Master
 William Keeler, 3830 LaSalle St. Secretary
 William Keeler, 3830 LaSalle St. Collector
 C. W. Watson, 153 E. 22d St., Flat 12 Receiver
 Thos. O'Connor, 1240 Indiana Ave. Magazine Agent

48. W. F. HYNES; Peoria, Ill.

Meets in G. A. R. Hall 2d and 4th Saturdays at 7:30 P. M.
 George C. Watt, 617 1st St. Master
 J. V. Johnson, 412 Spencer St. Secretary
 W. A. McMillan, 206 State St. Collector
 George C. Watt, 617 1st St. Receiver
 John Watt, 617 First St. Magazine Agent

49. J. M. RAYMOND; Decatur, Ill.

Meets in Engineers' Hall, E. Eldorado St., 2d and 4th Sundays at 3 P. M.
 Charles Hockery, 1113 N. Calhoun St. Master
 George Horner, 1021 Cerro Gordo St. Secretary
 William Murphy, 921 E. Eldorado St. Collector
 A. H. Sutton, 975 N. Water St. Receiver
 E. J. Wilkins, 1330 E. William St. Magazine Agent

50. GARDEN CITY; Chicago, Ill.

Meets 1st and 3d Saturdays at 7:30 P. M.
 John J. Coffey, Kendrick's School, 143d and Tracy Ave., Town of Lake Master
 Calvin M. Wolcott, 5001 State St., corner 50th St. Secretary
 C. D. Dickerman, 5142 Dearborn St. Collector
 John J. Delaney, 4339 Halstead St. Receiver
 James T. Lee, 4703 State St., Adams House Magazine Agent

51. FRISCO; North Springfield, Mo.

Meets in Masonic Hall, 2d and 4th Saturdays of each month at 7:30 P. M.
 John S. Carson, Box 437 Master
 Michael Gaffney, Box 277 Secretary
 George Hasler Collector
 John S. Carson, Box 437 Receiver
 L. S. Wolfe, Box 448 Magazine Agent

52. GOOD WILL; Logansport, Ind.

Meets corner 4th and Market Sts., every Sunday at 2 P. M.
 Charles Truman, 1318 Spear St. Master
 W. A. McDonald, 1216 Smead St. Secretary
 John T. Maloy, 715 W. Ottawa St. Collector
 M. W. Jamison, Market and 4th Sts. Receiver
 J. A. Holland, corner George and 15th Sts. Magazine Agent

53. EMPORIA; Emporia, Kansas.

Meets in A. O. U. W. Hall, cor. 5th and Commercial Sts., 1st and 3d Mondays at 1 P. M.
 John C. Haupson, 309 W. 4th St., Newton, Kan. Master
 Louis D. Brigham, 108 Rural St. Secretary
 John McGaha, Moline, Kan. Collector
 John Turnpugh, 2 Pine St. Receiver
 Edward Fithen, Strong City Magazine Agent

54. ANCHOR; Moberly, Mo.

Meets in Supplies Bros.' Hall, Tuesdays at 7 P. M.
 James A. Robertson Box 34 Master
 J. T. Grimes, L. Box 113 Secretary
 M. Sullivan, Box, 1551 Collector
 R. P. Corrigan, Box 482 Receiver
 M. Sullivan, Box 1551 Magazine Agent

55. BLUFF CITY; Memphis, Tenn.

Meets at No. 16 Johnson Ave., 2d and 4th Thursday evenings.
 Jacob Fuches, L. & N. Shops Master
 Jacob Wagner, L. & N. Shops Secretary
 Jacob Wagner, L. & N. Shops Collector
 A. S. Klyce, L. & N. Shops Receiver
 J. E. McFadden, 186 Johnson Ave. Magazine Agent

56. BANNER; Stanberry, Mo.

Meets every Saturday night at 7:30 P. M.
 Joseph J. Smith Master
 W. E. Baldwin, L. Box 400 Secretary
 Charles H. Runyan Collector
 J. A. Newcomb Receiver
 Joseph J. Smith Magazine Agent

57. BOSTON; Boston, Mass.

Meets in Odin Hall, 47 Hanover St., 1st and 3d Sundays of each month.
 F. F. Derby, Fitchburg R. R. Engine House
 Charlestown, Mass. Master
 T. H. Haines, Ocean View St., Winthrop, Mass. Secretary
 A. W. Spurr, 66 Hammond St. Collector
 T. H. Haines, Ocean View St., Winthrop, Mass. Receiver
 H. E. Stevens, 5 Davis St. Magazine Agent

58. SACRAMENTO; Rocklin, Cal.

Meets in Masonic Hall, every Monday and Thursday at 1:30 P. M.
 C. C. Brown Master
 C. E. Warmington Secretary
 George B. Clark Collector
 Elmer E. Greeley Receiver
 Frank J. Peacock Magazine Agent

59. ROYAL GORGE; South Pueblo, Colo.

Meets every Monday evening at 7:30.
 A. M. McMurray, Box 458 Master
 John Gallagher, 27 Block S Secretary
 C. S. Walker, 124 Mechanic St., Pueblo Collector
 M. C. Donnelly, 610 E. 3d St., Pueblo Receiver
 John T. DeJersey, Pueblo Magazine Agent

60. UNITED; Philadelphia, Pa.

Meets in Dover Hall, Marshall St., above Susquehanna Ave., alternate Sundays.
 James Wertz, 2013 N. 3d St. Master
 B. F. Pettit, 2055 N. 9th St. Secretary
 J. R. Race, 521 Diamond St. Collector
 B. F. Pettit, 2055 N. 9th St. Receiver
 Chas. H. Reifner, 529 Butler St., Franklinlin, Pa. Magazine Agent

61. MINNEHAHA; St. Paul, Minn.

Meets in Druid's Hall, corner Jackson and 7th St., 2d and 4th Sundays.
 James V. Piper, corner Jackson St., and Como Ave. Master
 P. McLaughlin, 108 Sycamore St. Secretary
 H. E. Kemp, 238 Granite St. Collector
 Theo. T. Hart, 709 Tuscarora St. Receiver
 J. F. Mullany, Cor. Como Ave. and Jackson St. Magazine Agent

62. VANBERGEN; Carbondale, Pa.

Meets in Odd Fellows' Hall, cor. 7th and Church
Sts., 2d and 4th Sundays at 8 P. M.,
John P. McCawley, Box 608 Master
U. S. Van Dermark, Box 41 Secretary
W. H. Brokenshire Collector
A. M. Banks, Box 479 Receiver
D. N. Swan Magazine Agent

63. HERCULES; Danville, Ill.

Meets in K. of H. Hall, West Main St., 1st and
3d Sundays.
John Myers, 806 N Jackson St. Master
Bernard Manion Secretary
John Wakely, Box 772 Collector
H. J. Bohn, 501 E Main St. Receiver
T. A. Hudson Magazine Agent

64. SIOUX; Sioux City, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at 2:30
P. M.
D. L. Davenport, 1521 E 6th St Master
James Griffin, 419 Clark St Secretary
Sidney Welr, 506 Iowa St Collector
D. L. Davenport, 1521 E 6th St Receiver
Warren Bennett Magazine Agent

65. FORT RIDGELY; Waseca, Minn.

Meets in Engineers' Hall, 1st and 3d Sundays.
James B. Newcomer, Winona, Minn Master
G. Bennett, Box 3 Secretary
J. A. Robinson Collector
W. D. Grimes, Box 488 Receiver
M. J. Fitzpatrick, 821 W 5th St., Wino-
na, Minn Magazine Agent

66. CHALLENGE; Belleville, Ontario.

Meets in B. of L. F. Hall, 2d and 4th Sundays at
2:30 P. M.
Robert Milne, Belleville Station Master
F. C. Link, Belleville Station Secretary
W. J. Logue, Box 9, Belleville Station Collector
Timothy Daly, Jr., Belleville Station Receiver
R. Snell, Belleville Station Magazine Agent

67. DOMINION; Toronto, Canada.

Meets in I. O. O. F. Hall, 2d and 4th Sundays, at
2:30 P. M.
W. Brent, 85 Spadina Ave. Master
Sidney Vaughan, 5 Draper St Secretary
James Pratt, 172 Huron St Collector
Sidney Vaughan, 5 Draper St Receiver
Robert Reid, 31 Leonard Ave Magazine Agent

68. EAU CLAIRE; Altoona, Wis.

Meets 2d and 4th Sundays at 2 P. M.
Martin Dugan Master
J. S. McCauley Secretary
Patrick E. Keating, Box 62 Collector
E. W. Brogan Receiver
Charles Dinneen Magazine Agent

69. ISLAND CITY; Brockville, Ontario.

Meets in the Merrill Block, every Thursday at
7:30 P. M.
Thomas Shields, Box 558 Master
A. W. Dales, Box 206 Secretary
J. G. Goodison, Box 206 Collector
I. J. Becher, Box 558 Receiver
Francis Flanigan Magazine Agent

70. LONE STAR; Longview, Texas.

Meets in I. O. O. F. Hall, every Tuesday at 2
P. M.
I. H. Stout, Box 411 Master
Lorenzo D. Oden, Box 411 Secretary
Albert N. Oden, Box 411 Collector
Lorenzo D. Oden, Box 411 Receiver
C. W. Slayter, Box, 421 Magazine Agent

71. SUQUEHANNA; Oneonta, N. Y.

Meets in B. of L. E. Hall, 2d and 4th Sundays at
8 P. M.
Willard Robinson, 6 Mickley Ave Master
W. W. Rowe Secretary
R. W. Mills Collector
Irvin Baker Receiver
James Walters, 82 W Broadway Magazine Agent

72. WELCOME; Camden, N. J.

Meets at N. E. corner 3d and Federal Sts. 1st and
8d Sundays of each month.
John Colton, 508 Benson St. Master
James L. Gibbs, Collinswood, N. J. Secretary
Garret M. Weston, 565 Bridge St Collector
James L. Gibbs, Collinswood, N. J. Receiver
G. W. Austermuhl, 437 Mickle St. Magazine Agent

73. BAY STATE; Worcester, Mass.

Meets at 302 Main St., 2d and 4th Sundays.
E. Brewer, 27 Houghton St Master
Charles A. Smith, 124 Central St Secretary
J. J. Cunningham, 29 Pescott St Collector
Charles A. Smith, 124 Central St Receiver
W. N. Holland, 87 Prospect St. Magazine Agent

74. KANSAS CITY; Argentine, Kan.

Meets in K. of P. Hall, alternate Thursdays.
Thomas Donahue, Box 421 Master
Robt. Hodgkinson, Box 421 Secretary
G. B. Campbell, Box 421 Collector
Edwin J. Pearce, Box 421 Receiver
G. B. Campbell, Box 421 Magazine Agent

75. ENTERPRISE; Philadelphia, Pa.

Meets in Erickson's Hall, 3947 Lancaster Ave.,
2d and 4th Sunday afternoons
Chas. I. Bisbing, 916 Belmont Ave Master
C. W. Reeves, 750 N 36th St., West Phila-
delphia Secretary
John Finley, 3804 Fairmount Ave Collector
C. W. Reeves, 750 N 36th St., West Phila-
delphia Receiver
J. T. Findley, 3804 Fairmount Ave Magazine Agent

76. NEW ERA; Breckenridge, Minn.

Meets in Masonic Hall, 2d and 4th Sundays at 2
P. M.
George W. Sebastian, Box 134, Grand Forks,
Dakota Master
W. C. Hall Secretary
Harry Pearce Collector
W. W. Hurd Receiver
Wm. Pannon, Box 67 Magazine Agent

77. ROCKY MOUNTAIN; Denver, Colo.

Meets in Neef's Hall, 15th St., every Thursday at
7:30 P. M.
Charles D. Lane, 2646 Lawrence St Master
W. F. Brundage, 1216 Larimer St Secretary
D. L. Marrs, 445 Beecher Ave., N side Collector
W. F. Brundage, 1216 Larimer St Receiver
H. M. Johns, 940 11th St Magazine Agent

78. GOLDEN EAGLE; Sedalla, Mo.

Meets in Hart's Hall, E 13th St., every Thursday
at 7 P. M.
John Laybourne, 318 Engineer St Master
H. D. Boult, 1223 E 6th St Secretary
Edward J. Moore, 109 E Boonville St Collector
Henry Meyer, 318 Engineer St Receiver
G. H. Lyons, 318 Engineer St Magazine Agent

79. J. M. DODGE; Roodhouse, Ill.

Meets in Engineer's Hall, 1st and 3d Mondays
and 2d and 4th Sundays.
John Underwood Master
Charles E. Stone Secretary
Charles E. Stone Collector
Walker Watson Receiver
J. A. Wells Magazine Agent

80. SELF HELP; Aurora, Ill.

Meets over 26 and 28 Broadway, every 2d Sunday
George Goding, 428 Benton St Master
William Mitchell, 222 Jefferson Ave Secretary
Frank Richardson, 499 S Broadway Collector
Frank G. Boomer, 95 LaSalle St Receiver
Chas. Kelly, 308 Fox St Magazine Agent

81. PINE CITY; Brainerd, Minn.

Meets in I. O. O. F. Hall, 6th St., South, 2d and
4th Sundays 2 P. M.
Paul Braden Master
George Watts, Box 1831 Secretary
W. J. Bain, Box 1783 Collector
Rowland Arundel, Box 509 Receiver
S. W. Green, L Box 1878 Magazine Agent

92. NORTHWESTERN; Minneapolis, Minn.

Meets 2d Saturday evening and 4th Sunday afternoon of each month, at 88870 6th St S
 Ernest B. Mayo, 424 1st Ave South . . . Master
 W. E. Richmond, 820 N Girard Ave . . . Secretary
 Robert J. Watson, 716 4th Ave. North . . . Collector
 W. E. Richmond, 820 N Girard Ave . . . Receiver
 Ernest B. Mayo, 424 1st Ave. S . . . Magazine Agent

93. TRINITY; Fort Worth, Texas.

Meets in B. of L. F. Hall every Wednesday, at 8 P. M.
 I. M. Dean, Box 406 . . . Master
 George H. Tucker, Box 406 . . . Secretary
 I. M. Dean, Box 406 . . . Collector
 J. M. Russ, Box 406 . . . Receiver
 J. S. Whillely, Box 406 . . . Magazine Agent

94. CALHOUN; Battle Creek, Mich.

Meets in Whitcomb's Block, N Jefferson St., 2d and 4th Sundays at 2:30 P. M., and 1st Monday at 7:30 P. M.
 E. C. Wilder, 50 South Ave . . . Master
 James Burgess, 76 Bennett St . . . Secretary
 Frederick Voss, 103 Green St . . . Collector
 E. C. Wilder, 50 South Ave . . . Receiver
 R. E. James, 289 Marshall St . . . Magazine Agent

95. FARGO; Fargo, Dakota.

Meets 2d and 4th Sundays in I. O. O. F. Hall, corner Robert St. and 2d Ave.
 W. W. Sturman, Box 825 . . . Master
 Eugene McAuliffe, Box 688 . . . Secretary
 Wash. Terrett . . . Collector
 R. Roggeveen, 324 13th St. North . . . Receiver
 Thomas A. Kelly, Fargo, Dak . . . Magazine Agent

96. BLACK HILLS; Laramie City, Wyoming.

Meets in K. of L. Hall, Friday evening at 7:30.
 George W. DeForest, Box 455 . . . Master
 James C. Love, Box 517 . . . Secretary
 George W. DeForest, Box 455 . . . Collector
 William N. Roth, Box 346 . . . Receiver
 George M. Harris . . . Magazine Agent

97. SUMMIT; Rawlins, Wyoming.

Meets in I. O. O. F. Hall, 1st and 3d Thursdays, at 7:30 P. M.
 Thomas F. Croake, Box 87 . . . Master
 Ed. Smyth . . . Secretary
 Charles Sullivan . . . Collector
 Frank J. Keefe, Box 152 . . . Receiver
 Myles Scallan . . . Magazine Agent

98. MORNING STAR; Evanston, Wyoming.

Meets in I. O. O. Hall, Thursdays at 7:30 P. M.
 J. C. Bowman . . . Master
 Kenneth G. McLean, Box 150 . . . Secretary
 William L. Gray . . . Collector
 J. C. Bowman . . . Receiver
 Samuel Carpenter . . . Magazine Agent

99. CHEHAW; Montgomery, Ala.

Meets every Sunday in K. of P. Hall, over National Bank, Commerce St.
 E. L. Cranford, 408 Clay St . . . Master
 Ed. Austin, 115 Dexter Ave . . . Secretary
 A. F. Grubbs, Box 524 . . . Collector
 George I. Fuller, 26 N Perry St . . . Receiver
 E. L. Cranford, 408 Clay St . . . Magazine Agent

100. SAN DIEGO; San Bernardino, Cal.

Meets in Odd Fellows' Hall, 1st and 3d Monday evenings.
 George A. March, Box 645 . . . Master
 F. H. Bennett . . . Secretary
 Harvey Smith, Box 645 . . . Collector
 J. W. Hilliard, Box 645 . . . Receiver
 J. E. Culey, Box 645 . . . Magazine Agent

91. GOLDEN GATE; San Francisco, Cal.

Meets corner Valencia and 18th Sts., 1st Sunday at 1 P. M., and 3d Tuesday at 7 P. M.
 Wm. Lockwood, 24 Mission Ave . . . Master
 Chas. A. Crites, 203 18th St . . . Secretary
 W. J. Allen, 24 Julian Ave., near 15th . . . Collector
 James Doyle, 537, 18th St . . . Receiver
 F. W. McCune, 230 Shotwell St . . . Magazine Agent

92. FRONTIER CITY; Oswego, N. Y.

Meets 2d and 4th Sundays in N. Y., O. & W. Ry. Depot.
 Charles Spath, 39 W Talman St . . . Master
 Myrom H. Counsell, 16 E 5th St . . . Secretary
 Myrom H. Counsell, 16 E 5th St . . . Collector
 Myrom H. Counsell, 16 E 5th St . . . Receiver
 S. C. Forsyth, 166 W Utica St . . . Magazine Agent

93. GATE CITY; Keokuk, Iowa.

Meets in Horn's Hall, corner 8th and Main St., 2d and 4th Sundays at 2 P. M.
 John Cronin, corner B and Bluff St . . . Master
 Ed. J. Kelly, 519 Ridge St . . . Secretary
 Ed. J. Kelly, 519 Ridge St . . . Collector
 John H. Carter, 607 Main St . . . Receiver
 Henry Montgomery, Centerville, Magazine Agent

94. CACTUS; Tucson, Arizona.

Meets in B. of L. F. Hall, corner Tool Ave. and Pennington St., every Tuesday at 7:30 P. M.
 W. E. Butler, Box 218 . . . Master
 Jacob Hettrick . . . Secretary
 F. M. Blaney . . . Collector
 N. H. Cramer . . . Receiver
 W. D. Anderson, Box 218 . . . Magazine Agent

95. CHICAGO; Chicago, Ill.

Meets at 237 Milwaukee Ave., 2d Tuesday at 8 P. M., and last Sunday of each month, at 9:30 A. M.
 D. M. Leavitt, 36 Temple St . . . Master
 Vernon L. Culver, 174 N Halstead St . . . Secretary
 J. F. Cantlon, 142 Front St . . . Collector
 E. W. Wallbaum, 224 Larrabee St . . . Receiver
 Wm. R. Stuart, 174 N Halstead St. Magazine Agent

96. ALEXIA; Wellsville, Ohio.

Meets 1st and 3d Sundays in B. of L. E. Hall, Main St.
 G. Leibtag . . . Master
 Frank Ray, Box 695 . . . Secretary
 William M. King . . . Collector
 Joseph Quinn, Box 339 . . . Receiver
 John Leibtag, Box 336 . . . Magazine Agent

97. ORANGE GROVE; Los Angeles, Cal.

Meets at 512 San Fernando St., every Tuesday evening at 7:30.
 George C. Morton, Box 72 . . . Master
 J. D. DeFrees, Box 72 . . . Secretary
 William T. Curl, Box 72 . . . Collector
 Ed. Whitney, 46 Ann St . . . Receiver
 A. V. Blackburn, 85 Railroad St . . . Magazine Agent

98. PERSEVERANCE; Terrace, Utah.

Meets in Engineers' Hall every Tuesday.
 R. W. Shields . . . Master
 E. G. White . . . Secretary
 J. H. Neven . . . Collector
 Clarence W. Veasy . . . Receiver
 H. J. Grubnaus . . . Magazine Agent

99. ROCHESTER; Rochester, N. Y.

Meets at No. 33 Market St., every Friday evening.
 E. E. Pruyn, 41 1st Ave . . . Master
 W. P. Couch, 331 University Ave . . . Secretary
 George Kingsley, 22 Upton Park . . . Collector
 Mathias S. Dubelbeiss, 94 Bay St . . . Receiver
 W. H. Rice, 9 Norwood St . . . Magazine Agent

100. ADAIR; Bowling Green, Ky.

Meets in Wright's Hall, corner Main and Adams Sts., every Monday at 2 P. M.
 William Coleman . . . Master
 Woods L. Miller, Box 446 . . . Secretary
 Woods L. Miller, Box 446 . . . Collector
 Wesley Alsop . . . Receiver
 Richard A. Potter . . . Magazine Agent

101. ADVANCE; Creston, Iowa.

Meets in Firemen's Hall, 222 Pine St., every Monday at 7:30 P. M.
 John Igo, Box 246 . . . Master
 Frank E. Giltner . . . Secretary
 Frank E. Giltner . . . Collector
 J. F. Bryan, L Box 319 . . . Receiver
 H. H. Carter . . . Magazine Agent

102. CONFIDENCE; East Des Moines, Iowa.

Meets in I. O. O. F. Hall, S. E. corner Sycamore
and 6th Sts., alternate Sundays at 2 P. M.,
F. S. Payne, 1221 Court Ave. Master
C. M. Krull, 717 Lyon St. Secretary
John Loveless, 1263 Fillmore St. Collector
J. W. Combs, 1321 Buchanan St. Receiver
W. L. Carrs, 849 W 13th St., Des
Moines Magazine Agent

103. FALLS CITY; Louisville, Ky.

Meets in Colgan's Hall, corner 10th and Walnut
Sts., every Thursday at 2 P. M.
William C. Abbey, 1017 Story Ave. Master
James J. Lawson, 1108 12th St. Secretary
John B. Reynolds, 1017 13th St. Collector
James J. Lawson, 1108 12th St. Receiver
John B. Reynolds, 1017 13th St. Magazine Agent

104. "OLD KENTUCK"; Ludlow, Ky.

Meets in I. O. O. F. Hall, 1st and 3d Thursdays at
7:30 P. M.
Frank Robertson Master
M. J. Connelly Secretary
Charles Heimberger Collector
Frank Robinson Receiver
Charles Heimberger Magazine Agent

105. PROGRESS; Galesburg, Ill.

Meets in B. of L. E. Hall every Thursday evening
at 7:30 P. M.
William Heath, 351 E Main St. Master
J. L. Nelson, 327 N Seminary St. Secretary
J. L. Nelson, 327 N Seminary St. Collector
M. J. Buckley, 122 W Knox St. Receiver
C. G. Nelson, 926 S. Seminary St. Magazine Agent

106. KEY CITY; Dubuque, Iowa.

Meets over Master Mechanic's office, 2d and 4th
Sundays at 2 P. M.
Joseph Chaloupka, 1470 Cedar St. Master
D. W. Mason, 438 High St. Secretary
Joseph Chaloupka, 1470 Cedar St. Collector
Laverett Douglas, 933 Garfield Ave. Receiver
Edward A. Forster 438 High St. Magazine Agent

107. ECLIPSE; Gallon, Ohio.

Meets in Zimmerman's Hall every Wednesday
night.
August Gerhart, Box 196 Master
W. G. Morgan Secretary
C. D. Hoyt Collector
Thomas Wilson, Box 497 Receiver
George Canaan, Box 398 Magazine Agent

108. PIONEER; Chama, New Mexico.

Meets in D. & R. G. Passenger Depot, every Wed-
nesday at 7:30 P. M.
Geo. A. Riddle Master
Edward Bradley Secretary
Frank Wilson Collector
Herman Berndt, Durango, Colo Receiver
John A. Simon Magazine Agent

109. PEACE; St. Louis, Mo.

Meets in Summit Hall, corner Ewing Ave. and
Market St., 2d and 4th Fridays of each month
at 7:30 P. M.
W. M. White, 944 Chouteau Ave. Master
J. L. Pate, 2919 Caroline St. Secretary
Charles Durnell, 1308 S Compton Ave. Collector
J. L. Pate, 2919 Caroline St. Receiver
J. L. Pate, 2919 Caroline St. Magazine Agent

110. OLD GUARD; Bucyrus, Ohio.

Meets in Engineers' Hall, cor. Sandusky & Mans-
field St., every 2d and 4th Sundays at 2 P. M.
J. R. Gordon, 1 Box 235 Master
C. P. Collins, Corning, O. Secretary
William Fitzmaurice Collector
W. C. Bruce Receiver
C. P. Collins, Corning, O. Magazine Agent

111. BEACON; Mattoon, Ill.

Meets in K. of L. Hall, Sunday at 2:30 P. M.
C. J. Singleton, 1 Box 855 Master
T. F. Barrett, Box 427 Secretary
F. W. Neidheiser Collector
Paul Rider, Box 744 Receiver
George S. Norris Magazine Agent

112. EVENING STAR; Mt. Vernon, Ill.

Meets in Heiserman's Hall, 1st and 3d Tuesdays
at 7:30 P. M.
S. R. Wild Master
John C. Branham Secretary
John C. Branham Collector
E. F. Lynch Receiver
G. T. Colvin Magazine Agent

113. CLARK-KIMBALL; Pocatello, Idaho.

Meets in Masonic Hall every Monday at 7:30 P. M.
W. J. Ingling Master
Ed. Anderson Secretary
John H. Shannon Collector
Frank Walton, Allerdice, Mont Receiver
H. F. Christman Magazine Agent

114. MAGIC CITY; Cheyenne, Wyoming.

Meets in Engineers' Hall, Idleman's Block, every
Wednesday at 8 P. M.
John F. Bingham, Box 250 Master
Thomas O. Jones, Box 250 Secretary
Thomas O. Jones, Box 250 Collector
Ernest Heenan, 1010 Central Ave. Receiver
James J. Keelan Magazine Agent

115. GULF CITY; Galveston, Texas.

Meets 1st and 3d Wednesdays in the Temple of
Honor.
H. L. Briggs, Cor. 8th and Market Sts. Master
Jno. Buckley, 19th and O½ Sts. Secretary
G. E. Labbit, 76 W Ave. and L Sts. Collector
H. L. Briggs, Cor. 8th and Market Sts. Receiver
Wm. Powell, N E Cor. 39th St. and
Broadway. Magazine Agent

116. ST. CLAIR; Fort Gratiot, Mich.

Meets in Engineers' Hall, 1st and 3d Sundays at
1:30 P. M.
William Dingwall, 2004 Stone St., Port
Huron, Mich. Master
R. S. Gee, 1004 Poplar St., Port Huron Secretary
R. S. Gee, 1004 Poplar St., Port Huron Collector
E. G. Hubbard, Box 127 Receiver
J. J. Jackson, 2202 Stone St, Port
Huron, Mich. Magazine Agent

117. BEAVER; London, Ontario.

Meets 2d Sunday and 4th Wednesday of each
month, in K. of P. Hall, Carling's Block, Rich-
mond St.
Edwin S. Chapman, 151 Clarence St. Master
George Black, 460 Simcoe St. Secretary
S. T. Fletcher, 221 Maitland St. Collector
John Dickson, 367 Simcoe St. Receiver
Robert Lester, 411 Hill St. Magazine Agent

118. STAR OF THE EAST; Richmond, Quebec.

Meets in Pearson's Hall every Wednesday at 7:30
P. M., and 1st and 3d Sundays at 2 P. M.
R. A. Leonard Master
Geo. A. Pearson, Richmond Station Secretary
Geo. A. Pearson, Richmond Station Collector
John Kelly, Richmond Station Receiver
Geo. A. Pearson, Richmond Station,
Richmond Station Magazine Agent

119. COLONIAL; River du Loup, Quebec.

Meets Wednesday and Thursday nights, alter-
nately, in English School Room.
W. H. Rougean, River du Loup Station Master
Louis D. Poulin, I. C. Ry. Station Secretary
Louis D. Poulin, I. C. Ry. Station Collector
W. H. Rougean, River du Loup Station Receiver
W. H. Rougean, River du Loup Sta-
tion Magazine Agent

120. FORTUNE; Syracuse, N. Y.

Meets in C. M. B. A. Hall, Cor. Fayette and Sa-
lma Sts., 1st and 3d Sundays at 3 P. M. and 2d
and 4th Tuesdays at 7 P. M.
E. F. McNulty, 266 W Fayette St. Master
Simon Mangan, 196 Shonnard St. Secretary
L. G. Rousson, 16½ Richmond St. Collector
F. H. Livingston, 59 Jackson St. Receiver
A. D. Collins, 6 Fitch St. Magazine Agent

121. FELLOWSHIP; Corning, N. Y.

Meets in Odd Fellows' Hall, 1st and 3d Sundays
of each month at 3 P. M.
James F. Roody Master
Isaiah D. Wolcott, 2 Magee St Secretary
Isaiah D. Wolcott, 2 Magee St Collector
E. E. Everts, 150 E Erie Ave Receiver
Chas. J. Boylan Magazine Agent

122. FEDERATION; Pana, Ill.

Meets in Woodmen's Hall, 1st and 3d Sundays at
2:30 P. M.
Charles Roley Master
W. D. Stokes, L Box 18 Secretary
Wm. J. Miller Collector
Thos. H. Crowner Receiver
A. C. Reif Magazine Agent

123. OVERLAND; Omaha, Neb.

Meets in K. of P. Hall, Cor. 14th and Douglass
Sts., every Wednesday at 8 P. M.
F. W. Perkins, room 21, Anderson Block Master
E. S. Emmons, 1820 Mason St Secretary
William Anderson, 811 Pacific St Collector
Albert Cole, 636 S 17th St Receiver
William A. Cummings, 1306 S 12th
St Magazine Agent

124. PILOT; Perry, Iowa.

Meets in Odd Fellows' Hall, 2d and 4th Sundays
at 9:30 P. M.
H. A. Draper Master
Wm. L. Johnston, Box 554 Secretary
H. C. DeGroat Collector
W. B. Zillee Receiver
E. G. Benson Magazine Agent

125. GUIDE; Marshalltown, Iowa.

Meets in B. of L. F. Hall, S Center St., 2d and 4th
Sundays,
W. M. Gallup, 512 S 3d St Master
J. P. Boyce, 103 W Nevada St Secretary
J. S. Smedes, 307 S Center St Collector
J. M. Larimer, 307 S 3d Ave Receiver
J. O. Rose, 410 W Church St Magazine Agent

126. COMET; Austin, Minn.

Meets in Hays' Hall, 1st and 3d Mondays and 2d
and 4th Sundays.
J. A. Harriman, Box 473 Master
E. H. Talmadge Secretary
J. E. Gilbert Collector
Oliver C. Cornforth Receiver
C. J. Erickson Magazine Agent

127. NORTHERN LIGHT; Winnipeg, Manitoba.

Meets in Assiniboine Hall, 133 Ross St., 1st Tues-
day and 3d Sunday.
John Wellington, 14 Patrick St Master
W. H. Woods, 14 Patrick St Secretary
Thomas Reese, 226 McWilliams St Collector
J. G. Jonah, 226 McWilliams St Receiver
George M. Vansickle, 31 Isabel St. Magazine Agent

128. LANDMARK; Glendive, Montana.

Meets in Coleman's Hall, every Tuesday at 7
P. M.
Arthur Todd Master
James McKenzie, Box 55 Secretary
Martin E. Colbert, Box 55 Collector
James McKenzie, Box 55 Receiver
J. C. Sorenson Magazine Agent

129. MINERAL KING; Escanaba, Mich.

Meets in B. of L. E. Hall 2d and 4th Sundays at
1 P. M.
Richard Letcher, Box 123 Master
James S. Hill, L Box 116 Secretary
George H. Valentine, Box 541 Collector
J. S. Rogers, Box 622 Receiver
William Flunegan Magazine Agent

130. GUIDING STAR; Milwaukee, Wis.

Meets in Engineers' Hall, 2d and 4th Sundays at
2 P. M.,
Thomas Dwyer, 335 Jackson St Master
Bernard J. Fahl, cor. 34th and Wells St. Secretary
Frank E. Search, 436 Barclay St Collector
Con. S. McAnliffe, 561 Washington St Receiver
James D. Dwyer, 99 6th St. Magazine Agent

131. GOLDEN RULE; Stevens Point, Wis.

Meets in Redfield's Hall, 1st and 3d Fridays at
7:30 P. M., and 2d and 3th Sundays at 2:30 P. M.
Arthur T. Willett Master
George L. Gearhart Secretary
A. R. Johnson, Box 8 Collector
R. J. Luxan, Box 386 Receiver
R. J. Luxan, Box 386 Magazine Agent

132. MARVIN HUGHITT; Eagle Grove, Iowa.

Meets in Opera House, 1st and 3d Sundays and
last Wednesday at 2 P. M.
Fisher Wressell, Box 13 Master
W. R. Hammond, Box 406 Secretary
James H. Long, Box 6 Collector
John H. Howell Receiver
E. G. Bates Magazine Agent

133. SPRAGUE; Sprague, Washington, Ty.

Meets in Postoffice Hall, 2d and 4th Sundays at
7 P. M.
J. D. Irby, Box 10 Master
H. A. Moore, Box 62 Secretary
A. E. Bowman, Box 10 Collector
Arthur Herider, Pasco Receiver
J. C. Smith Magazine Agent

134. EASTMAN; Farnham, Quebec.

Meets 1st and 3d Sundays and 2d and 4th Mon-
days.
E. W. Gibson Master
H. E. Cowan Secretary
J. H. Cunningham Collector
E. W. Gibson Receiver
Louis Lepine Magazine Agent

135. NEW YEAR; El Paso, Texas.

Meets in Firemen's Hall, 1st and 3d Tuesdays at
7 P. M.
Colin McArthur Master
F. L. Fitch Secretary
William T. Fields Collector
Colin McArthur Receiver
W. P. Sisson Magazine Agent

136. J. SCOTT; Lindsay, Ontario.

Meets in S. O. E. Hall, alternate Saturdays at
7:30 P. M.
Laughlin McIntosh, Box 454 Master
Robert N. Johnston, Box 454 Secretary
Joseph Kelcher, Box 454 Collector
J. Jefferies, Box 454 Receiver
Jos. Kelcher Magazine Agent

137. PROTECTION; Eldon, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at
2:30 P. M.
C. W. Friend Master
J. T. Hull, Box 196 Secretary
George W. Trott, Box 185 Collector
A. Shunterman Receiver
Geo. W. Wright Magazine Agent

138. UNION; Freeport, Ill.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at
2 P. M.
Thomas Cummisford Master
Samuel Shaunnassy, 16 Crocker St. Secretary
Samuel Shaunnassy, 16 Crocker St. Collector
George Showalter Receiver
George Showalter Magazine Agent

139. MT. WHITNEY; Tulare, Cal.

Meets in Schultz's Hall, 1st and 3d Sundays and
2d and 4th Fridays at 2 P. M.
Clark Hewitt, Box 233 Master
George E. Landes, Box 31 Secretary
G. G. Hutchings Collector
George E. Landes, Box 31 Receiver
Frank Zuber Magazine Agent

140. MOUNT OURAY; Salida, Colo.

Meets in Fraternity Hall every Monday at 7:30
P. M.
G. W. Miller Master
C. C. Varman, Box V Secretary
J. W. Hardy, L Box 599 Collector
Henry Wise, L Box 599 Receiver
N. A. Worden, Box 130 Magazine Agent

141. A. G. PORTER; Fort Wayne, Ind.

Meets in Grand Army Hall every Wednesday at 7:30 P. M.
 A. J. Kohler, 461 Calhoun St. Master
 Patrick C. Lupton, 33 E Williams St. Secretary
 J. H. Westernman, 20 Buchanan St. Collector
 W. R. Fredericks, 415 S Lafayette St. Receiver
 T. E. Short, 20 Boone St. Magazine Agent

142. SAFETY; Toledo, Ohio.

Meets in Johnson's Hall, 1st and 3d Sundays at 1:30 P. M., and 2d and 4th Thursdays at 7 P. M.
 Henry Harms, 446 Forte St., E Toledo Master
 Fred. E. Bittman, 713 S Erie St. Secretary
 S. W. Neepor Collector
 Fred. E. Bittman, 713 S Erie St. Receiver
 B. I. Ross, Penn. Eng. House Magazine Agent

143. E. C. FELLOWS; West Oakland, Cal.

Meets in Pythian Hall, 1056 Broadway, every Monday, at 7:30 P. M.
 T. J. Roberts, 752 Willow St. Master
 R. H. Potts, 1792 7th St. Secretary
 Ed. Johnson, 1714 8th St. Collector
 T. J. Roberts, 752 Willow St. Receiver
 C. Sellander, 963 4th Ave., East Oakland, Cal. Magazine Agent

144. SUGAR LOAF; Campbellton, New Brunswick.

Meets in Patterson's Hall, I. C. R. Depot, 2d Sundays at 9 A. M., and 4th Sunday afternoons.
 William A. Thompson Master
 William Hamilton Secretary
 James Thompson Collector
 John Deveraux Receiver
 William Smallwood Magazine Agent

145. DAVY CROCKET; San Antonio, Texas.

Meets in Jonas' Hall, 901 Austin St. every Tuesday at 8 P. M.
 R. D. Wallace, 818 Ave. D. Master
 Edward Beere, 320 Austin St. Secretary
 O. H. Cole, 1112 Ave. D. Collector
 Edward Beere, 320 Austin St. Receiver
 J. D. Kennedy, 815 Ave. D. Magazine Agent

146. BAYOU CITY; Houston, Texas.

Meets 1st and 3d Mondays at 7 P. M., and 4th Mondays at 2 P. M.
 John F. Broughton, S. P. Shops Master
 J. P. Monaghan, N. W. cor. Vine and Shea Sts Secretary
 J. P. Monaghan, N. W. cor. Vine and Shea Sts Collector
 D. M. Moody, 109 Elysian St. Receiver
 D. M. Moody, 109 Elysian St. Magazine Agent

147. MIDLAND; Temple, Texas.

Meets every Monday at 8 P. M.
 John McBride, Box 105 Master
 T. J. Robbins, Box 105 Secretary
 James Conney, Box 105 Collector
 Howard Covington, Box 105 Receiver
 H. Sims, Box 105, Temple, Tex. Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.

Meets in K. of P. Hall, every Friday at 1:30 P. M.
 W. Z. Thompson, Box 416 Master
 S. F. James, Box 416 Secretary
 J. R. Faskell, Box 416 Collector
 M. E. Stafford, Box 488 Receiver
 David Tipton, Box 416 Magazine Agent

149. JUST IN TIME; New York, N. Y.

Meets at 110 East 125th St., 2d and 4th Saturdays at 8 P. M.
 James F. Hough, 1424 Ave. A. Master
 P. A. Donahue, 311 W 55th St. Secretary
 Robert T. Roscoe, 1958 3d Ave. Collector
 P. A. Donahue, 311 W 55th St. Receiver
 Charles Johnson, 451 E 119th St. Magazine Agent

150. S. M. STEVENS; Marquette, Mich.

Meets in Mack's Hall, cor. Washington and 3d Sts., 2d and 4th Sundays at 2 P. M.
 Arthur C. Bishop, 146 Main St. Master
 Fred. Fletcher, 212 Garden St. Secretary
 John Munroe Collector
 Wm. D. Reany, 416 W Washington St. Receiver
 Wm. J. Turner Magazine Agent

151. MAPLE LEAF; Hamilton, Ontario.

Meets 1st and 3d Sundays at 2:30 P. M.
 Alexander McGilvery, N. & N. W. Shops Master
 J. E. Painter, 135 John St. N. Secretary
 William F. Baines, 118 Queen St., N. Collector
 Robert Martin, 15 Mayill St. Receiver
 William Broughton, 14 Inchbury St., S. Magazine Agent

152. NORTH POLE; West Bay City, Mich.

Meets in Royal Aroamun Hall, 1st and 3d Sundays.
 Patrick J. Roach, Box 845 Master
 Frank E. Ayers, Box 104 Secretary
 Fred. C. McDonald Collector
 John Hatchard, Box 377 Receiver
 Frank E. Ayers, Box 104 Magazine Agent

153. H. C. LORD; Fort Scott, Kansas.

Meets in I. O. O. F. Hall, Market St., between Wall and 1st Sts.
 H. L. Wright, 11 S Barbee St. Master
 J. M. Parnley, 624 1st and Hill Sts. Secretary
 J. M. Parnley, 624 1st and Hill Sts. Collector
 C. T. Helman, 114 N Broadway Receiver
 J. M. Parnley, 618 Wall St. Magazine Agent

154. McKEEN; Ottawa, Kansas.

Meets in K. of P. Hall, on 2d and 4th Sundays 2 P. M.
 Chas. C. Northway, 916 N Oak St. Master
 E. Eshnaur, 629 N Poplar St. Secretary
 J. E. Flint, 128 N Cedar St. Collector
 M. A. Lea, 903 N Hickory St. Receiver
 James M. Jones, Chanute, Kan. Magazine Agent

155. J. F. BINGHAM; New York, N. Y.

Meets in Schrader's Hall, 147 W 32d St., 1st Saturday at 8 P. M., and 3d Sunday at 10 A. M.
 Ed. S. Wetherbee, 417 W 48th St. Master
 William J. Campbell, 2546 8th Ave. Secretary
 William J. Campbell, 2546 8th Ave. Collector
 S. Baines, 824 Quincy St., Brooklyn Receiver
 William P. Green, 119 Prospect St., Long Island City, N. Y. Magazine Agent

156. NECHES; Palestine, Texas.*

Meets in Engineers' Hall every Saturday night.
 L. T. Branham, Box 256 Master
 O. A. Stetzel, Box 256 Secretary
 T. C. Imrie, Box 256 Collector
 R. F. Wright, Box 256 Receiver
 J. C. Potter Box 256 Magazine Agent

157. ECHO; Peru, Ind.

Meets in Echo Hall 1st and 3d Sundays at 2 P. M., and 2d and 4th Tuesdays at 7 P. M.
 B. E. Flaherty Master
 H. P. Matthews, L Box 201 Secretary
 H. P. Matthews, L Box 201 Collector
 B. E. Flaherty Receiver
 G. H. Smith Magazine Agent

158. STANDARD; Detroit, Mich.

Meets at No. 47 Monroe Ave., up stairs, 2d and 4th Sundays at 1:30 P. M.
 Alban Doane, W Detroit St. Master
 A. Edmiston, 298 Riopelle St. Secretary
 Louis Groscaup, 251 Labrosse St. Collector
 Ed. Heidenrich, 124 Hastings St. Receiver
 Peter Sewell, 199 Orleans St. Magazine Agent

159. W. H. THOMAS; Nashville, Tenn.

Meets in Simmons' Hall, cor. Summer and Union Sts., every Monday at 9 A. M.
 Ed. G. Junk, 1213 S Market St. Master
 D. J. Singleton, 471 Humphrey St. Secretary
 J. H. Ballentine, N. C. & St. L. Round House Collector
 J. L. Enoch, 233 Marks St. Receiver
 L. Sudekum, cor. Market and Chestnut Sts Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.

Meets in A. O. U. W. Hall, 3d and Main Sts., 2d and 4th Sundays at 2 P. M.
 Frank W. Hunter, 1044 Main St. Master
 Ed. A. McGriff, 17 Chandler Ave. Secretary
 Ed. A. McGriff, 17 Chandler Ave. Collector
 John K. Taylor, 104 Lincoln Ave. Receiver
 John Z. Fairchild, 516 Upper 11th St. Magazine Agent

161. HERALD; Burlington, Iowa.

Meets in Knights of Pythias Hall every other Sunday at 2 P. M.
 J. A. Richards, 1117 S 8th St. Master
 W. A. Flannery, 1212 N 8th St. Secretary
 S. J. Eccles, 906 Angular St. Collector
 J. D. Hawksworth, 2008 Madison St. Receiver
 W. A. Flannery, 1212 N 8th St. Magazine Agent

162. PROSPECT; Elkhart, Ind.

Meets in B. of L. F. Hall, 505 Main St., every Tuesday night 7:30, and 1st Sunday at 2 P. M.
 D. F. Wagner, 208 4th St. Master
 W. W. Howard, 1200 S Main St. Secretary
 D. F. Wagner, 208 4th St. Collector
 William J. Hunt, 104 Prairie St. Receiver
 Charles White, 1008 S Main St. Magazine Agent

163. ETNA; Pine Bluff, Ark.

Meets in Masonic Hall, every Friday at 7 P. M.
 Charles McWilson, Box 56 Master
 D. B. Rathfon, Box 56 Secretary
 H. Peelle, 718 E 3d Ave. Collector
 D. B. Rathfon, Box 56 Receiver
 Magazine Agent

164. EEL RIVER; Butler, Ind.

Meets Tuesday evenings in I. O. O. F. Hall, on Broadway.
 R. H. Moeshammer, 19 20th St., Detroit, Mich. Master
 C. E. Blair Secretary
 R. H. Moeshammer, 19 20th St., Detroit, Mich. Collector
 John J. Derek, Box 202 Receiver
 Ed. Eldridge Magazine Agent

165. ROBERT ANDREWS; Andrews, Ind.

Meets in Firemen's Hall every Monday at 7 P. M.
 J. E. Brombaugh Master
 James Van Ripper Secretary
 George B. Richardson Collector
 Albert I. Routh Receiver
 J. N. Wright Magazine Agent

166. WM. HUGO; Huntington, Ind.

Meets in Engineer's Hall, 1st and 3d Wednesdays and 2d and 4th Tuesday at 7 P. M.
 Jacob A. Hoover Master
 James W. VanEman, Box 483 Secretary
 John S. Dolan, Box 915 Collector
 C. E. Wallace, L Box 933 Receiver
 A. W. Beaver, Box 529 Magazine Agent

167. MOUNT HOOD; The Dalles, Oregon.

Meets in K. of P. Hall, 1st and 3d Wednesdays at 2 P. M., and 2d and 4th at 7 P. M.
 John Anderson Master
 F. E. Thompson, Box 209 Secretary
 H. P. Smith, L Box 347 Collector
 James W. Ashton Receiver
 H. P. Smith, L Box 347 Magazine Agent

168. GUARD RAIL; North La Crosse, Wis.

Meets in B. of L. F. Hall, 129 Rose St., 1st and 3d Sundays at 2 P. M., and 2d and 4th Mondays at 7:30 P. M.
 J. Moriarity, Portage, Wis. Master
 Frank Krouse, Box 206, Portage, Wis. Secretary
 George Brewer, 403 cor. Avon and Gould St., LaCrosse, Wis. Collector
 Frank Krause, Box 206, Portage, Wis. Receiver
 Frank Krause, Box 206, Portage, Wis. Magazine Agent

169. H. G. BROOKS; Hornellsville, N. Y.

Meets in Washington Hall, Broad St., every Monday at 7:30 P. M.
 W. E. Smith, 22 Taylor St. Master
 C. F. Stone, 6 South Division St. Secretary
 H. H. Sweet, 26 Erie Ave. Collector
 A. H. Spencer, 18 Elm St. Receiver
 C. S. Graham, 31 S Division St. Magazine Agent

170. PRAIRIE; Huron, Dakota.

Meets in Odd Fellows' Hall on 2d and 4th Sundays at 3 P. M.
 George E. White, 357 E 3d St. Master
 Frank Booth, Room 1, Houghton blk. Secretary
 John J. Conley, Box 809 Collector
 John Mills, 651 Beach St. Receiver
 William A. Brown Magazine Agent

171. SUNBEAM; Truro, Nova Scotia.

Meets in Caledonia Hall 2d Saturdays and 4th Thursdays.
 L. D. King Master
 Hugh Fraser Secretary
 Frederick Geddes, Box 167 Collector
 T. W. Hennessy, Box 167 Receiver
 R. A. Sutherland, Box 173 Magazine Agent

172. F. G. LAWRENCE; Ottawa, Ontario.

Meets alternate Sundays in Manchester Hall, cor. Sparks and Wellington Sts.
 Horatio Hymers, Rochesterville, Ont. Master
 J. G. Armstrong, Richmond Lodge Secretary
 F. W. Morrison, C. P. R. R. Shops Collector
 Hugh Handyside, Hintonbury, via Ottawa, Ont. Receiver
 Mills Foster, 544 Wellington St. Magazine Agent

173. PACIFIC; Winslow, Arizona.

Meets in B. of L. F. Hall, every Sunday at 7:30 P. M.
 Simeon Frost Master
 Isaac C. Heustis Secretary
 John C. Bull, Williams, Ariz. Collector
 C. F. Evans, Gallup, New Mexico Receiver
 Elmer E. Ward, Albuquerque, New Mex. Magazine Agent

174. HARRISBURG; Harrisburg, Pa.

Meets cor. 3d and Cumberland Sts., over Merchant's Bank, 2d and 4th Sundays at 1 P. M.
 H. E. Gingrich, 1413 Wallace St. Master
 H. O. Motter, 1720 1/2 N Third St. Secretary
 H. J. Roberts, 503 Riley St. Collector
 William Blessing, 422 Riley St. Receiver
 H. S. Gingrich, 1413 Wallace St. Magazine Agent

175. TAYLOR; Newark, Ohio.

Meets in O. R. C. Hall at 12 1/2 N 2d St., every Wednesday at 7 P. M.
 A. A. Hickerson, 283 E. Main St. Master
 James Kelsey, 348 E. Main St. Secretary
 John Callahan, 118 Valandingham St. Collector
 Lorin C. Hogue, 58 N Arch St. Receiver
 C. D. Tomlinson, 179 S 4th St. Magazine Agent

176. MAIN LINE; Clinton, Ill.

Meets in Warner's Hall, 1st and 3d Wednesday evenings.
 A. G. Turley, Box 61 Master
 W. F. Gorman, Box 295 Secretary
 W. F. Gorman, Box 295 Collector
 C. H. Porter, Box 41 Receiver
 C. H. Porter, Box 41 Magazine Agent

177. SUNSET; Marshall, Texas.

Meets in Firemen's Hall, every Thursday at 7:30 P. M.
 T. P. Davis Master
 H. M. Worthington, Box 184 Secretary
 William Kane Collector
 T. P. Davis Receiver
 H. M. Worthington, Box 184 Magazine Agent

178. SALT LAKE; Salt Lake City, Utah.

Meets in Emporium Hall Tuesdays, at 8 P. M.
 Leonard W. Kessler, 223 N 3d St. Master
 E. W. Foote, 406 W 3d South St. Secretary
 Richard Mace, D. & R. G. Shops Collector
 W. C. Wightman, 50 N 3d St. W. Receiver
 J. F. Keim, D. & R. G. Round House, Magazine Agent

179. BEE-HIVE; Lincoln, Neb.

Meets in K. of P. Hall, 2d and 4th Sundays.
 J. W. Barber, 901 N 15th St. Master
 J. K. Robinson, 718 H St. Secretary
 J. W. Barber, 901 N 15th St. Collector
 J. K. Robinson 718 H St. Receiver
 E. L. Fuller, Box 632 Magazine Agent

180. THREE STATES; Cairo, Ill.

Meets cor. 12th St. and Washington Ave., 2d and 4th Sundays.
 M. J. Kiley, 714 Cedar St. Master
 Robert Stevenson, 438 8th St. Secretary
 David Meehan, I. C. R. R. Shops Collector
 M. J. Kiley, 714 Cedar St. Receiver
 Robert Stevenson, 438 8th St. Magazine Agent

181. WELLINGTON; Palmerston, Ontario.

Meets in Odd Fellows' Hall, 1st and 3d Sundays at 2 P. M.
 Wilson Munro Master
 James Combs Secretary
 Alexander Dunbar Collector
 James Nicholson Receiver
 Alexander Dunbar Magazine Agent

182. GOOD INTENT; Erie, Pa.

Meets in Firemen's Hall, Zuck's Block, 1st and 3d Tuesdays.
 H. E. Hilliker, Miles' Grove Master
 A. H. Gifford, 221 W 18th St. Secretary
 A. H. Gifford, 221 W 18th St. Collector
 William Fitzmorris, 63 W 13th St. Receiver
 Charles Fitzmorris, 63 W 13th St. Magazine Agent

183. LAKE SHORE; Collinwood, Ohio.

Meets in Engineers' Hall alternate Thursdays at 7 P. M., and alternate Tuesdays at 1:30 P. M.
 W. P. Storey, Box 278 Master
 S. R. Rosekrans, Box 108 Secretary
 W. T. Wade, 49 Maplewood Ave Collector
 H. I. Miller, 133 W 13th St. Receiver
 D. A. Carver, Box 301 Magazine Agent

184. LIMA; Lima, Ohio.

Meets every Sunday at 1:30 P. M., in Irish Block.
 E. L. Melhorn Master
 M. R. Lacy Secretary
 Joseph Bowsher, 406 S Tanner St. Collector
 John E. Myers, 639 S Main St. Receiver
 S. H. Hartung, 601 N Union St. Magazine Agent

185. FIDELITY; Delphos, Ohio.

Meets in Beyer's Hall every Sunday at 2 P. M.
 W. S. Miller, Box 311 Master
 Arthur T. Hogarth, Box 153 Secretary
 J. B. Grove, Box 143 Collector
 F. A. Drolett, Box 153 Receiver
 J. B. Grove, Box 143 Magazine Agent

186. CHAMBERLIN; Chicago, Ill.

Meets in Walther's Hall, 3034 State St., 1st and 3d Sundays of each month.
 J. E. Callaghan, 2538 Butterfield St. Master
 Jas. Manning, Wabash Roundhouse, 41st St. Secretary
 George M. Blackburn, Wabash Roundhouse, 41st St. Collector
 Frank Lamb, 4085 Butterfield St. Receiver
 Sherman Alsop, Wabash Roundhouse, 41st St. Magazine Agent

187. LITTLE GIANT; Charleston, Ill.

Meets in Firemen's Hall, 1st and 3d Sundays at 2:30 P. M.
 Harry Douglass, Box 142 Master
 Charles V. Wilson Secretary
 Frederick L. Patton Collector
 Morgan Callahan Receiver
 Morgan Callahan Magazine Agent

188. S. S. MERRILL; Chicago, Ill.

Meets cor. Western Ave. and Indiana St., 1st and 3d Sundays at 2 P. M.
 James Taylor, 10½ Artesian Ave Master
 Wm. O. Cleveland, 100 Washtenaw Ave., Secretary
 Chas Benjamin, 49 Maplewood Ave Collector
 George Ford, 15 Southwestern Ave. Receiver
 Jas. H. Mason, 75 Artesian ave. Magazine Agent

189. BALDWIN; Ft. Howard, Wis.

Meets in Narris' Block, Green Bay, Wis., 2d and 4th Sundays.
 H. L. Nichols Master
 D. E. Hogan, L Box 152 Secretary
 Jay Parkinson, Box 373, Green Bay, Wis., Collector
 Martin Sheehy Receiver
 George Shequin Magazine Agent

190. FERGUSON; Mitchell, Dakota.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M.
 Emmet Wentworth, Box 102, Sanborn, Ia., Master
 Albert D. Perry, Box 727 Secretary
 William Phillips, Box 731 Collector
 Oscar W. Merwin, Box 717, Sanborn, Iowa Receiver
 Edward Smith, Sanborn, Iowa Magazine Agent

191. CUSTER; Livingston, Montana.

Meets in Thompson's Hall every Wednesday at 7:30 P. M.
 Wm. T. Field Master
 George N. Martin, L Box 16 Secretary
 C. E. Huffman Collector
 Hannibal Mayhew, Box 162, Billings Receiver
 J. Martin, L Box 16 Magazine Agent

192. MT. TACOMA; Tacoma, Washington Ter.

Meets in Mason Block, 1st and 3d Thursdays at 7:30 P. M.
 Fred. L. Dexter, 1718 D St. Master
 John Cartwright, Box 222 Secretary
 Frank S. Stevens, 1201 A. St. Collector
 Phillip Green, 1520 R. R. St. Receiver
 William F. Lawton, 1702 Jefferson St. Magazine Agent

193. J. B. MAYNARD; East Portland, Oregon.

Meets in Ross's Hall, 2d and 4th Sundays.
 J. R. Clark Master
 H. W. Hall, Box 287 Secretary
 D. J. Byrne, Box 287 Collector
 H. W. Hall, Box 287 Receiver
 Wm. A. Ransom, Box 287 Magazine Agent

194. BONANZA; Missoula, Montana.

Meets in I. O. O. F. Hall 1st and 3d Thursdays.
 E. L. Hollister, Box 124 Master
 Charles S. Cranston, Box 107 Secretary
 W. F. Coppenhaver, 1537 Rose Ave Collector
 Charles S. Cranston, Box 107 Receiver
 Chas. S. Liggett, Box 185 Magazine Agent

195. RE-ECHO; Montpelier, Idaho.

Meets in Montpelier Hall, Fridays at 7:30 P. M.
 Michael Malone Master
 Chas. C. Hammond Secretary
 Peter Layng Collector
 James Duffy Receiver
 Martin King, Glenn's Ferry Magazine Agent

196. CLOUD CITY; Leadville, Colo.

Meets in B. of L. F. Hall, 125 E 6th St., every Friday at 8 P. M.
 H. A. Huddleston, Box 390 Master
 J. C. Hale, Box 330 Secretary
 Daniel Givens Collector
 Jacob Switzer, Box 330 Receiver
 Harry C. Newell, 214 E 10th St. Magazine Agent

197. RIVERSIDE; Savanna, Ill.

Meets 1st and 3d Sunday of each month.
 Clarence Latham, Box 446 Master
 Ira M. Hurless, Box 79 Secretary
 Ira M. Hurless, Box 79 Collector
 William K. Lord, Box 147 Receiver
 F. L. Collier, Sabula, Iowa Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.

Meets 1st and 3d Sundays.
 V. C. Fitzsimmons, 35 Newton St. Master
 H. P. Bayley, 15 State St. Secretary
 James Burns, 44 State St. Collector
 W. Y. Dennis, 37 W Seminary St. Receiver
 H. G. Ferris, 35 Newton St. Magazine Agent

199. MAHONING; Youngstown, Ohio.

Meets every other Sunday evening in Union Veteran Hall, Federal St.
 John B. Reese, 1235 Emma St. Master
 W. B. Wiseman, Oak St. Secretary
 W. B. Wiseman, Oak St. Collector
 W. B. Clark, McGuffey St. Receiver
 A. C. Clemens, 947 Sheehy St. Magazine Agent

200. FAITH; Meridian, Miss.

Meets in Engineers' Hall every Thursday evening at 7:30 P. M.
 Peter McHale, N. O. & N. E. Shops Master
 J. E. Mitchell Secretary
 John H. Woodruff Collector
 James M. Adams, 3319 — 5th St. Receiver
 Simon F. Baker Magazine Agent

201. FRIENDLY HAND; Jackson, Tenn.

Meets every in K. of P. Hall Saturday at 7 P. M.,
 J. D. Bledsoe Master
 James Gaffany Secretary
 Robert McKinley Collector
 J. L. Jones Receiver
 J. L. Jones Magazine Agent

202. SCIOTO; Chillicothe, Ohio.

Meets in Clough's Hall, 1st Sunday at 2:30 P. M., and 3d Monday at 7 P. M.
 Schon B. Cook, 338 E 2d St. Master
 Lewis Gettle, Jr., 86 N Sugar St. Secretary
 Albert Maunsell, 364 2d St. Collector
 Frank Willis, 345 E 5th St. Receiver
 C. W. Sanders, Box 1231 Magazine Agent

203. GARFIELD; Garrett, Ind.

Meets every Friday at 7:30 P. M.
 M. W. Smith, Box 169 Master
 J. W. Stoner, Box 266 Secretary
 J. J. Smith Collector
 Valentine Moughlor, Box 27 Receiver
 H. Wohlford Magazine Agent

204. COTTON BELT; Jonesboro, Ark.

Meets in Stacy Hall, every Wednesday at 7:30 P. M.
 Geo. B. Youch, L. D. R. Master
 L. D. Roberts, L Box 165 Secretary
 William E. Dixon Collector
 L. D. Roberts, L Box 165 Receiver
 J. H. Lambert, Box 100 Magazine Agent

205. FLOWER OF THE WEST; Topeka, Kansas.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.
 E. H. Powell, 400 Chandler St. Master
 John F. Mills, 201 Monroe St. Secretary
 John K. Mullin, 129 Adams St. Collector
 W. H. Jones, 135 Adams St. Receiver
 George Gittler, 206 Kline St. Magazine Agent

206. FORT PICKERING; Memphis, Tenn.

Meets in Miller's Hall, Cor. 5th and Jackson Sts., 1st and 3d Saturdays at 7:00 P. M., 2d and 4th Sundays at 7:30 A. M.
 D. L. Forsyth, 83 market St. Master
 Ed J. Hatch, 219 Iowa Ave. Secretary
 J. J. Smith, K. C. Shops Collector
 Chas. A. Crane, 85 Florida Ave. Receiver
 John D. Franklin, 159 Tennessee St., Magazine Agent

207. LOYAL; Meadville, Pa.

Meets in Arcanum Hall, 1st and 3d Thursdays and 2nd and 4th Wednesdays.
 C. W. Brown, 89 Poplar St. Master
 F. H. Nichols, 1025 Water St. Secretary
 Thomas Newberry, 35 E Center St. Collector
 George A. Oster, 223 Pine St. Receiver
 H. J. Prenatt, 783 Garden St. Magazine Agent

208. KEYSTONE; Susquehanna, Pa.

Meets in C. M. B. A. Hall alternate Tuesday and Saturday evenings.
 John Hill Master
 J. J. Laman, Box 208 Secretary
 J. J. Buckley Collector
 W. P. Emery, Box 877 Receiver
 C. A. Allen Magazine Agent

209. SARATOGA; Whitehall, N. Y.

Meets in Engineers' Hall, Breet's Building, alternate Sundays
 W. J. Herbage, Box 188 Master
 John McCarthy, Box 296 Secretary
 Henry W. Collins, Box 274 Collector
 W. R. Combs Receiver
 Mike Bradshaw Magazine Agent

210. 18-K; Schenectady, N. Y.

Meets in McCamus Hall every other Thursday.
 Charles W. Vedder, Box 497 Master
 John W. Vrooman, Box 497 Secretary
 John W. Vrooman, Box 497 Collector
 J. E. VanVranken, Box 497 Receiver
 C. R. Weekes, 140 Jay St. Magazine Agent

211. ONOKO; South Easton, Pa.

Meets in Bragg's Hall, 1st and 3d Sundays at 2 P. M.
 Charles Long, 716 Main St. Master
 C. L. McKee, 209 S 5th St., Easton Secretary
 James R. Morris, 711 Wilkesbarre St. Collector
 A. J. Mickle, 725 Berwick St. Receiver
 E. A. Seek, 823 Berwick St. Magazine Agent

212. EMPIRE; Watertown, N. Y.

Meets in Good Templars' Hall, 2d and 4th Sundays.
 T. H. Lynch, 101 Factory St. Master
 H. A. French, 42 Coffeen St. Secretary
 H. A. French, 42 Coffeen St. Collector
 George B. Walker, 25 Meadow St. Receiver
 Clarence Dixon, 25 Meadow St. Magazine Agent

213. WEST SHORE; Syracuse N. Y.

Meets in Doolittle Hall, Pine St., alternate Sundays.
 James H. Allison, 3 Henderson St. Master
 Carl E. Blanchard, 72 Gertrude St. Secretary
 Patrick Conlon, 3 Henderson St. Collector
 Edward Davis, 3 Henderson St. Receiver
 J. L. Sullivan, 3 Henderson St. Magazine Agent

214. ORIOLE; Baltimore, Md.

Meets in Lehman's Hall, 861 Garden St., 2d and 4th Sundays.
 Albert F. Gibbons, 415 5th St. Master
 J. W. Akehurst, 442 Federal St. Secretary
 F. B. Hall, 308 E Lanvale St. Collector
 John N. Jones, 1100 Barclay St. Receiver
 F. Gibbons, 1336 Wirt St. Magazine Agent

215. EAST ALBANY; East Albany, N. Y.

Meets in Vaughn's Hall, 2d and 4th Sundays at 12:30 P. M.
 W. R. Tabor, 222 4th St. Master
 J. W. Reed, 92 2d St. Secretary
 C. P. Lowell, 355 Broadway Collector
 F. P. Brooksby, 80 Washington St., Greenbush Receiver
 W. A. Buckbee, 65 Third St. Magazine Agent

216. W. A. FOSTER; Fitchburg, Mass.

Meets in Grand Army Hall, 2d and 4th Sundays, of each month at 11:30 A. M.
 Oliver A. Pope Master
 Thomas Lambert, 31 Nashua St. Secretary
 Ira T. Goddard Collector
 Ed. P. Harwood Receiver
 Elmer E. Huff, Box 81, Williams-town Magazine Agent

217. HEADLIGHT; Brazil, Ind.

Meets in K. P. Hall, 2d and 4th Sunday afternoons.
 Elmer P. Collins Master
 Frank Fox Secretary
 Geo. L. Cook Collector
 W. S. Cook Receiver
 Magazine Agent

218. PIKES PEAK; Colorado City, Colo.

Meets every Sunday at 12:30 P. M.
 Richard Griffiths Master
 H. C. Chandler Secretary
 Amos Allen Collector
 Clayton Colvin, Box 60 Receiver
 William Walker Magazine Agent

219. SMOKY CITY; Allegheny, Pa.

Meets in Engineers' Hall, cor. Bidwell and Pennsylvania Aves. every Monday at 2:30 P. M.
 D. W. Triem, 171 Sheffield St. Master
 W. A. Walker, Jr., 215 Bidwell St. Secretary
 Samuel Overlander, 258 Allegheny Ave. Collector
 H. B. Shaffer, 237 Franklin St. Receiver
 John T. Sweeney, 227 Washington Ave. Magazine Agent

220. PROVIDENT; Sunbury, Pa.

Meets in Masonic Hall, 3d St. 1st and 3d Sundays.
 Jos. E. Bowen, Box 212 Master
 J. S. Bowen, Box 212 Secretary
 H. W. Shoffstall, Box 212 Collector
 C. C. Bowen, Box 212 Receiver
 Hector Hughes, Box 212 Magazine Agent

221. HURON; Point Edward, Ontario.

Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
 T. Elliott Master
 Ed. Everett, Box A Secretary
 J. McMillan Collector
 William K. Forbes Receiver
 D. Morrison Magazine Agent

222. WEBSTER; Fort Dodge, Iowa.

Meets in G. A. R. Hall, Child's Block. 1st and 3d Sundays at 2 P. M.
 Charles E. Taff Master
 O. G. Anderson, Box 49 Secretary
 Charles E. Taff Collector
 O. G. Anderson, Box 49 Receiver
 Joseph Kelly Magazine Agent

223. POTTAWATOMIE; Wamego, Kan.

Meets in Odd Fellow's Hall Sundays at 2 P. M.
 James Kennedy Master
 C. J. Burkholder Secretary
 Bina S. Quick, 734 Porter Ave., Kansas City Collector
 Jas. M. Sanders Receiver
 Jas. M. Sanders Magazine Agent

224. T. C. BOORN; St. Cloud, Minn.

Meets in Odd Fellow's Hall 2d and 4th Sundays at 3 P. M.
 Abe Vogel, L Box 944 Master
 J. A. Dickinson, L Box 1128 Secretary
 John Mournan Collector
 Abe Vogel, L Box 944 Receiver
 Marcellus Hill, Box 527 Magazine Agent

225. SUPERIOR; Fort William West, Ontario.

Meets in Smith's Hall every Monday night.
 Harry Poole Master
 Burton Wheatley Secretary
 Isaac Maxwell Collector
 William Blannerhassett Receiver
 Burton Wheatley Magazine Agent

226. MAGNOLIA; Corsicana, Texas.

Meets 2d and 4th Wednesdays. 2d at 1 P. M. and 4th at 7 P. M.
 J. H. Dunkin, 1,017 E Sixth Ave Master
 W. M. Nicol L Box 230 Secretary
 J. Barry Collector
 W. M. Nicol, L Box 230 Receiver
 W. L. Blount, 116 W 4th Ave Magazine Agent

227. MAGNET; Binghamton, N. Y.

Meets in Stevens' Hall, North Chenango St. 1st Wednesday and 4th Saturday at 7:30 P. M.
 William A. Wrigley, 23 Doubleday St. Master
 T. W. Camplon, 42 Robinson St. Secretary
 William A. Wrigley, 23 Doubleday St. Collector
 Theodore Haskins, 3 Birdsall St. Receiver
 G. B. Warner, 80 Lewis St. Magazine Agent

228. ACME; Scranton, Pa.

Meets in G. A. R. Hall, No. 332 Lackawana Ave., 1st and 3d Sundays at 2 P. M.
 Albert J. Thomas, 317 S Hyde Park Ave., Hyde Park Master
 J. G. Burnett, 405 N Main St., West Scranton Secretary
 C. S. Depew, 1014 Price St., Hyde Park Collector
 Ed. H. Beldin, 1239 Academy St., Hyde Park Receiver
 Wm. Frothingham, 342 Franklin Ave. Magazine Agent

229. RICKARD; Utica, N. Y.

Meets in Post Bacon Hall 2d and 4th Sundays at 2 P. M.
 William A. Keene, 145 Blecker St Master
 J. G. Agans, Box 383 Canastota, N. Y. Secretary
 John A. Weigand, 32 Hubble St Collector
 Alonzo E. Pease, 42 Mohawk St. Receiver
 J. G. Agans, Box 383, Canastota, N. Y. Magazine Agent

230. ALBANY CITY; Albany, N. Y.

Meets at 206 Washington Ave., 1st, 3d and 5th Mondays each month, at 7:30 P. M.
 William H. Bagley, 687 Clinton Ave Master
 Courtland Maher, 65 West St. Secretary
 E. F. Markhart, 30 Lexington, Ave. Collector
 George M. Jeffers, 36 Ontario St. Receiver
 L. C. Montague, 15 Hunter Ave, Magazine Agent

231. DELAWARE; Wilmington, Delaware.

Meets corner 3d and King Sts. 1st and 3d Sundays at 2:30 P. M.
 F. D. Mount, 117 King St Master
 G. H. Larimore, 916 Poplar St Secretary
 L. L. Sargent, 618 W 4th St Collector
 E. M. Sargent, 618 W 4th St Receiver
 Jacob Z. Orr, 306 E 2d St Magazine Agent

232. LUCKY THOUGHT; Middletown, N. Y.

Meets in K. of H. Hall 2d and 4th Sundays of each month, at 1 P. M.
 D. H. Smith, Box 1431 Master
 Tim Farrell, 19 West St. Secretary
 H. B. Weeden, 231 North St. Collector
 Sherman Gildersleve, Box 1431 Receiver
 James T. Hare Magazine Agent

233. GLAD TIDINGS; Moncton, New Brunswick.

Meets in Victoria Hall 1st Saturday evening and 3d Sunday afternoon.
 George W. Speer Master
 Thomas McL. Rippey, Box 83 Secretary
 William H. Gay Collector
 Alfred Wood, Box 378 Receiver
 John Stewart, Jr. Magazine Agent

234. NORTH BAY; North Bay, Ontario.

Meets in B. of L. F. Hall. every Tuesday
 John Mitchell Master
 Adam Beattie Secretary
 James Devine Collector
 John Clemenson Receiver
 Adolphus Christink Magazine Agent

235. THREE BROTHERS; Pittsburg, Pa.

Meets at cor. 26th St. and Penn Ave., alternate Sundays, at 2 P. M.
 James Griffith, Burnett P. O Master
 Isaac Miller, 2512 Penn Ave. Secretary
 William J. Adams, Jones Ave., above 28th St Collector
 Henry B. Duff, 68 26th St. Receiver
 Henry B. Duff, 68 26th St Magazine Agent

236. HINTON; Hinton, West Virginia.

Meets every Saturday at 7:30 P. M.
 Charles E. Tyler Master
 Thomas E. Cobbs Secretary
 Thomas E. Cobbs Collector
 R. P. Boyd Receiver
 John P. Steele Magazine Agent

237. CENTRAL PARK; Central Park, Ill.

Meets in Tilton Hall 1st and 3d Sundays.
 M. J. Kennedy, 549 W. Ohio St., Chicago . . . Master
 Fred Keiper . . . Secretary
 Herbert L. Brink . . . Collector
 Thaddeus Chew . . . Receiver
 C. W. Warren . . . Magazine Agent

238. PLAIN CITY; Paducah, Ky

Meets every Wednesday at 7:30 P. M.
 Ambrose E. Mercier, 1,412 Broadway, Louisville . . . Master
 Jas A. Weeks, 1902 12th St., Louisville . . . Secretary
 Ambrose E. Mercer, 1,412 Broadway, Louisville . . . Collector
 Henry Kortz, 317 5th St. . . Receiver
 T. H. Long, 4th St., bet. Madison and Monroe . . . Magazine Agent

239. BUCKEYE; Delaware, Ohio.

Meets in Reed & Powell's Hall 2d and 4th Sundays at 1 P. M.
 Benjamin Dettleback, 381 E Central Ave. . . Master
 T. E. Maloney, 219 E Central Ave. . . Secretary
 John Hirsch, 216 E Central Ave. . . Collector
 F. S. Volk, 16 Hammond St. . . Receiver
 John Keefe, Central Ave. . . Magazine Agent

240. GILBERT; Jackson, Mich.

Meets every Monday at 7:30 P. M.
 Frank H. Lederer, 211 Elm Ave., N. . . Master
 William Barrett, 822 E Main St. . . Secretary
 M. A. Henry, 377 Quarry St. . . Collector
 D. Green, 211 Orange St. . . Receiver
 Edward J. Coy, 523 E Main St. . . Magazine Agent

241. MOUNTAIN CITY; Hazleton, Pa.

Meets in Liberty Hotel, Laurel St. 2d and 4th Sundays of each month, at 1:00 P. M.
 John Gleam, Box 300 . . . Master
 George W. Dipple . . . Secretary
 John McCall, Box 300 . . . Collector
 Andrew Krapf, 269 N Church St. . . Receiver
 P. C. Hagerty . . . Magazine Agent

242. LIBERTY; Elmira, N. Y.

Meets in G. A. R. Hall, 1st and 3d Sundays at 2 P. M.
 W. J. Drake, 351 Center St. . . Master
 Harry Millins, 851 Magee St. . . Secretary
 J. B. Carpenter, 714 E Oak St. . . Collector
 Judson Hungerford, 325 Norton St. . . Receiver
 Daniel Keefe, 360 W 5th St. . . Magazine Agent

243. J. H. SELBY; Texarkana, Texas.

Meets 1st and 3d Friday evenings over National Bank, State line.
 E. H. Christman, L Box 124, Texarkana, Ark . . . Master
 Louis Smith, Texarkana, Ark . . . Secretary
 W. S. Allison, Texarkana, Ark . . . Collector
 E. H. Christman, L Box 124, Texarkana, Ark . . . Receiver
 W. F. Rowe, Box 210, Texarkana, Ark . . . Magazine Agent

244. T. P. O'ROURKE; Chicago, Ill.

Meets at cor. 14th and Jefferson Sts. 1st Thursday at 8 P. M., and 3d Sunday 2:30 P. M.,
 E. Atkins, 180 Maxwell St. . . Master
 Charles Naylor, 5520 Wentworth Ave. . . Secretary
 E. Atkins, 180 Maxwell St. . . Collector
 Louis Zunkle, 109 Johnson St. . . Receiver
 Elmer E. Crawford, 113 Canalport Ave. . . Magazine Agent

245. GEORGIA; Savannah, Ga.

Meets every Thursday at 7:30 P. M., and 3d Sunday at 2:30 P. M.
 George L. Kempf, Sims and Guerdard Sts. . . Master
 Adam Hutton, 271 Bull St. . . Secretary
 Adam Hutton, 271 Bull St. . . Collector
 Fleming Goolsby, 212½ Harris St. . . Receiver
 Z. McArthur, 82 W. Broad St. . . Magazine Agent

246. MACON; Macon, Ga.

Meets in M. & W depot every Sunday.
 T. M. Poole . . . Master
 A. J. Vining, 15 2d St. . . Secretary
 E. T. Adams, 718 Pine St. . . Collector
 J. G. Skinner, 816 Arch St. . . Receiver
 Chas. W. Senter, 1505 Third St. . . Magazine Agent

247. KENNESAW; Atlanta, Ga.

Meets in K of P. Hall, every Sunday at 2 P. M.
 J. M. Baird, 194 Powers St. . . Master
 F. C. Adamson, 178 Luckie St. . . Secretary
 C. L. Bixby, care Atlanta Cotton Mill . . . Collector
 Chas. W. Fisher, 106 E Simpson St. . . Receiver
 Ed. L. Milan, care W. & A. R. R. Magazine Agent

248. WESTERN RESERVE; Ashtabula, Ohio.

Meets in G. A. Hall, 1st and 3d Sundays at 1:30 P. M.
 William Rose . . . Master
 J. S. Brown, Box 704 . . . Secretary
 Charles D. Weisell, Box 530 . . . Collector
 A. T. Hill, Box 355 . . . Receiver
 Frank Bolmer, Harbor . . . Magazine Agent

249. CALUMET; South Chicago, Ill.

Meets in Engineers' Hall, South Chicago 2d Sunday at 7:30 P. M., and 4th Sunday at 7:30 P. M.
 William Muldoon . . . Master
 Alexander Melville . . . Secretary
 Ernest Ingram . . . Collector
 Alexander Melville . . . Receiver
 John Hannon . . . Magazine Agent

250. GOLDEN LINK; Wilkesbarre, Pa.

Meets in Senior Mechanic's Hall, 1st and 3d Sundays of every month.
 E. A. Reiley, Ashley, Pa. . . Master
 R. H. Digory, Box 130, Kingston, Pa. . . Secretary
 G. P. Hanks, 5 Railroad St., S Wilkesbarre . . . Collector
 Charles VanWitz, Ashley Pa. . . Receiver
 Elmer E. Butz, Ashley, Pa. . . Magazine Agent

251. LEHIGH Mauch Chunk, Pa.

Meet in Stahl's Hall, 1st and 3d Sundays.
 H. B. Fulton, East Mauch Chunk . . . Master
 John McAllister, Box 275 . . . Secretary
 Lafayette Wildonner, Box 275 . . . Collector
 Charles Roberts, Box 275 . . . Receiver
 Wm. H. Spencer . . . Magazine Agent

252. COLUMBIA; Columbia, Pa.

Meets in Fendrich's Hall, 2d and 4th Sundays at 1 P. M.
 William Cabaugh . . . Master
 Lafayette Friday . . . Secretary
 Joseph Dennison . . . Collector
 Martin M. Hinkle . . . Receiver
 H. A. Bennett, Box 531 . . . Magazine Agent

253. TRENTON; Trenton, N. J.

Meets in Bayard Post, No. 8, G. A. R. Room, 24 E State St., 1st and 3d Sundays of each month.
 William C. Massey, 157 Passaic St. . . Master
 Robert Stackhouse, 697 Broad St. . . Secretary
 Thos. A. Devator, 45 Hart Ave. . . Collector
 Frank P. Parsons, 175 Brunswick Ave. . . Receiver
 Jno. R. Todd, 202 Academy St. . . Magazine Agent

254. CLIMAX; Missouri Valley, Iowa.

Meets in Masonic Hall, 2d and 4th Sundays at 7:30 P. M.
 W. T. Mahoney . . . Master
 John T. Heatwoll . . . Secretary
 H. F. Reineohl, Box 524 . . . Collector
 P. J. Farrell . . . Receiver
 L. T. Nelson, Box 230 . . . Magazine Agent

255. NEIGHBOR; McCook, Neb.

Meets in Masonic Hall, 1st and 3d Wednesdays and 2d and 4th Saturdays.
 I. W. Jackson . . . Master
 J. V. Dailey, Box 248 . . . Secretary
 John Perry, Box 119 . . . Collector
 G. A. Tolander, L Box 521 . . . Receiver
 Frank McAdams, Box 216 . . . Magazine Agent

256. HIGH LINE; Como, Colo.

Meets in McFarlin Hall, every Thursday at 7:30 P. M.
 George W. McAleer, Box 47 . . . Master
 M. D. Finn . . . Secretary
 William Dunning . . . Collector
 Alford L. Blanchard . . . Receiver
 G. A. Milroy . . . Magazine Agent

257. KIT CARSON; Raton, New Mexico.

Meets in Engineers' Hall, on 1st St., every Sunday at 2 P. M.
 John W. Cullen Master
 Alfred R. Cullen, L. Box 129, Trinidad, Colo. Secretary
 Charles Miller, Box 56 Collector
 James McPherson, Box 173 Receiver
 Jas. F. Campbell, Box 173 Magazine Agent

258. RENO; Nickerson, Kansas.

Meets in Odd Fellows' Hall every Thursday evening at 7:30.
 Frederick Shirk, Box 102 Master
 C. W. Arnold, L. Box 29 Secretary
 William F. Smith Collector
 A. S. Ritenour Receiver
 Oliver Newland Magazine Agent

259. D. J. CHASE; Ashland, Wis.

Meets in N. of P. Hall, Allen Block, 2d and 4th Tuesdays at 8 P. M.
 William Buckley, 409 Prentice Ave. Master
 N. J. Poulson, 321 8th Ave. W. Secretary
 Ferd Godfrey, Box 929 Collector
 William Buckley, 409 Prentice Ave. Receiver
 J. M. Rummel, 622 4th Ave. W. Magazine Agent

260. CALIFORNIA; Sacramento, Cal.

Meets in Red Men's Hall, Masonic Building, 6th and K Sts., 2d and 4th Tuesdays.
 E. Kunz, Box 107 Master
 G. E. Hanford, 1,730 O St. Secretary
 Dan McIntyre, Box 107 Collector
 G. E. Hanford, 1,730 O St. Receiver
 G. E. Hanford, 1,730 O St. Magazine Agent

261. MAGDALENA; San Marcial, New Mexico.

Meets in Masonic Hall, 1st Sunday and 3d Tuesday.
 L. V. McLaughlin Master
 John J. McInnis Secretary
 W. G. Matthews, Box 52 Collector
 Frank Ewing Receiver
 Charles Martin Magazine Agent

262. QUEEN CITY; West Toronto Junct., Ont.

Meets in Carlton Hall 1st and 3d Thursdays at 8 P. M., and 2d and 4th Thursdays at 3 P. M.
 John Donaldson Master
 James Lewis Secretary
 William Hyndman, Box 61 Collector
 John Price Receiver
 T. R. Bain Magazine Agent

263. ALAMO; Taylor, Texas.

Meets in Alamo Hall every Thursday, 1st and 3d at 8 P. M., 2d and 4th at 3 P. M.
 John C. Askew Box 10 Master
 S. M. Bridgewater, L. Box 10 Secretary
 Samuel D. Moore Collector
 W. S. Carter Receiver
 John McElroy Magazine Agent

264. J. K. GILBREATH; Butte City, Montana.

Meets in Cobban Hall, South Butte, Mont., every Thursday at 8 P. M.
 C. H. DeCamp, Box 190 South Butte Master
 George Cross, South Butte Secretary
 George Boomer, South Butte Collector
 J. S. Sweeney, South Butte Receiver
 Mac. Haskins, South Butte Magazine Agent

265. GRAND RIVER; Grand Rapids, Mich.

Meets in I. O. O. F. Hall, 1st and 3d Sunday at 2:30 P. M.
 E. E. Decker, 447 S Division St Master
 George Schaufele, 377 S. Ionia St Secretary
 H. E. Brown, 427 Cass St Collector
 L. A. Ogden, 233 Center St Receiver
 E. E. Decker, 447 S Division St Magazine Agent

266. JOHN HICKEY; South Kaukauna, Wis.

Meets 1st and 3d Tuesdays at 7:30 P. M., and 2d and 4th Sundays at 1:30 P. M., in Duggan Hall.
 Matthew Nilan, L. Box 31 Master
 William H. Buntin Secretary
 Martin O'Donnell Collector
 Wilbur A. Francis, L. Box 31 Receiver
 R. B. Nichols, Box 120 Magazine Agent

267. ENDEAVOR; Algiers, La.

Meets in Castle Hall every Thursday at 7:30 P. M.
 M. H. Brown, 78 Webster Ave Master
 A. G. Donely, 88½ Pacific Ave Secretary
 A. H. Flynn, 87 Pacific Ave. Collector
 Wm. T. Donner, 83½ Alix St. Receiver
 P. J. LeSueur, 56½ Verret St. Magazine Agent

269. O. K.; Cincinnati, Ohio.

Meets in Eagle Hall, S. W. cor. 8th St., and Central Ave., 1st and 3d Sundays.
 J. S. Shehan, 1110 W 6th St. Master
 W. C. Conn, Hawthorne Ave., Price's Hill Secretary
 E. Hathorn, Loveland Collector
 George W. Snyder, 56 Storrs St Receiver
 Ed. Cullen, 27 Budd St Magazine Agent

270. MINNEAPOLIS; Minneapolis, Minn.

Meets in A. O. U. W. Hall, 2006 Cedar Ave. South, 1st Sunday of each month at 2 P. M., and 3d Saturday at 7:30 P. M. M.
 Oliver Johnson, 821 11th Ave. S. Master
 C. D. Fultz, 2008 17th Ave. S. Secretary
 R. F. Humphrey, 22d St., between Cedar and 19th Ave. S. Collector
 George Cavanaugh, 2426 Fort Ave. Receiver
 Wm. Henderson, 2424 28th Ave S., Magazine Agent

271. BYRAM; Port Morris, N. J.

Meets at Wm. Weller's residence, 2d and 4th Sundays at 2 P. M.
 R. A. Trezise Master
 William Weller, Box 25 Secretary
 J. F. Schappell Collector
 William Weller, Box 25 Receiver
 M. T. Dickerman, Box 31 Magazine Agent

272. WILSON; Junction, N. J.

Meets in Wells' Hall, 1st and 3d Sundays.
 John S. Eveland Master
 John E. Dineen Secretary
 James P. Butler Collector
 John B. Everett Receiver
 John S. Eveland Magazine Agent

273. DENVER; Denver, Colo.

Meets every Monday night in P. O. S. of A. Hall, cor. 14th and Arapahoe Sts.
 C. H. Curtis, 458 Clark St. Master
 Edgar F. Ballow, 1355 S 11th St. Secretary
 C. S. Huil, 1018 S 9th St. Collector
 Samuel Fowler, Lindell Hotel Receiver
 Geo. Cordingly, 1120 S. 10th St. Magazine Agent

274. JACKSON; Chifton Forge, Va.

Meets in Odd Fellows' Hall, 2d and 4th Mondays at 9:00 A. M.
 R. R. Johnson Master
 C. F. Jordan Secretary
 R. B. Donovan Collector
 A. P. Witt, Staunton, Va. Receiver
 James C. Eades Magazine Agent

275. LEE; Richmond, Va.

Meets in Thorn's Hall, cor. 17th and Main Sts., 1st and 3d Sundays at 1:30 P. M.
 William J. Bourke, C. & O. Round House. Master
 W. A. Demaine, C. & O. Round House. Secretary
 W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va. Collector
 William J. Burke, C. & O. Rnd House. Receiver
 W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va. Magazine Agent

276. REGINA; Vancouver, B. C.

Meets 1st Sunday and 3d Monday of each month.
 D. A. Morton Master
 Angus Morton Secretary
 Angus Morton Collector
 Frederick Clutterbuck Receiver
 Harry Andrews Magazine Agent

277. ALABAMA; Mobile, Ala.

Meets in B. of L. E. Hall, every Sunday at 1 P. M.
 O. E. Adams, L. & N. Shops Master
 T. W. Kerns, L. & N. Shops Secretary
 T. W. Kerns, L. & N. Shops Collector
 C. W. Bernard, L. & N. Shops Receiver
 R. E. Williams, M. & O. R. R., Okolona, Miss. Magazine Agent

278. ANDERSON; Vicksburg, Miss.

Meets 1st and 3d Tuesdays at 2 P. M., and 2d and 4th Fridays at 7 P. M.
 H. V. Nevill, 1107 S Washington St. Master
 W. E. Stiner, 1107 S Washington St. Secretary
 D. P. Weaver, 1107 S Washington St. Collector
 C. H. Prince, 1107 S Washington St. Receiver
 E. R. Wright, 1107 S Washington St. Magazine Agent

279. METEOR; McComb City, Miss.

Meets in Odd Fellows' Hall, every other Sunday at 3 P. M.
 Samuel B. Devine Master
 Eddie C. Fordish Secretary
 Thomas A. Long Collector
 Isaac H. Martin Receiver
 George McIntyre Magazine Agent

280. OZARK; Thayer, Mo.

Meets alternate Sundays in Boyd's Hall.
 Charles McCarthy Master
 Chas. D. Crane Secretary
 James Kinney Collector
 Curtis D. Rice Receiver
 Mat Frith Magazine Agent

282. BURNSIDE; Mt. Carmel, Ill.

Meets in Lotta Hall, on 1st and 3d Sundays at 2:30 P. M.
 J. T. Worsham Master
 Calvin Minnear Secretary
 William Murphy Collector
 Calvin Minnear Receiver
 J. T. Worsham Magazine Agent

283. LACKAWANNA; Great Bend, Pa.

Meets in Red Men's Hall, 2d Sunday at 9:30 A. M., and 4th Sunday 3 P. M.
 F. J. May, Box 139, Halstead, Pa. Master
 E. Edenger, Box 67 Secretary
 W. B. Trowbridge, Halstead, Pa. Collector
 H. P. Trowbridge, Halstead, Pa. Receiver
 S. H. Wells, Halstead, Pa. Magazine Agent

284. ELM CITY; New Haven, Conn.

Meets in Elk's Hall, 852 Chapel St., 1st Saturday and 3d Sunday afternoon.
 Edward A. Ferrell, 159 Rosette St. Master
 Eugene S. Alling, 123 Cedar St. Secretary
 Gilbert O. Hall, Box 1124 Collector
 William A. Pyle, 46 Arthur St. Receiver
 Charles A. Baldwin, 243 Greenwich Ave. Magazine Agent

285. CHARTER OAK; Hartford, Conn.

Meets in Bliss Hall, cor. Pratt and Main Sts., 2d and 4th Sundays.
 Henry L. Stearns, 4 Wooster St. Master
 Emery E. Bill, 27 Vine St. Secretary
 A. M. Porter, East Hartford Collector
 Henry L. Stearns, 4 Wooster St. Receiver
 J. H. Osmond, 83 Fairmount St. Magazine Agent

286. SAGINAW VALLEY; East Saginaw, Mich.

Meets in B. of L. E. Hall, 2d and 4th Sundays at 2 P. M.
 John C. Kull, Meyers' Hotel, cor. Washington and Astor Sts. Master
 Adolphus Fixel, 1214 Miller St. Secretary
 Robert Steiner, 224 N 4th St. Collector
 Wesley Beck, 124 Sears St. Receiver
 Will F. Carle, 600 north Washington ave. Magazine Agent

287. ALTOONA; Altoona, Pa.

Meets in Ramey's Hall, 12th St., 2d and 4th Sundays at 2 P. M.
 F. A. Davis, 1908 Union Ave. Master
 W. E. Burket, 2008 10th Ave. Secretary
 E. K. Gerhard, 1903 Union Ave. Collector
 F. A. Davis, 1903 Union Ave. Receiver
 W. E. Burket, 2008 10th Ave. Magazine Agent

288. ENMET; Estherville, Iowa.

Meets in Masonic Hall, 1st Sunday and 3d Monday at 7:30 P. M.
 George Godden, Box 76 Master
 P. J. Sullivan, Box 48 Secretary
 A. L. Houlthouse, Box 5 Collector
 R. S. Robinson, Box 102 Receiver
 Frank Little, Box 62 Magazine Agent

289. MT. LOOKOUT; Chattanooga, Tenn.

Meets in Odd Fellows' Hall, over Third National Bank, every Sunday at 2 P. M.
 Rufinon Segasser, 1363 Market St. Master
 J. C. Gilbreath, 618 Cowart St. Secretary
 Patrick Wolf, 1207 Market St. Collector
 Thomas Harrington, 310 Long St. Receiver
 Samuel D. Doss, 214½ Montgomery Ave. Magazine Agent

290. MARION; Hannibal, Mo.

Meets in Emmet Hall, 2d and 4th Sundays at 7 P. M.
 William Edson Miles, 1101 Church St. Master
 John Kenna, 140 Market St. Secretary
 T. J. Hart, 412 Washington St. Collector
 William J. Kelly, 135 Riverside St. Receiver
 L. R. Bickel, 120 3d St., S. Magazine Agent

291. ATLANTIC; Brooklyn, N. Y.

Meets in Pythian Hall, 2d Saturday evening and 4th Sunday morning.
 Thomas H. Smith, 707 Madison St. Master
 Laurence Donehue, 216½ 22d St., S Brooklyn, L. I. Secretary
 Thomas J. Ricker, 40 Williams Ave., 28th ward Collector
 Thomas H. Smith, 709 Madison St. Receiver
 Ed. Locke, Sackman St. near Liberty Ave. Magazine Agent

292. POCAHONTAS; Poplar Bluff, Mo.

Meets in Masonic Hall, 1st and 3d Sundays at 1:30 P. M.
 C. N. Kidd Master
 F. H. Richards Secretary
 F. H. Richards Collector
 J. R. Phelps Receiver
 Wm. A. Granneman Magazine Agent

293. LAFAYETTE; Philadelphia, Pa.

Meets in Hall, cor. Frankfort Road and Sargent St., 2d and 4th Sundays of each month at 2:30 P. M.
 J. J. Leahy, 2627 Fremont St. Master
 John Holton, 1857 Warnock St. Secretary
 J. J. Leahy, 2627 Fremont St. Collector
 Lewis S. Faber, 806 Buttonwood St. Receiver
 G. W. Nevill, 1541 Palmer St. Magazine Agent

294. OHIO RIVER; Huntington, W. Va.

Meets in Engineers' Hall, cor 3d Ave. and 8th St., 1st Saturday and 3d Thursday at 7 P. M.
 James T. Looney, 199 E Main St., Lexington, Ky. Master
 Lee A. D. Tate Secretary
 E. L. Newcomb Collector
 James T. Looney, 199, E Main St., Lexington, Ky. Receiver
 E. A. T. Watkins, Box 262 Magazine Agent

295. U. S.; Davenport, Ia.

Meets 1st and 3d Sunday of each month.
 Martin L. Mitchell, 801, Swift St. Master
 John J. Shehan, 522 Esplanade St. Secretary
 John J. Shehan, 522 Esplanade St. Collector
 Martin Gillin, 813 Swift St. Receiver
 F. W. Duncan, 506 Brady St. Magazine Agent

296. IRON RANGE; Duluth, Minn.

J. A. Dalgleish, 1916 W Michigan St . . . Master
 Robt. R. Thomas, 325 Garfield Ave . . . Secretary
 Alfred Dahl, 2132 W 2d st . . . Collector
 John G. Defond, 719 3d Ave., W., Ash-
 land, Wis . . . Receiver
 Alfred Dahl, 2132 W 2d St . . . Magazine Agent

297. CLARK; Jeffersonville, Ind.

Meets in Beck's Hall, 2d and 4th Mondays.
 J. Wilson, Box 392 . . . Master
 C. E. Buehler . . . Secretary
 W. J. Hannan, cor. 27th St. and Gifford
 Ave., Louisville, Ky . . . Collector
 B. M. Bennett . . . Receiver
 M. S. Bennett . . . Magazine Agent

298. SNOW FLAKE; Minot, Dakota.

Meets 2d Sunday at 7 P. M., and 4th Sunday at 8
 A. M.
 Joseph R. Key . . . Master
 Robert M. Gilkey . . . Secretary
 Robert M. Gilkey . . . Collector
 Henry Neate, Wileston . . . Receiver
 John R. Sieber . . . Magazine Agent

299. CENTRAL OHIO; Crestline, Ohio.

Meets in Jenner's Block every Monday night.
 W. W. Ogline, Alliance . . . Master
 George W. Reed, Box 93 . . . Collector
 Henry B. Ellett, Alliance . . . Collector
 Charles H. Ridge, L Box 87 . . . Receiver
 J. W. White . . . Magazine Agent

300. HARBOR CITY; Michigan City, Ind.

Meets in I. O. O. F. Hall alternate Mondays at 2
 P. M.
 William Campbell, Box 737 . . . Master
 W. H. Roe, L Box 614 . . . Secretary
 Charley Brown, Box 449 . . . Collector
 Wm. H. Williamson, Box 153 . . . Receiver
 Harry F. McLean, Box 831, . . . Magazine Agent

301. GREEN MOUNTAIN; Lyndonville, Vt.

Meets in Engineers' Hall, 1st Sunday at 10 A. M.,
 and 3d Friday at 7 P. M.
 Samuel J. Norris . . . Master
 W. C. Baldwin . . . Secretary
 Frank W. Thompson . . . Collector
 William M. Weeks . . . Receiver
 W. C. Baldwin . . . Magazine Agent

302. YOUGHIOGHENY; Connellsville, Pa.

Meets in Kisinger's Hall, Main St., 1st and 3d
 Sundays at 2 P. M.
 J. P. Smith, Box 261 . . . Master
 Louis Weihe, Box 365 . . . Secretary
 S. A. McPhee, Box 367 . . . Collector
 Louis Weihe, Box 365 . . . Receiver
 W. J. Keenan, Box 36 . . . Magazine Agent

303. VILLA PARK; Streator, Ill.

Meets in Schlitz' Hall, cor. Main and Vermillion
 St., 2d and 4th Sundays at 2 P. M.
 J. J. Corcoran, 5 Grant St . . . Master
 T. W. White, 261 N Wasson St . . . Secretary
 Moses Cantlin, 160 N Monroe St . . . Collector
 James H. Nance, 128 N Everett St . . . Receiver
 E. S. Manley, 35 Sterling St . . . Magazine Agent

304. THREE BRANCH; Argenta, Ark.

Meets in Lemmer's Hall every Saturday evening
 at 7:30 P. M.
 John E. Powers . . . Master
 Joseph J. Hicks . . . Secretary
 R. S. Hunt . . . Collector
 Robert G. Curtis . . . Receiver
 William R. Johnson . . . Magazine Agent

305. UNWIN; Rat Portage, Ontario.

Meets in Garfield Hall every Wednesday evening.
 William Burrage, Box 40 . . . Master
 Russell Woods . . . Secretary
 William Munt . . . Collector
 Charles Unwin . . . Receiver
 James Wilson, . . . Magazine Agent

306. GRANITE STATE; Concord, N. H.

Meets 2d Saturday at 7:30 P. M., and 4th Sunday
 at 4 P. M., in Temple Hall, Sanborn Block.
 E. B. Chandler, West Concord . . . Master
 M. F. Cleary, 26 Pearly St . . . Secretary
 H. S. Mann, No. 3, Stalesman Building, Collector
 H. W. Morrill, Box 381 . . . Receiver
 J. C. Muzzy, Bradford, N. H. . . Magazine Agent

307. HAMPDEN; Springfield, Mass.

Meets in Crescent Hall, 218 Main St., 1st and 3d
 Sundays.
 Chas. A. Chapin, B. & A. Engine House . Master
 J. A. Simons, Merrick . . . Secretary
 John Fenton, 585 Chestnut St . . . Collector
 M. D. Newton, Merrick, Mass . . . Receiver
 Frank H. Gero, 96 Greenwood St. Magazine Agent

309. BARTHOLDI; Long Island City, L. I., N. Y.

Meets 2d Mondays and 4th Saturdays in Schwal-
 lenberg Hall.
 George H. Stinman . . . Master
 John W. Brown, 181 Freeman St., Green
 Point, L. I. N. Y . . . Secretary
 John J. Galvin, 46 Clay St., Green Point,
 L. I. N. Y . . . Collector
 Hugh Riddle . . . Receiver
 W. J. Simon, 102 Third St . . . Magazine Agent

310. CHESTNUT RIDGE; Derry Station, Pa.

Meets alternate Mondays and Third Sundays in
 Chosen Friends' Hall.
 H. C. Martin . . . Master
 Joshua T. Cole . . . Secretary
 W. J. Toole . . . Collector
 Joshua Rhodes . . . Receiver
 Joshua T. Cole . . . Magazine Agent

311. BELLE PLAINE; Belle Plaine, Iowa.

Meets 1st and 3d Sundays in V. A. L. Hall.
 William B. Tidball . . . Master
 J. C. Hanby . . . Secretary
 Dennis E. Curran . . . Collector
 Ed. L. Condon, L Box 34 . . . Receiver
 Ed. L. Condon, L Box 34 . . . Magazine Agent

313. KAW VALLEY; Armourdale, Kansas.

Meets alternate Mondays at 7:30 P. M.
 Melvin S. Laughlin, L Box 54 . . . Master
 John M. Frain, 108 Missouri Ave., Kansas
 City . . . Secretary
 Melvin S. Laughlin, L Box 54 . . . Collector
 E. C. Haddock, 120 N 5th St., Kansas
 City, Kan . . . Receiver
 Wm. J. Myers, 9 N 8th St., Kansas City
 Magazine Agent

314. MUTUAL; Knoxville, Tenn.

Meets in Engineers' Hall, North Knoxville, 1st
 and 4th Mondays, at 3:30 P. M.
 J. C. Pickens . . . Master
 J. C. Thomas . . . Secretary
 William H. Booth, 5 E Depot St . . . Collector
 W. T. Armstrong, 38 Florida St . . . Receiver
 J. C. Pickens, 30 E Park St . . . Magazine Agent

315. TROY CITY; Green Island, N. Y.

Meets 1st and 3d Sundays in Odd Fellows Hall,
 101 Hudson Ave.
 Jas. M. Williams, 20 Canal St., Troy . . . Master
 H. A. Norton, 119 Hudson Ave . . . Secretary
 Willis J. Spafford, 2232 5th Ave., Troy . Collector
 H. R. Peuch, 54 George St . . . Receiver
 H. A. Norton, 119 Hudson Ave . Magazine Agent

316. OMEGA; Buffalo, N. Y.

Meets in Siebert's Hall, cor. Jefferson and Bristol
 Sts., every Tuesday at 8 P. M.
 Wm. H. Walsh, 1903 Broadway . . . Master
 Wm. H. Walsh, 1903 Broadway . . . Secretary
 P. J. Donovan, 780 S Division St . . . Collector
 Joseph Kennedy, 811 Williams St . . . Receiver
 P. J. Donovan, 780 S Division St., Magazine Agent

317. MOUNT PENN.; Reading, Pa.

Meets in Bland's Hall, 9th and Penn Sts., 1st and 3d Sundays, at 8:30 A. M.
 Daniel H. Deeter, 933 Elm St. Master
 William Gordon, 838 Green St. Secretary
 James Madden, 706 Franklin St. Collector
 Levin Brownback, 417 N 10th St. Receiver
 Isaac S. Blanford, 216 Oly St. Magazine Agent

318. IRON CITY; Glenwood, 23d Ward, Pittsburg, Pa.

Meets in Speck's Block, cor. 2d St., and Hazlewood Ave., 1st and 3d Mondays at 7:30 P. M.
 J. F. Wills, Glenwood, 23d Ward Master
 R. C. Chamberlain, Glenwood, 23d Ward, Secretary
 Clayton L. Wertz, Glenwood, 23d Ward, Collector
 W. B. Knepper, Hazlewood, Pa. Receiver
 J. E. Fox, Glenwood, 23d Ward Magazine Agent

319. ORPHANS' HOPE; Dennison, Ohio.

Meets in I. O. O. F. Hall, every Tuesday at 7:30 P. M.
 Harry R. Brown, Jr. Master
 J. C. Faight Secretary
 John Roach Collector
 Harry R. Brown, Jr. Receiver
 J. H. Rowland Magazine Agent

320. ARBITRATION; East St. Paul, Minn.

Meets in Wilde's Hall, cor. 7th and Bradley Sts., 1st Sunday at 2 P. M., and 3d Wednesday at 7:30 P. M.
 D. Lordan, 471 Jenks St., St. Paul Master
 J. H. Salley, 616 Whitehall St., St. Paul, Secretary
 Thos. C. Hetherington, 738 Payne Ave. Collector
 St. Paul Receiver
 R. A. Hetherington, 738 Payne Ave., St. Paul Magazine Agent
 P. Copeland, 468 Case St., St. Paul, Magazine Agent

321. SNOW DRIFT; Chisleau, Ont.

Meets in B. of L. F. Hall, every Monday at 8 P. M.
 James McAdam, C. P. R. R. Master
 James McAdam, C. P. R. R. Secretary
 Kenneth McRea Collector
 James McAdam, C. P. R. R. Receiver
 Herbert D. Gay Magazine Agent

322. WISSAHICKON; Philadelphia, Pa.

Meets 2nd and 4th Sundays of each month at S. E. cor. 10th and Spring Garden Sts.
 C. W. Weidner, 708 Kohn St., Norristown, Master
 James Haas, 2133 Darien St. Secretary
 William Ashton, 1210 Oakdale St. Collector
 Joseph Harrison, 807 Fairmount Ave. Receiver
 L. D. Woodington, 1939 N 9th St. Magazine Agent

323. ANTHRACITE; Tamaqua, Pa.

Meets in Keru's Hall, 2d and 4th Sundays.
 Matthew Chester Master
 James McCabe Secretary
 Michael Schmauch Collector
 William J. Dintinger, Box 347 Receiver
 Joseph Mucklow Magazine Agent

324. MOUNTAIN GROVE; Catawissa, Pa.

Meets in News Item Hall, 2nd and 4th Sundays at 2 P. M.
 James W. Fisher, Box 222 Master
 Jeremiah Haley Secretary
 Jeremiah Haley Collector
 James W. Fisher, Box 222 Receiver
 W. Bowman, Milton, Pa. Magazine Agent

325. SATILLA; Waycross, Ga.

Meets in Masonic Hall every Sunday at 2 P. M.
 Thos. M. Foran Master
 H. J. Smith, Box 24 Secretary
 H. B. Lee Collector
 Wm. L. Knox Receiver
 John W. Miller Magazine Agent

326. FOIWELL; Bradford, Pa.

Meet 1st and 3d Sunday evenings in G. A. R. Hall.
 G. P. Clough, 6 Allison St. Master
 M. W. Maybee, 7 Pike St. Secretary
 G. E. Lovelace, 8 Webster St. Collector
 G. P. Clough, 6 Allison St. Receiver
 M. W. Maybee, 7 Pike St. Magazine Agent

327. SILVER MOUNTAIN; Needles, Cal.

Meets in B. of L. F. Hall every Saturday evening.
 Charles Dffenbaugh Master
 Leonard Leutzinger Secretary
 Charles Dffenbaugh Collector
 M. H. Smith Receiver
 F. B. Hardy Magazine Agent

328. STONE BALLAST; Plattsmouth, Neb.

Meets in K. P. Hall, every Sunday at 2 P. M.
 J. Rowan Master
 H. R. Reese, Box 806 Secretary
 A. M. Rogers, Box 1057 Collector
 J. Rowan Receiver
 J. S. Burns Magazine Agent

329. SOLOMON VALLEY; Downs, Kansas.

Meets in Masonic Hall, 1st and 3d Sundays at 7:30 P. M.
 H. E. Wade Master
 A. Dillon, L. Box 183 Secretary
 John Milheiser, Box 102 Collector
 R. J. Dunlap, Box 219 Receiver
 Gus Lind, Jamestown, Kan. Magazine Agent

330. RIVER VIEW; Kansas City, Kansas.

Meets in Mellville Hall, 2d and 4th Sundays at 7:30 P. M.
 T. J. Birch, 1499½ Wyoming St., Kansas City, Mo. Master
 Frank Vaughn, 619 Wyandott Ave., Armourdale Secretary
 G. W. Smith, 638 Highland Ave. Collector
 E. D. Root, 919 6th St. Receiver
 J. F. Casey, 617 W 7th St., Kansas City, Mo. Magazine Agent

331. CHICAGO BELT LINE; Auburn Junction, Ill.

Meets in in Foresters' Hall, cor. 81st St. and Vincennes Ave., Auburn, Ill., on 1st and 3d Mondays at 8 P. M.
 John J. McCarthy, S Englewood Master
 J. D. Flood, Box 31, S Englewood Secretary
 Abe. L. Leidich, Auburn Park Collector
 J. D. Flood, Box 34, S Englewood Receiver
 Frederick Wall, S Englewood Magazine Agent

332. STONE MOUNTAIN; Augusta, Ga.

Meets alternate Sundays in hall corner of Broad and Jackson Sts.
 Wilkie B. Hawes, 819½ Brave St. Master
 W. P. Clary, C. R. R. Shops Secretary
 Geo. R. Roney Collector
 B. W. Furber, Ga. R. R. Shops Receiver
 J. S. Downing, Ga. R. R. Shops Magazine Agent

333. FAIRMOUNT; Philadelphia, Pa.

Meets in in Erickson's Hall, 3947 Lancaster St., alternate Wednesdays at 8 P. M.
 P. J. Lawton, 746 N 36th St. Master
 R. L. Tomlinson, 3837 Linwood St., W Philadelphia Secretary
 C. H. Maul, 830 N 40th St. Collector
 Harry C. Ewing, 830 N 40th St. Receiver
 H. C. Ewing, 830 N 40th St. Magazine Agent

334. LONG DOUBLER; East Syracuse, N. Y.

Meets in A. O. U. W. Rooms every Tuesday night.
 George F. Allen Master
 George M. Shaffer Secretary
 E. T. Terry Collector
 Jas. H. Fitzgerald Receiver
 Joseph Gale Magazine Agent

335. SAINT ADOLPHUS; Hochelaga, Canada.

Meets in B. of L. F. Hall, 11 Moreau St.
 Alfred Pring, 20 Roch lane, Montreal Master
 Jno. Langstreth, 107 Marlborough St. Secretary
 Patrick McCall, 305 Logan St. Collector
 J. G. A. Brazeau, 83 Moreau St. Receiver
 J. G. A. Brazeau, 83 Moreau St. Magazine Agent

336. FALL RIVER; Neodesha, Kansas.

Meets in Pierce's Hall, 2d and 4th Saturdays.
 R. C. McClellan Master
 L. N. Baker, Box 178 Secretary
 Charles Koehler Collector
 R. C. McClellan Receiver
 Matthew J. James Magazine Agent

337. BIG FOUR; Kansas City, Mo.

Meets in Summerwell's Hall, 21st and Drupp Sts., alternate Tuesdays at 7:30 P. M.
 Homer Howard, 1210 Reservoir Ave. Master
 Charles T. Largent, 1673 Madison Ave. Secretary
 Charles T. Largent, 1673 Madison Ave. Collector
 N. F. Clough, 1812 Holly St. Receiver
 J. W. Leonard, 1641 Bellevue Ave., Magazine Agent

338. WEST BRANCH; Renovo, Pa.

Meets in Spangler's Hall, cor. 6th St. and Huron Ave., alternate Sundays at 1:30 P. M.
 Frederick Kerby Master
 R. C. McFarland Secretary
 W. C. Robinson Collector
 G. B. McManigal Receiver
 James Campbell Magazine Agent

339. WHITE BREAST; Charlton, Iowa.

Meets in Woodman's Hall.
 T. H. Sanford, Box 620 Master
 A. M. Williby, L. Box 781 Secretary
 James C. Beck, Box 349 Collector
 A. M. Williby, L. Box 781 Receiver
 M. Dunn Magazine Agent

340. STAR OF THE WEST; Newton, Kansas.

Meets in Odd Fellows' Hall, alternate Thursdays at 7:30 P. M.
 William Gilpin, 403 W 5th St. Master
 J. S. Wood, 209 W 5th St. Secretary
 Charles S. Druce, L. Box 169 Collector
 John M. Kelley S Main St. Receiver
 Charles T. Brant, L. Box 169 Magazine Agent

341. GOLD RANGE; Donald, B. C.

Meets in Firemen's Hall every Wednesday.
 Arthur Randall Master
 Willis J. Armstrong Secretary
 George B. Govett, Box 49 Collector
 Thomas B. Clench Receiver
 H. J. McSorley Magazine Agent

342. CASCADE; Medicine Hat, North West Terr.

Meets in Masonic Hall, 2d Wednesday and 4th Thursday.
 Burley Wallis, Box 68 Master
 James Hawthorne, Box 66 Secretary
 William Rutherford, Box 66 Collector
 Leonard Dobbin, Box 66 Receiver
 Leonard Dobbin, Box 66 Magazine Agent

345. FRONT END; Paris, Texas.

Meets every Saturday at 8 P. M.
 W. H. Dickinson, Box 24 Master
 L. F. Tobin, Box 24 Secretary
 A. E. Hitt, care G. C. & S. F. Shops, Dallas Collector
 James Lyons, Box 24 Receiver
 J. N. Balfew Magazine Agent

346. FLOWERY LAND; Pensacola, Fla.

Meets in Odd Fellows' Hall 1st and 3d Mondays.
 F. T. Martin, 107 E Wright St. Master
 James E. Buckley, 300 E Wright St. Secretary
 J. W. Chrisholm, L. & N. Shops Collector
 James I. Sizer, 416 E Wright St. Receiver
 J. W. Chrisholm, 1012 E Laura St. Magazine Agent

347. OLD FORT; Dodge City, Kansas.

Meets in I. O. O. F. Hall 1st and 3d Thursdays at 3 P. M.
 William C. Fadel, Box 314 Master
 John Husser, L. Box 335 Secretary
 Augustus Falkner Collector
 B. S. Williams, L. Box 21 Receiver
 James B. Crothers Magazine Agent

348. BLUE MOUNTAIN; La Grande, Oregon.

Meets every Wednesday at 3 P. M. in K. of P. Hall.
 E. A. Stephens, L. Box 18 Master
 F. E. Herr, L. Box 37 Secretary
 J. G. Austen, L. Box 52 Collector
 John Walker Receiver
 F. E. Herr, L. Box 37 Magazine Agent

349. HUDSON RIVER; Union Hill, N. J.

Meets in Concordia Hall, 2d Saturday at 8 P. M., and 4th Sunday at 2 P. M.
 H. E. Hamblen, New Durham, N. J. Master
 L. T. Burns, New Durham, N. J. Secretary
 L. T. Burns, New Durham, N. J. Collector
 Harry Poynton, New Durham, N. J. Receiver
 Joe Lewis, New Durham, N. J. Magazine Agent

350. JAMES DONNELLY; Perth Amboy, N. J.

Meets in K. of P. Hall 2d and 4th Sundays.
 Joseph B. Hoffman Master
 W. J. Ditzler Secretary
 Christopher Greenwall Collector
 Theodore R. Mertz Receiver
 Levi M. Landis Magazine Agent

351. HOME; White Haven, Pa.

Meets in Runkey's Hall, 2d and 4th Sundays at 2 P. M.
 James N. Deterline Master
 Edward T. McNally Secretary
 Amos Flowers Collector
 Charles Prutzman Receiver
 Charles Deal Magazine Agent

352. CHAMPLAIN; St. Albans, Vt.

Meets in Engineer's Hall, 1st and 3d Sundays at 1:45 P. M., and 4th Mondays at 7:30 P. M.
 John McAllister, 104 Lake St. Master
 Charles E. Preston, 18 High St. Secretary
 Frederick A. Mailloux Collector
 C. P. Kelly, 89 Foundry St. Receiver
 George Hobart, 177 Main St. Magazine Agent

353. MARBLE CITY; Rutland, Vt.

Meets in E. A. U. Hall, 1st and 3d Sundays.
 John Grady, 8 Pine St. Master
 C. F. Whitehouse, 77 River St. Secretary
 C. F. Underhill, 8 Pine St. Collector
 C. F. Underhill, 8 Pine St. Receiver
 Wm. H. Murray, 17 Franklin St. Magazine Agent

354. HOBOKEN; Hoboken, N. J.

Meets in Burnett's Hall 2d Sundays and 4th Saturdays.
 John Hotten, Troy St. and Summit Ave., Jersey City, N. J. Master
 John Gademan, 7 Nelson Ave., Jersey City, N. J. Secretary
 Patrick Ash, South Orange, N. J. Collector
 Emmons C. Williams, Morristown, N. J. Receiver
 Hudson Blanchard, Boonton Magazine Agent

355. STONE CITY; Joliet, Ill.

Meets in B. of L. F. Hall, 222 Jefferson St., 1st Tuesday at 7:30 P. M., and 3d Sunday at 2:30 P. M.
 W. W. Brooker, 134 S Hickory St. Master
 Christopher Nolan, 123 Grover St. Secretary
 Harrison McPeck, C. S. F. & C. R. R. Collector
 T. F. Hannan, 411 S Desplaines St. Receiver
 W. H. Brooker, 117 John St. Magazine Agent

356. CHAUNCEY M. DEPEW; Albany, N. Y.

Meets 1st and 3d Tuesdays.
 Frank C. Wilson Master
 R. J. Lilly, 67 1st St. Secretary
 R. J. Lilly, 67 1st St. Collector
 Scranton E. Sweet, 536 Liberty St., Schenectady Receiver
 F. Degroff, 160 Clinton Ave. Magazine Agent

357. JUSTICE; Vanceboro, Maine.

Meets in A. O. U. W. Hall, at Vanceboro and Main Sts., 2d and 4th Saturdays.
 J. E. Shea Master
 Whitfield Nobles Secretary
 C. J. Tabor, Woodstock, N. B. Collector
 Walter E. Dresser Receiver
 E. L. Hagerman, Woodstock, N. B. Magazine Agent

358. COOKE; West St. Paul, Minn.

Meets in I. O. O. F. Hall, cor. Fairfield and Dakota, Ave., 2d and 4th Sundays at 2 P. M.
 Christopher McKay, 154 Esabell St. Master
 W. R. Perrin, 1015 Washington Ave., South Minneapolis Secretary
 W. R. Perrin, 1015 Washington Ave., South Minneapolis Collector
 Peter Anderson, 1428 Washington Ave., S Minneapolis Receiver
 W. H. Bronson, 1902, cor. 19th Ave. and S. E. 4th St., E Minneapolis Magazine Agent

369. BIG FLINT; Wellington, Kansas.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M., and 2d Fridays at 7:30 P. M.
 T. M. Brown, E Lincoln Ave Master
 H. E. Hansen, E Harvey Ave Secretary
 Charles Weddle, 522 E 4th St Collector
 J. N. McCarty, 517 E 4th St Receiver
 H. E. Hansen, E Harvey Ave Magazine Agent

360. COLD SPRING; Springfield, Ohio.

Meets in Engineers' and Firemen's Hall 1st and 3d Sundays.
 Joseph A. Taylor, care Schlenk House, Sandusky, O Master
 A. W. Binns, E High St Secretary
 E. E. Leonard, Forest House, E High St Collector
 A. W. Binns, E High St Receiver
 Jos. Gretham, Sandusky, O Magazine Agent

361. TRIED AND TRUE; Washington, Ind.

Meets alternate Sundays in Arcade Hall.
 William H. Cunningham, O. & M. Shops Master
 M. J. Cunningham, O. & M. Shops Secretary
 A. B. Mix, O. & M. Shops Collector
 John H. Kernan, O. & M. Shops Receiver
 Wm. Koster, O. & M. Shops Magazine Agent

362. CATARACT; Niagara Falls, Ontario.

John Rogers, Suspension Bridge, N. Y. Master
 T. E. Swailwell, Niagara Falls, N. Y. Secretary
 J. W. Francis Collector
 John C. White, Suspension Bridge, N. Y. Receiver
 J. W. Francis Magazine Agent

363. METROPOLITAN; New York, N. Y.

Meets at 490 8th Ave., 1st and 4th Sunday afternoons.
 J. M. Reilly, 204 E 112th St Master
 Nat. Sawyer, 205 W 61st, 2d Flat Secretary
 A. W. Eggleston, White Plains, N. Y. Collector
 M. J. Lynch, 206 E 45th St Receiver
 M. J. Lynch, 206 E 45th St Magazine Agent

364. SINGERLY; Philadelphia, Pa.

W. G. Staats, 6311 Woodlawn Ave Master
 A. J. Lawton, 1311 Hanover St., Baltimore, Md Secretary
 G. W. Gregg, Jr., B. & O. Round House Collector
 J. I. Way, 305 Tome St., Baltimore, Md., Receiver
 F. G. Dennis, 60 W St. and Chester Ave Magazine Agent

365. VIOLET; Bellows Falls, Vt.

Meets in G. A. R. Hall 1st and 3d Saturday evenings.
 Andrew E. Angier Master
 A. E. Wells, Box 508 Secretary
 F. L. Darling, Windsor, Vt Collector
 A. G. Firman, Windsor Vt Receiver
 F. E. Keech, 7 S Main St., Brattleboro, Vt Magazine Agent

366. HAGERSTOWN; Hagerstown, Md.

Meets in Red Mens' Hall, cor. W and P Sts., 2d and 4th Sundays.
 S. R. Hacker, 218 High St Master
 S. R. Hacker, 218 High St Secretary
 Christopher E. Rohrer, 307 High St Collector
 D. A. Wallace, 20 Salem Ave Receiver
 S. R. Hacker, 218 High St Magazine Agent

367. MORGAN CRANE; Somerset, Ky.

Meets in Engineers' Hall, 1st and 3d Saturday evenings.
 George L. Pepper Master
 John Dikeman Secretary
 Martin B. Conniff Collector
 James Ford Receiver
 M. J. McCabe, Box 200 Magazine Agent

368. DEEP WATER; Springfield, Mo.

Meets in K. of P. Hall 1st and 3d Tuesday at 7:30 P. M.
 B. S. Chinn, 802 W Elm St Master
 Jno. Gallagher, 003 N Campbell St Secretary
 Charles Hall, 957 N Cammel St Collector
 C. W. Henry, Rooms 9 and 10, Denton Block, College St Receiver
 C. W. Hall, 963 Union St Magazine Agent

369. WALNUT VALLEY; Eldorado, Kan.

Meets corner Main St. and Central Ave., 2d and 4th Tuesdays at 7:30 P. M.
 Frederick Staley, Box 196 Master
 E. S. Mead, Box 422 Secretary
 M. Fitzgerald, Box 185 Collector
 J. C. Wickham Receiver
 C. J. Lester, 1009 Margrave St., Fort Scott, Kan Magazine Agent

370. NEOSHO VALLEY; Council Grove, Kan..

Meets in A. O. U. W. Hall, 1st and 3d Wednesday evenings.
 Charles Torrence Master
 Clarence G. Stone Secretary
 Charles M. Leeman Collector
 Charles Torrence Receiver
 Clinton Howard Magazine Agent

371. COVENANT; Nevada, Mo.

Meets 1st and 3d Fridays at 7:30 P. M.
 W. M. Kalkins, Box 335 Master
 J. E. Kinzie, Box 335 Secretary
 J. C. Fletcher, Box 335 Collector
 John Dandy, Box 250 Receiver
 J. E. Kinzie, Box 335 Magazine Agent

372. SIGNAL MOUNT; Big Springs, Texas.

Meets in Engineers' Hall, 1st Wednesday afternoon and 3d Wednesday evening.
 R. J. Bible Master
 G. H. Smith Secretary
 S. E. Ord Collector
 R. J. Bible Receiver
 W. L. Simpson Magazine Agent

373. J. T. HARAHAH; Birmingham, Ala.

Meets in Reen Hall, Allen Building, Morris Ave., 1st and 3d Sunday at 9 A. M.
 W. F. Young, 1731 Ave. A Master
 S. L. Stinson, 2201 2d St Secretary
 R. K. Long Collector
 S. E. Livingston, 1731 Ave. A, 18th St Receiver
 A. W. Ansley Magazine Agent

374. McALLISTER; Herrington, Kan.

Meets in Masonic Hall, 1st Thursday at 1:30 P. M., and 3d Thursday at 7:30 P. M.
 L. Gay Master
 H. S. Smith Secretary
 W. W. Campbell Collector
 E. L. Aument Receiver
 Jesse L. Brown, Box 24 Magazine Agent

375. FRIENDSHIP; Dayton, Ohio.

Meets in K. P. Hall, 1st and 3d Sundays at 2 P. M.
 N. W. Rose, 109 LaBelle St Master
 John H. Dewesse, 22 Webb St Secretary
 Frank G. Stillwell, 28 N Van Lear St Collector
 John F. Hoban, 635 E 2d St Receiver
 John Ryan, 120 Crane St Magazine Agent

376. J. H. KIRK; Horton, Kan.

Meets 1st and 3d Saturdays at 7:30 P. M.
 A. W. Brown Master
 R. J. Sandidge Secretary
 E. S. Strahan Collector
 Thomas Sheahan, I, Box 39 Receiver
 James E. George, L Box 39 Magazine Agent

377. NICKEL PLATE; Conneaut, Ohio.

Meets in A. O. U. W. Hall, over City Bank, 1st and 3d Wednesdays.
 H. A. Belding, Box 220 Master
 C. S. Ellinwood Secretary
 S. McHaffey Collector
 C. A. Wilcox, Box 301 Receiver
 C. S. Ellinwood Magazine Agent

378. HOLBROOK; Chartiers, Pa.

Meets every Sunday in Christian Hall, McKees Rocks, Pa.
 George James, 406 Henry St. McKeesport, Pa. Master
 D. W. Scott, McKees Rocks, Pa. Secretary
 John Alnor, Point Bridge Toll House, S S. Pittsburg, Pa. Collector
 Frank J. Thomer, 3709 5th Ave., Pittsburg, Pa. Receiver
 Elmer E. Lewis, 175 3d Ave., Pittsburg, Pa. Magazine Agent

- 379. WEAVER; Sayre, Pa.**
Meets in K. of H. Hall, Cornell's Block, 1st and 3d Sunday at 11 A. M.
John Durkin, Box 437 Master
James Denton, Box 290 Secretary
Charles L. Burroughs, Box 396 Collector
William E. Preston, Box 493 Receiver
Archie C. Burr, Box 213 Magazine Agent
- 380. McKELVEY; Baltimore, Md.**
Meets in Mechanics Hall, cor. S Charles St. and Fort Ave., 1st and 3d Sundays.
C. E. Walsb, 1631 S Charles St Master
C. W. Gardner, 1631 S Charles St Secretary
C. E. Walsb, 1631 S Charles St Collector
M. B. Donaldson, 1518 Light St Receiver
Magazine Agent
- 381. J. W. WALKER; Conemaugh, Pa.**
Meets in B. of L. F. Hall 2d and 4th Sundays at 1:30 P. M.
J. W. Walker Master
J. L. Williams Secretary
Harry M. McFeaters Collector
J. C. Hess Receiver
C. R. McDowell Magazine Agent
- 382. BETHENDA; Waukesha, Wis.**
Meets in Engineers' Hall, 1st and 3d Sundays at 2 P. M.
R. A. Hauke Master
Arnold J. Gude, Box 897 Secretary
John M. Dowd Collector
Otto W. Hanke, L Box 897 Receiver
Otto W. Hanke, L Box 897 Magazine Agent
- 383. PETROLEUM Oil City, Pa.**
Meets in C. M. B. Hall, 1st and 3d Mondays.
Thomas Martin Master
John H. Quirk, Box 330 Secretary
Allison W. Judd Collector
John Davis, Box 763 Receiver
John Davis, Box 763 Magazine Agent
- 384. R. H. WILBUR; Leighton, Pa.**
Meets in Reuber's Hall, 1st and Bank Sts., 2d and 4th Sundays.
Alfred Dreisbach, Weissport, Pa Master
Alvin A. Miller, Weissport, Pa Secretary
A. T. Henry, Weissport, Pa Collector
Alvin Rex, Weissport, Pa Receiver
John J. Walters Magazine Agent
- 385. MOUNTAIN DIVISION; Keyser, W. Va.**
Meets in I. O. O. F. Hall, 2d and 4th Mondays at 10 A. M.
M. S. Tucker Master
John D. Heron Secretary
John W. Jankey Collector
Henry Montgomery Receiver
Frank B. Simmons Magazine Agent
- 386. RAMONA; National City, Cal.**
Meets 2d and 4th Thursdays in Firemen's Hall.
E. Ware Boyd Master
Alfred T. Washington Secretary
Jas. L. Stearns Collector
E. Ware Boyd Receiver
John M. Davis Magazine Agent
- 387. RED ROCK; Schrieber, Ontario.**
Meets in B. of L. F. Hall, 1st and 3d Sundays.
John Gardiner, C. P. R Master
W. H. Wadland, Box 104 Secretary
Philip A. McAllen, Box 111 Collector
Alfred Bilbe, Box 53 Receiver
M. E. Hartry, Box 21 Magazine Agent
- 388. PHIL. H. SHERIDAN; Milwaukee, Wis.**
Meets in Firemen's Hall, 170 Reid St, 1st and 3d Sundays.
Thomas Tanner, 434 Barclay St Master
John D. Singles, 207 Wisconsin St Secretary
Elmer Knapp, 286 Jefferson St Collector
James McCann, 401 Clinton St Receiver
G. E. McCosker, 349 Scott St Magazine Agent
- 389. LIVINGSTONE; Chillicothe, Mo.**
Meets in I. O. O. F. Hall, 2d and 4th Sundays at 2 P. M.
Edward E. Stockton Master
E. A. Dix Secretary
George Zugschwerdt Collector
T. H. Hennessey Receiver
Mike Cunningham Magazine Agent
- 390. SILVER STATE; Carlin, Nevada.**
Meets in Engineers' Hall Tuesday evenings.
C. H. Oliver Master
Price E. Davis Secretary
William M. Wickel Collector
George English Receiver
S. S. Stoll Magazine Agent
- 391. NAUVOO; Ft. Madison, Iowa.**
Meets in K. of P. Hall, N W cor. 2d and Pine Sts., 2d and 4th Sundays at 2 P. M.
John C. Schafer Master
William Hamilton Secretary
Harry R. Kinne Collector
O. L. McClellan Receiver
O. L. McClellan, Box 83 Magazine Agent
- 392. WEST PENN; Blairsville, Pa.**
Joseph T. Daugherty, Apollo, Pa Master
Charles C. Henderson, 281 Locock St, Allegheny City, Pa Secretary
Luther H. Martin Collector
William R. Ranson, Cokeville, Pa Receiver
J. D. Davis Magazine Agent
- 393. DIAMOND VALLEY; Harrisburg, Pa.**
Meets in Sible Hall, 3d and Cumberland Sts., 2d and 4th Tuesday at 7 P. M.
William K. Drake, 1531 N 6th St Master
S. M. Myers, 506 Kelker St Secretary
Frank Snyder, 1228 N 7th St Collector
Amos Brennehan, 1843 N 7th St Receiver
William C. Taylor, 1508 N 5th St Magazine Agent
- 394. PLEASANT VALLEY; Beatrice, Nebraska.**
Meets in I. O. O. Hall, Cor. 5th and Court Sts., 2d and 4th Sundays at 2:30 P. M.
B. A. Downer, Riverside Hotel Master
Charles E. Harris Secretary
Charles E. Harris Collector
E. K. Cole, Riverside Hotel Receiver
E. K. Cole Magazine Agent
- 395. MILLARD FOSTER; Belleville, Kansas.**
Meets in A. O. U. W. Hall 1st and 3d Tuesdays at 7:30 P. M.
K. L. Dresser Master
Charlie M. Mills Secretary
Samuel Jackson Collector
Charlie M. Mills Receiver
Clarence C. Sanborn, Combination Box 115 Magazine Agent
- 396. TIP TOP; Goodland, Kansas.**
Meets in K. of P. Hall 2d and 4th Mondays at 7:30 P. M.
Joseph H. Shaw Master
Harry H. Dickson Secretary
John J. Michie Collector
C. C. Sutherland Receiver
Charles C. Hamlin Magazine Agent
- 397. LONG DIVISION; Holdington, Kansas.**
Meets in the School House 1st and 3d Wednesdays at 8:30 P. M.
George M. Bagley Master
Ed. E. Brown Secretary
Alonzo C. Shaffer Collector
H. P. Arnold Receiver
Frank J. Parnell Magazine Agent
- 398. PINE MOUNTAIN; Columbus, Ga.**
Meets in Odd Fellow's Hall, 1st Ave., opposite city market, every Sunday at 2 P. M.
Wm. M. Reeves, 944 Fifth Ave Master
Walter K. Mahone, 1232 Third Ave Secretary
Edgar T. Harn, 944 Fifth Ave Collector
A. B. Moore, 944 Fifth Ave Receiver
W. D. Melver, 944 Fifth Ave Magazine Agent
- 399. CRESCENT CITY; New Orleans, La.**
Meets corner of Custom House St. and Exchange Alley, 2d and 4th Thursdays at 7:30 P. M.
James Gordon, 586 N Rampart St Master
Harry H. Dodson, 572 1/2 Dauphine St Secretary
Jas. C. Dupre, 153 Ursinart St Collector
George Perry, 159 Spain St Receiver
Wm. A. O'Donnell, 161 Laurel St Magazine Agent
- 400. MARIAS DES CYGNE; Osawatimie, Kan.**
Meets every Sunday at 3 P. M.
George P. Reed Master
W. A. Bedell Secretary
S. L. Keith Collector
A. P. Coppers Receiver
George P. Reed Magazine Agent

REGALIA

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CONDUCTORS, BRAKEMEN,
Etc., Etc., Etc.

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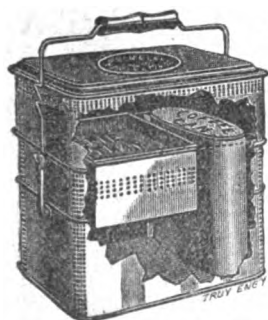
ARKANSAS CITY, ARK., January 15, 1889.

Reardon & Ennis:

Dinner pail arrived all O. K., and would say that it is just the boss for engine men and those who take their dinner or lunch to work with them, and will recommend it to all the boys on the line, and hope they will get it from you.

Respectfully

JOSEPH GREGORY, Engine 448.



Size of No. 2 Pail is 9½ in. long by 5½ in. wide by 9½ in. high when locked up

To introduce these Pails until further notice, we will deliver one No. 2 Ventilated Pail, boxed and expressage paid, at any express point in the United States on receipt of P. O. Order for one dollar and fifty cents. Try one.

REARDON & ENNIS,

Sole Manufacturers, Troy, New York.



[Farmer, just from postoffice.] "Oh, wife! I've received \$1,000 as my share in the CHIMNEY CORNER subscription profits! Now I can pay off the mortgage on the farm!"

opened until this contest closes, when the enormous sum of \$79,366 will be distributed free among 15,509 subscribers who make the best guesses as to the number of kernels the jar contains.

15,509 CASH PRESENTS TO BE GIVEN FREE! The following amounts **IN CASH** will be distributed free to subscribers guessing nearest the number of kernels of corn the pint jar contains:

contains:	1	Present to the 1st Subscriber Guessing Nearest Number	\$5,000
1	"	Subscriber Making Next Best Guess.....	1,000
1	"	" " " "	500
5	"	" 5 " " making next best guess, \$300 each	1,500
10	"	" 10 " " " "	2,000
25	"	" 25 " " " "	2,500
50	"	" 50 " " " "	3,750
100	"	" 100 " " " "	5,000
200	"	" 200 " " " "	5,000
500	"	" 500 " " " "	7,500
1000	"	" 1000 " " " "	10,000
3000	"	" 3000 " " " "	15,000
5000	"	" 5000 " " " "	15,000
5616	"	" 5616 " " " "	5,616

15,509	Presents, amounting to.....	\$79,366
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All who guess must send 50 cents to pay for six months' subscription to *CUMSVY*. Contestants will be entered on a card's subscription and 3 guesses. Your name and address will be entered on our subscription books as soon as received together with any guesses or guesses you may make. When our subscription books show 150,000 subscribers the distribution of cash presents will take place. We do not claim to be philanthropists, but are in business to make money. A publication with a paid-up subscription list of 150,000 will receive at least \$25,000 a year from advertisers who wish to use its columns. As we shall distribute among subscribers the profits from subscriptions only, we are sure the presents will be our profits. We shall immediately expend \$35,000 in this advertisement before the parties, the cash prizes distributed. Names and addresses of winners will be published in the paper, together with pictures (if desired), of the parties making the three best guesses. Should two or more persons guess the correct number, then the one whose guess is first received will be

Having been in the publishing business many years, we would not make a false statement or fail in an undertaking, which would jeopardize a business reputation, representing years of toil.

tractions, both literary and artistic

The traveling expenses of a committee of five subscribers will be paid to Chicago and return; that they may bear witness to the fair and impartial distribution of our subscribers share of the profits.

ONLY 50 CENTS secured. Stamp
ferred. Send in immediately with
old adage—"nothing risk, nothing w
TO-DAY" and secure one of the 15

SPECIAL! We have set aside \$100,000 to be distributed among the first 1000 people who call. To the first 100, \$100 each; to the next 100, \$50; to the third, \$25; to the next 100, \$2 each; the next 60,

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Reference: Park Nat'l Bank, Chicago.

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WILL DISTRIBUTE

\$79,366

AMONG ITS SUBSCRIBERS.

CO-OPERATION ON A PRACTICAL BASIS.

Determined to increase our subscription list to 150,000 within the next 90 days, we shall distribute among our subscribers all subscription profits for 1889. A common pint measure has been filled even

YEARLY EXPENSES.

This estimate shows the cost of issuing 150,000 copies of CHIMNEY CORNER (16 pages, 64 columns), for one year:

one year?	
Cover Paper.....	\$11.80
Type Setting.....	1,800
Cutting, Pasting, Folding.....	1,620
Electrotyping.....	384
Press-work.....	3,600
Illustrating.....	1,200
Clipping Papers.....	1,350
Address Papers.....	2,000
Paper for Wrappers.....	1,200
Postage on Papers.....	3,600
Serials, Short Stories and other Literary Articles.....	2,400
Office Rent.....	1,200
Office Help.....	3,600
Inserting this advertisement 1 time in the leading papers of the U. S.....	35.00
Total.....	\$70.634

YEARLY RECEIPTS.

150,000 Subscribers at \$1.00 each.....	\$150,000
Total Expenses, as shown above.....	70,634

This gives a net yearly profit to be divided among subscribers of.....\$79,366
You can verify the correctness of the above estimate by submitting it to any printer or publisher.



[Young lover, embracing his betrothed.]—"Rejoice with me, dearest! I've just received \$5,000 as my share in the CHIMNEY CORNER subscription profits. Our marriage need no longer be delayed on account of poverty!"

opportunity of your life.



Lodges of the B. of L. F. wishing
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Castner & Curran, General Tide Water Coal Agts.

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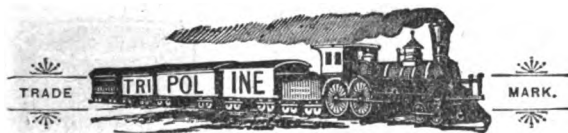
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The results of sales the past year by railroad boys acting as agents for

THE BEST POLISH IN THE WORLD.



**BAKER'S
TRIPOLINE,**

Having been so satisfactory, we will for the balance of this year, ending Jan. 15th, next

—GIVE FIVE PRIZES:—

Viz:—1st Prize, 150 lbs. Tripoline, or a Watch of Equal Value.

2d	"	125	"	"	"	"	"
3d	"	100	"	"	"	"	"
4th	"	75	"	"	"	"	"
5th	"	50	"	"	"	"	"

Price same as last year, viz: \$2.40 per dozen for 1-lb. boxes. In lots of one-half gross, \$13.00. Lots of one gross, \$25.00.

Cash must always accompany orders to avoid delays and mistakes

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88 Market St., Chicago.**

N. B.—We cannot accept but one agent in same locality.

Correct account of sales of each fireman will be kept and award made and announced in next February number of Magazine.

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Set with 5 Garnets, \$12.00.



No. 012. B. L. F.
Engraved, \$11.00.
Engraved, with 3 Garnets, \$12.00.



No. 015. O. R. C.
Engraved, \$11.00.
Engraved, set with 5 Garnets, \$12.00.



No. 013. B. L. F.
Engraved, \$10.00
Engraved, set with 3 Garnets, \$11.00.



No. 011. B. L. E.
Engraved \$10.00
Set with 5 Garnets, \$11.00.

PINS.



No. 037. B. L. F.
Enameled, \$6.00.
Enameled set with 5 diamonds, \$14.00.



No. 027. B. L. E.
\$3.00.



No. 029. B. L. F.
\$3.00.



No. 036. B. L. E.
Roman Gold
Chased, \$6.00.



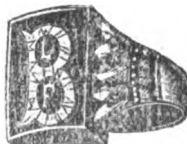
No. 034. B. L. E.
Enameled, \$7.00.
Enameled, with 5 Ruby Garnets, \$11.00.



No. 035. B. L. E.
Roman Gold
Chased, \$8.00.



No. 025.
B. L. F. \$2.00.



No. 018. Oval Black
Onyx Top, encrusted
Gold Emblem, \$6.00.



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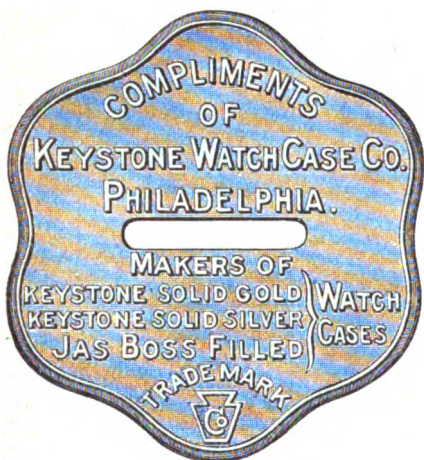
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LOCOMOTIVE FIREMEN'S MAGAZINE



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No. 6

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PUBLISHED MONTHLY AT TERRE HAUTE, IND.

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JUNE, 1889.

A REMARKABLE DOCUMENT.

We have before us Report No. 4,147, made by a committee of the House of Representatives, Fiftieth Congress, second session, February 27, 1889, relating to "Labor troubles in Pennsylvania."

The committee appointed by the speaker of the House of Representatives consists of the following members: G. D. Tellman, of South Carolina; W. J. Stone, of Missouri; J. Logan Chapman, of Michigan; John A. Anderson, of Kansas, and A. X. Parker, of New York. The resolution creating the committee and defining its duties, adopted February 2, 1888, is as follows:

Resolved, That a special committee of five of the House of Representatives be appointed to investigate forthwith the extent, causes and effect upon inter-state commerce of the continued failure by the Reading Railroad Company to transport such commerce, and to report to the House, by bill or otherwise, for consideration at any time, such legislation as is necessary to secure to the public the regular and complete execution by a railroad company of its obligations to serve as a common carrier of inter-state

commerce, and to investigate the difficulties existing in the Schuylkill and Lehigh coal regions of Pennsylvania between the corporations mining coal and the miners, and to further investigate all the facts in relation to the mining corporations and individual miners of anthracite coal in connection therewith, and all the facts in relation to the matter, and report the same to the House.

The report makes a volume of 783 closely-printed pages, and to a large extent unravels the mysteries connected with the operations of the Reading Railroad Company in mining and transporting anthracite coal. The report is valuable from a variety of considerations. In the first place, under Congressional authority the country is permitted to know something of the methods practiced by great corporations to increase their wealth, totally regardless of consequences to others. The labor troubles of Pennsylvania exceed those of any other State in the Union. It is in Pennsylvania where labor is the most oppressed and degraded, particularly in the anthracite coal region. In the space we can devote to the subject, it is impossible for us to do more than to refer briefly to the views of the committee, based upon the testimony given by thirty-seven witnesses, including Austin Corbin, President Reading Railroad Company; George B. de Keim, President Reading Coal and Iron Company; A. A. McLeod, General Manager Reading Railroad and Reading Coal and Iron Company; S. B. Whiting, General Superintendent Reading Coal and Iron Company, together with laborers, miners, merchants, operators and men in other

employments, more or less familiar with the outrages committed by the Reading Company.

The committee in making their report arraigns the Reading Railroad Company as a monstrous evil, nor do they see in its operations one redeeming feature. It has by desperate methods obtained control of about one third of all the anthracite coal lands of Pennsylvania, as also of nearly all the routes of transportation of anthracite coal to the markets of the country, until it has earned the sobriquet of the "Reading Devil-fish." The committee charges that "in order to rob the public it has increased its bonded debt to \$160,000,000, and this it has done, as shown by one of its ex-Presidents and directors, Charles E. Smith, by dishonest practices.

This company, as is abundantly shown, which is dishonest and corrupt to the core, which has defrauded the stockholders and robbed the public, whose operations are a mass of felonies and frauds, has under its control about 22,000 persons engaged in mining, and about 15,000 men employed upon its railroads, in all about 37,000 persons representing about 175,000 persons, over whom it seeks to exercise, and to a great extent does exercise, autocratic control.

This "Reading Devil-fish," says the committee, "keeps its miners in debt slavery as so many Mexican peons." They are cheated in the size of cars, they are robbed by "dockage" and "pluck-me stores," and by the refusal of cash with which to trade elsewhere, and are compelled to purchase of the "pluck-me stores" at an increased cost of from "75 to 175" per cent. above other stores, and it is in testimony that by such processes "hard-working, sober miners have toiled for years, or even a lifetime, without being able to draw a single dollar, or but a few dollars, in actual cash." Men are compelled to work without knowing what wages they are to receive until pay day comes, and then must take what is offered.

The committee does not hesitate to affirm that the strikes that have occurred among the miners and the railroad employes of the Reading Company were "deliberately brought about" by the company for considerations, which bear the stamp of unprecedented iniquity. In addition to the poverty

and wretchedness brought about by the Reading Company, the committee charges that "gross political abuses" have been produced. Says the committee: "Tramps are to be seen on every hand; vagabond squads of Italians, Poles and Huns, many of whom cannot speak English, throng the mines to compete with Americans for work," and "competition for employment is so fierce that wages in many occupations are but little above the starvation point." Such creatures in the employment of such corporations, the committee remarks, "are but little better than political as well as industrial slaves."

To keep these employes in subjection the Reading Company employs a small army of what are called "policemen," Corbin admitting that his railroad employed 300 and the Coal and Iron Company 412, making 712 men, all armed, when required, with revolvers and rifles, ready to shoot down men to maintain the supremacy of the corporation. In view of such facts the committee says:

From the cautious and anxious manner in which some of the witnesses testified, and from the bated breath in which they privately disclosed their wrongs, and from the subdued appearance of the population generally, there was a forcible reminder to an intelligent man of the status of affairs in Russia or of other despotisms.

The Reading Railway Company has set itself resolutely at work to down all labor organizations. Its purpose is to thoroughly *Russianize* that portion of the country where it holds undisputed sway over the lives and fortunes of its 22,000 miners and its 15,000 railroad employes and those dependent upon them, and to those who read the report of the Congressional committee it will appear that the work of reducing men to the degraded level of serfs, has made great headway in Pennsylvania under the management of the Reading Railroad Company and the Reading Coal and Iron Company.

The committee refers to the proposition of improving the railroad service of the country by transferring the railroads by "purchase" or by the exercise of "eminent domain" to the National Government to "run them by treating every railroad employe as it does an enlisted soldier in the regular army or sailor in the navy," but concludes that "the million railroad em-

ployés, most of whom are also voters, would hardly sanction that sort of quasi-martial law," and here we introduce some reflections by the committee which will be read with interest by the patrons of the *Magazine*. The committee says:

"As paradoxical as it may seem at first view, the best and surest preventative of a strike on a railroad is *not to punish the men for striking, but to punish the superior officers of the road for goading the men to strike*, especially if the railroad company shall be allowed two days without incurring any penalty to replace any employés who make unreasonable or unjust demands, as provided in the bill herewith submitted by your committee. The employés of a railroad *will not strike unless they are grossly mistreated in some way, by either being underpaid or overworked, or not promoted when deserving it, or by being ignominiously treated, or being discharged without a hearing by some coarse, overbearing, money-making superior, who has no regard for the feelings of the men*. The chief executive officers of every railroad ought to be born leaders of men, who can inspire their subordinates with devotion to the best interests of the road, as a successful general inspires his soldiers to serve heroically.—(Italics ours.—ED. MAGAZINE.)

The foregoing is eminently just, and railroad corporations and the public generally should ponder well the conclusions of the Congressional committee. They place the railroad strikers before the country in a just light, and redeem them from the vile calumny of which they have been for years the victims. The committee further says:

One fruitful source of strikes is the gradation system of classifying conductors and engineers and attaching a difference of pay to each grade without carrying out in good faith the promised promotions and increase of pay. Many railroads require an engineer to serve an apprenticeship of three years before he can be ranked even as second class, and not infrequently they compel him to serve another three years before he can be graded as first-class, yet it is common to make so called second-class engineers, drawing only second-class pay, do first-class duty. So to with conductors. The probationary term for them is usually eight years to be ranked as first-class, still during the most of this apprenticeship they have to do the work of first-class men while only enjoying second-class rank and drawing but second class pay. To save a few dollars, many roads systematically please to have but few first-class engineers or conductors, either by refusing upon one pretext or another to grant earned promotion, or by discharging first-class men, or by treating them so badly that they quit work of their own accord.

It will be borne in mind that this arraignment of railroad corporations is made by a Congressional committee, appointed for the express purpose of investigating labor troubles, and directed to suggest remedies, and this committee reports that "to save a few dollars," railroad corporations "systematically plan to deny their employés justice and fair-dealing, which is a fruitful source of strikes." The committee proceeds with its arraignment as follows:

In addition to the abuses of the gradation system, overwork of the men is another very prolific cause of strikes and accidents on railroads. Probably there is more overwork and less extra pay for it in railroading than in any other occupation. In many of the States during the busy seasons, and often in inclement weather, night, day, and Sunday, too, sometimes witness the tolling of railroad crews, without rest or sleep as long as human endurance can bear it. In most employments eight, ten, or twelve hours a day constitute a day's work, but in railroading a day's labor sometimes means twenty-four hours and whatever additional time the corporation requires; no matter if it be night or Sunday, no more pay is given, and if the tired employé stops to sleep before he is permitted to do so, he is docked a day's wages. A conductor, too, often has to perform the double duty of his position proper and that of baggage-master likewise. In this way accidents and terrible smash-ups are frequently brought about, as fatigue and enforced insomnia blunt the perceptive faculties and impair the memory so that trains are run mechanically, without regard to orders or passing points. Engineers or conductors, or both, have been known to be asleep from exhaustion when fatal collisions have occurred. Of all laborers a locomotive engineer should be the least overworked, because his mind and senses are ever on a strain when up in duty.

Such declarations made under oath by a Congressional committee in a report to Congress, are startling. They are of such significance as to arouse the great body of the people. They should find their way into every newspaper of the land. Overwork and the deplorable consequences likely to result from it, has been a topic which this *Magazine* has more than once discussed. It is a subject which ought to be kept before the people until it is made a felony of aggravated enormity and severely punished. In giving it prominence in their report, the Congressional committee is deserving of the highest commendation. Again the committee says:

Who, that has stood near a railroad when a train dashed by or stopped, has not been deeply impressed with two things: First, the irresistible and tireless power of steam; and second, the blackened, earnest, solemn face of the engineer gleaming with intelligence, courage, and silent consciousness of his awful responsibility, in which the anxious conductor always shares. Human life is too precious for a passenger train to be lightly intrusted to an incompetent, overworked, under-paid, dissatisfied or dissipated engineer or conductor; and a day's labor in the occupation of locomotive engineer or conductor ought to be limited by law to a certain number of hours, if a day's work in any calling should be limited. Hence, if a railroad shall not be permitted to plead a strike of its men as justification for suspending its trains, it will be compelled, in order to prevent them from striking, to work its engineers, conductors and other employés only reasonable hours, to pay fair wages, grant them just promotion, and not to discharge them without a hearing; so that such a law would tend to prevent accidents on railroads by which thousands of lives are lost every year. This would be better for the railroad itself, as well as for its employés and the public, because the damage of a single accident, caused by inexperienced, poorly paid, overworked employés, would often cover the additional expense for a whole

year of engaging enough men, and first-class men, to have prevented the accident. A well-paid, experienced, fairly-treated, and not over-worked man, is always conservative. He is ever on the alert and never loses his head. His practiced ear or trained eye can detect the slightest disorder in a train or approach of danger.

It would be difficult to over-estimate the value of the report under consideration. The only danger is that the facts and conclusions it furnishes will not find their way to the people. The terrible condition of affairs in Pennsylvania are vividly presented, and the committee, as directed, prepared and in the report furnish a bill which, should it become a law, would remedy many of the evils complained of. If workmen are wise enough to federate for their own well-being the time need not be remote when the industries of the country will not mean the demoralization, oppression and degradation of the men whose labor creates the wealth of the world.

EDITORS OF THE LABOR PRESS OF THE COUNTRY IN CONFERENCE.

That the press, as an educator, stands first in the list of educating forces in the United States of America, will not, we believe, be seriously controverted. It is doubtless true that the school and the Church would set up claims of greater power and influence, and in some regards it might be held that their pretensions were entitled to a consideration, and possibly to a favorable verdict. But, we conclude, if the investigation were to be thorough and exhaustive, it would be found, all things considered, that the press would secure a decision in its favor, as being a factor of far more importance in moulding public sentiment than any other that could be named, and this is all the more probable from the fact that the school, the Church and the stage are all to a greater or less extent under the influence of the press, and are compelled to acknowledge its potent sway.

Accepting such statements as susceptible of proof, the question arises, is the press so educating the American people as best to subserve the public welfare? The question, if it could be put to a mass convention of the American people, would doubtless be decided in the affirmative.

We are not disposed to "call the ayes and

nays," nor yet to move a reconsideration of the vote, and yet we do not vote with the majority. It may be said, and we think truthfully, that the religious press, or more properly, the denominational press, helps the churches, the partisan press, its party, the educational press, education, and so on through the list—banking, commerce, transportation, etc. With all of this we have no fault to find, nor are we disposed at this writing to institute invidious comparisons. Fortunately for the country, there is now a Labor press. We happen to be one of those who believe that to a far greater extent than will be readily admitted by many, to the Labor press of the country is to be committed, by far, the larger share of responsibility in shaping the destiny of this Republic.

We would not hesitate, did circumstances require the effort, to offer reasons for our belief in the mission of the Labor press of the country, but what we propose now is to suggest to the editors of the Labor press of the country the importance of holding a conference for the important purpose of deciding upon a policy best calculated to advance the interests of LABOR. The Labor press of the country has one supreme purpose in view, which is the amelioration of the condition of workmen and women, in the best and broadest sense of the word. It is doubtless true that the Labor press, at present, has in view special interests, as presented by the various organizations which it represents, but it requires no argument to demonstrate that all these various interests have a close relationship, and designate them as we may, they are forever, by the force of attraction, seeking to combine, and do in fact combine and constitute one great and overshadowing interest, which now, more than ever before, commands the attention of thoughtful men.

We feel assured that a meeting of the men who control the columns of the Labor press of the country for the discussion of vital questions, for the purpose of knowing each other better, for the exchange of views, of deciding upon attack and what to attack, of defense and what to defend, would lead to results of great benefit. We make the suggestion believing it will be fruitful of good and only good, and shall be glad to know what our esteemed contemporaries think of the matter.

THE POLITICAL CONTROL OF RAILWAYS.

Mr. Appleton Morgan, in the *Popular Science Monthly*, for February, has an eleven page article, captioned, "The Political Control of Railways; is it Confiscation?"

It should be understood that railroad corporations, by paying enormous salaries have been able to subsidize the very best talents the country affords. As a consequence, when the interests of the people and the greed of the railroad corporation conflict, the corporation enters the arena of debate, whether it be in the press, in legislative halls, or in courts, by its representatives, fully armed and equipped to defend it, and in doing this there is frequently exhibited such legerdemain of logic, such jugglery in the statement of facts, such a masterful flow of fume and froth, that the corporation is able to carry its point and perpetuate its rule and ruin policy.

Take, for instance, the inter-state commerce commission, against which Mr. Morgan directs his battering-rams with such violence as he can command; it was about twelve years from the date of the introduction of the first bill, before the present inter-state commerce law was enacted, and all these years, the railroads, without an exception, fought the legislation with all the power they could command. During these years of struggle, between the people and the railroad corporations, there was always present in Washington the representative of the corporations, lawyers, statesmen, capitalists, writers—all of acknowledged ability—who fought the measure in and out of congress, and were able to defeat it, time and again. The railroads were always victorious, though it was easily seen, that in every contest their power was waning, and that the people were destined to triumph and bring the railroads to realize that their power was not supreme. It is this triumph of the people over the corporation that Mr. Morgan so much deplores. He assumes that the people are animated by a desire to destroy railroad property, and that juries, disregarding their oaths, the law and the testimony, take special delight in rendering verdicts that rob the corporation. He says:

But the utmost juries can do toward robbing or crippling railway corporations is a very small

matter compared with this latest movement of political forces, to confiscate—under the pretext of caring for—the interests of the people, of which the laws we are about to glance at are the outcome. Every sovereign State in this Union has constituted a "Board of Railway Commissioners," which is, and must be, political in its character, and so shifting with the politics of the State and of its Executive; and to these boards is relegated the whole procedure of the railway companies, and upon them is made incumbent and peremptory the duty of "regulating" the affairs of the railways. What is, and what must be, the result? The average politician knows fully as little or as much about railway management as he does about photographing the moon or applying the solar spectrum; yet, once upon a board of railway commissioners, he is required to excogitate and frame rules for an industry which not only supplies the financial arteries of a continent, but holds the lives as well as the credits of its citizens dependent upon the click of a telegraph or the angle of a semaphore—an industry which adjusts at once the most volatile and the most ponderous forces of nature to every necessary or luxurious service of our people! And, since thirty-eight boards of these accomplished commissioners were not enough, the General Government has kindly added another—not to regulate or supervise these thirty-eight, but to act in independent chaos to their tergiversations, and to contribute to the general value of their independent conclusions, ordinances, rules, and codes. What must, or rather what must not, be the result, when the country asks, as it appears to be now asking, to be furnished with railway experts and traffic accountants at the polls? When the socialist programme shall be carried out to its full, it is understood that there is to be no inequality between the capitalist and the tramp. This equality, however, need not wait the perfection of that programme. It can be achieved to-day by two extremely simple methods. Either the tramp can go to work, earn money, economize, and become a capitalist, or the capitalist can divide with the tramp. But while the capitalist, for his part, opposes no objection to the first plan, the latter appears to be the only one the tramp will listen to.

It would be difficult to find in current literature a lower estimate than Mr. Morgan forms of the people, of the legislation of the "sovereign states," and of the nation, because in the wisdom of the representatives of the people, "railway commissioners" have been appointed to look after the rights of the people. Mr. Morgan, in his eagerness to make railroad corporations appear immaculate, overleaps prudence and propriety and seriously injures his cause. He ignores fundamental facts, the one vital fact that the corporation is the creature of law, of legislation, and that the "average politician," whose ignorance he so thoroughly disdains, is the very man who made it possible for the railroad corporation to have an existence at all. Mr. Morgan doubtless, admires the "average politician" in the legislature or in congress, voting extraordinary powers to the corporation, but the "average politician," as a member of a "railway commission," exercising his au-

thority to make the railroad subserve in the highest degree, the interests of the whole people, from whom they have derived every right contained in their charters, at once becomes such an ignoramus as to excite Mr. Morgan's derision and contempt. But Mr. Morgan's conclusions do not tally with the conclusions of men who are profoundly interested in railroad operations—for instance Mr. Jay Gould, who is of the opinion that the inter-state commission is a good thing. As late as March 23d, this justly distinguished railroad owner said:

"In regard to the general railroad situation I put great reliance on the recent amendments to the inter-state commerce law. They have greatly strengthened the original law and the year's experience has brought railroad men to a clearer understanding of its practical working. The old pooling agreements were intended merely to make uniform and even rates, and to prevent the vicious rate wars which carried rates down only to be raised too high when peace was declared. Railroad men were forced to see that stable rates alike to all were more profitable, and pooling agreements followed. The stronger lines took care of the weaker ones, and there was less temptation to cut rates, for each road received its agreed percentage of business. The inter-state law will bring about the same result, although it works in favor of the older and stronger lines."

"What will become of the weaker roads?" "They will eventually fall into the hands of the old and strong companies, because they will not dare to violate the amended law, and on even terms with the stronger companies they will hardly be able to secure traffic enough to support them. I want to see the law strictly enforced, and I have no doubt that it will be. The amendment punishing the shipper as well as the railroad official who makes a cut rate is a powerful incentive to obedience to the law. A shipper would hardly dare to accept a rebate, even if it should be offered to him, for the commission has power to send for books and papers, and the merchant would be at the mercy of every clerk in his employ. If the railroad company could conceal the rebate the shipper would find it impossible to do so."

In the foregoing, Mr. Gould utterly demolishes Mr. Morgan, clearly and triumphantly demonstrating, that the law is wise and just, and that the "average politician" knew better than the railroad corporation, what was best for it and the people. Mr. Morgan, it would seem has yet to learn that ours is a government by the people, and not by the corporation, and that neither the "General Government," nor the governments of "thirty-eight states," are ready to surrender their powers to the corporation. This may seem strange to Mr. Morgan, but experience will teach him and others of his school, that the people are everywhere aroused and are asserting their sovereignty. Mr. Morgan will find out in due time that his sneers at the "average politician" will

work no good for the corporation, nor will the corporation be benefited, by dividing the people into two classes, "the capitalist and the tramp." We, as a people, have had quite enough of that sort of literature. There is a species of arrogance in which capitalists may indulge to their heart's content. They can have their charmed circles, their elegant homes, their ten thousand dollar cooks or "chefs," their wines, their purple and fine linen, their poodle dogs and splendid equipages, their servants in livery, "and a' that and a' that," but by the genius of liberty and independence, they must be careful how they put their hands upon the sovereignty of the people. The corporation is not supreme; capital is not king.

Mr. Morgan, throughout his entire article seeks to magnify the corporation, when the verdict is that it is already far too colossal for its own good. This ceaseless glorification of the corporation results in fixing all eyes upon it; under proper surveillance the corporation is well enough—is possibly a blessing, but left to exercise such authority as it may deem wise, it becomes a curse rather than a blessing. Nor are people to be longer misled by the cheap and vulgar demagoguery about the "socialist programme," or the "inequality between the capitalist and the tramp." Such tricks no longer deceive the people. It is old powder and is no longer of service. The corporations have been found guilty of committing wrongs against the people, and the law proposes to put an end to them as often as they are discovered, and the late amendments to the inter-state commerce law make some of the more glaring wrongs felonies. Mr. Morgan will find that his pen, however mighty it has been in the past, cannot longer resist the power of the people to enthroned justice. In all of this, working men ought to see the dawn of a new era, which the people, in spite of the corporation, are proclaiming—for in nothing is it more significant than that the day of the redemption of labor from the curse of corporate greed, draweth nigh, and how soon its sun shall ascend to its noontide glory depends largely upon the organization and federation of working men for their own good and for the welfare of society.

ENFORCED IDLENESS.

Belford's Magazine, for December, 1888, contains an article from the pen of Ethelbert Stewart, captioned, "Statistics of Idleness." The writer's figures are drawn chiefly from reports made by Col. Carroll D. Wright, of the Massachusetts Bureau of Labor, and go back to 1879, but, aside from comparisons, the facts as stated by Col. Wright, derive their chief importance from data obtained in 1885, but which was not published till 1887.

In November, 1879, it was shown that in the State of Massachusetts there were 23,000 persons in "forced idleness," persons who were willing to work, but who could find no employment whatever, and upon that basis the estimate was made that there were in the United States at that time 570,000 persons in "forced idleness." Coming down to 1885, the writer quotes Col. Wright's reports, which show that in that year, there were in the state of Massachusetts, 82,744 persons unemployed for an entire year, an increase of forced idlers in six years of—59,744, or about 260 per cent., or an annual increase of 43 per cent. This being the condition of affairs in Massachusetts, the only state that pretends to give figures, closely approximating correctness, the conclusion is arrived at, that at present, there are in the United States, at least 6,000,000 of persons ordinarily employed, who are from two to five months idle during the year, and thus forced to consume, while seeking work, the little it was possible to save during the time they were employed, and that the number in constant forced idleness, cannot be much under 1,900,000 persons. The writer says:

It is often claimed that labor disturbances, strikes, and lock outs, are responsible for most of the idleness in manufacturing industries. But Col. Wright's report goes into this question, and as a result ascertains that in the manufacturing industries an average suspension of one-fifth of a month (0.20) was caused by repairs, improvements, etc. An average suspension of one-fiftieth of a month (0.02) was caused by "strikes" and "lock outs," while the balance was due to "slack trade." Just how much of the loss of time was due to combinations and trusts, restricting production, so as to control prices, does not appear; but when it is shown that an average idleness of 4.11 months per year, strikes are responsible for but an average of one-fiftieth of one month, or but little over one-half day, it is time for "statesmen" to abandon their stock arguments of "strikes and strikers," and look about for some of the real causes of present conditions.

The writer briefly proceeds to show why there is such a vast amount of enforced idleness

in the country. He says, "doubtless much of it is due to the frantic attempts of combinations to control prices by limiting production." He says, "the combined steel industries of the country pay the Vulcan Steel Works, of St. Louis, \$400,000 to stand idle, thus throwing its workmen out of employ! The Waverly stone ring pays quarries thousands of dollars—in one instance, \$4,500 per year—to do nothing. The salt works along the Kanawa, were bought up by the American Salt Manufacturing Association, and have never employed a man since! The Standard Oil Company buys up competitors and dismantles work. The tack manufacturers buy out a refractory fellow who would not join the pool, and not a wheel has turned since. The Western Lead and Shot Association buys the shot-tower at Dubuque, Iowa, to keep men from working there." Here we have on one side facts showing the creation of vast industrial enterprises giving thousands of men employment, silenced as if by a thunderbolt, or an earthquake, and the employes forced into idleness, at the behest of combinations of capitalists, until, as the estimate shows, 6,000,000 of persons are a large part of their time out of employment, and 1,900,000 in forced idleness the entire year. The 6,000,000 are required to accept any wages that are offered them, and the 1,900,000, are not offered any wages at all, and this stupendous iniquity is perpetrated by capitalists. And while this slaughter of working men is going forward, the very men who are engaged in the nefarious business are doing what they can to multiply laborers from foreign countries for the express purpose of still further degrading labor by reducing wages. The writer says, a Pennsylvania newspaper states: "There were six hundred and forty Bulgarians just from Europe, by way of Castle Garden, marched to the mouth of a coal shaft at Johnstown, yesterday, and halted at the entrance like soldiers. On the opposite side of a close board fence, six hundred and forty of the old miners marched out and were discharged. The new men, great, burley, blank-faced fellows, then marched into the dark hole and took up the task laid down by the malcontents. We doubt if one of the 'new arrivals' knew a

word of English, or how much he was to receive for his labor. What grand opportunities these animals will have to study the beauties of our institutions." There is in New York, says the writer, "a company with a capital of \$50,000, chartered by the state to furnish Italian and Hungarian laborers, in defiance of the laws of congress." The immigration for the first six months of 1888, exceeds that of any year since 1880, and it must follow that a vast per centage of this is either imported under contract, or, what amounts to the same thing, deceived by the lying promises of the agents of those interested in flooding the American labor markets." And reference is made to a circular issued from a New York banking house, stating that "to check the demands of labor for excessive wages, it is necessary to augment the tide of immigration to the United States," and it is shown that the "excessive demands" of American labor has reached the enormous sum of \$1.16 a day. The evil of cheapening labor goes steadily forward. The labor-saving machine is constantly forcing men into idleness. That can't be avoided. The combination curse, by which great enterprises are closed and men sent adrift to swell the ranks of enforced idlers, ought to be removed. The importation of foreign labor, as the New York banking house circular stated, "to check the demands of labor for excessive wages" when average wages are not in excess of \$1.16 a day, ought to cease, and if it were possible to arouse working men to the dangers that confront them, changes would be inaugurated, and if the great body of the people could comprehend the lessons which enforced idleness teach, they would be alarmed. Says the writer, "Rome drew nearer and nearer her end as the army of idle, hungry men increased." Feeding them from her public granaries may have postponed, it could not prevent, her final collapse. Enforced idleness, or the cheapening of men, says a writer, is not the sign of decadence, it is decadence. It is laudable and praiseworthy to make money by just and legitimate means, but it is damnable to *unmake* men in order to make money."

Here, then, is the conclusion of this mat-

ter, that certain parties are engaged in the "damnable" business of *unmaking* men, that they may make money. To unmake men is first to reduce their wages; next, to force them into idleness. To accomplish this "damnable" business, combinations are formed to close shops and factories. This throws men out of work, forces them into idleness. Poverty, hunger, idleness, un-makes man. He is compelled to exchange the cottage for the hovel, and finally he becomes a tramp. He is an unmade man. He drifts into crime, and becomes a felon. The trust closed the industry where he had earned money to support himself and family. This the trust did to stop production and raise prices that capital might have larger dividends, and the same purpose is seen in the efforts to import foreign labor, that what is called the "labor market," or more properly the "slave market" might be overstocked and prices for those who find work, might be reduced to the lowest point to keep soul and body united.

To accomplish this "damnable" business capitalists combine. Laws are violated with impunity. Justice is cloven down. The right is exiled. With millions of freemen out of work wages are reduced, and capital riots in luxury, and fortunes are made in a day. There is one way out of this wilderness; one way to arrest the "damnable" proceeding, and that is for labor to combine; federate, for the purpose of revolutionizing politics, "the science of government," by electing honest men to office; by the repeal of infamous laws and the enactment of righteous laws. If this is not done, there will be trouble in this once happy, "God favored land."

News comes from Naples that a railroad is being constructed between that city and hell, "the hell of Homer." The distance is not given, but we could name a locality where the road needn't be more than a mile or so, but the grade would be pretty steep.

It is stated that last year 2,700 locomotives were built in the United States and Canada, of which Canada built 382.

DOM PEDRO's empire has 5,124 miles of railroads—all things considered that's domfine.

TRUTH AND FICTION.

Mr. George W. Childs, editor of the Philadelphia *Public Ledger*, in a recent issue, has an editorial article captioned "Equality and Sympathy," which contains about equal parts of fact and fiction. The fiction is prominent, undisguised, while the facts are obscured by sophisms and special pleadings totally out of place, and which are made to subserve a purpose at war with common sense ideas of American equality. Mr. Childs starts out as follows:

Many excellent people, in their zeal for equality among men, and in their haste to abolish all class distinctions, overlook the laws of natural attraction and repulsion, which are as immutable in the sphere of humanity as they are in the domain of physical science. These reformers see with righteous indignation the false distinctions made by shallow and scornful people to separate the rich from the poor, the fashionable from the unfashionable, the stylish and expensive household from the plain and unpretending. But they would not only break down these barriers, but all others, and compel men and women to mingle together familiarly in social and domestic life, without regard to congeniality of thought or life, taste or temperament. It is as useless to antagonize a natural law as it is to fight the air. There must be some bond of sympathy, some mutual interest, something in each, that awakens a responsive chord in the other in order that any two persons shall take pleasure in each other's society.

There may be such "reformers" as the *Ledger* designates, but we are not acquainted with them, nor with their written or oral utterances. The fundamental American idea is expressed in the declaration that "all men are created equal," that they have "certain unalienable rights," such as "life, liberty and the pursuit of happiness." The American idea of equality, the real idea, has no reference to what mere flunkies call "equality." If there are those whom the *Ledger* styles "reformers," who are trying to bring about a condition of things in which A, the workingman, shall demand that B, the millionaire, shall exchange visits, dine, dance, and drink together, then such "reformers" are cranks, really idiots. The workingmen of America have a lofty contempt, unmitigated scorn for American codfish aristocracy. They do not belong to the growing army of Fashion's fools. The true reformer is a man who demands that "class distinctions shall not be supported by statute; that there shall be no "class legislation," that there shall be absolute equality before the law, and if the law anywhere under the American flag makes "class dis-

tinction" that that law shall be repealed. The workingmen of America need not be told that a Vanderbilt can dress in "purple and fine linen," that he can have a \$10,000 cook and fare sumptuously every day; he need not be told that when the millionaire travels it is in a palace car decorated with oriental magnificence. He knows that in the gatherings of such peacocks of society, such diamond-decorated dudes and dunces, there is arrogance, pomp and pride, but such things only excite his derision, and he simply demands that such degenerate creatures shall not use their money power, nor any other power, to place laws upon the statute books which in any degree shall detract from their rights and privileges as American citizens. The true reformers of the times, coming down to specialists, do not demand that the families of railway employés, men, women and children, shall "mingle together familiarly in social and domestic life," with the families of railway Presidents, bondholders, etc., the reformation demanded is that such dignitaries shall not use their position and power to degrade employés, that before the law, in every business relation, in every tribunal, the employé shall be recognized as the equal, the peer, of the employer. It is well known that notwithstanding the genius of our government and all of its institutions recognize this sort of equality, that laws have been enacted utterly subversive of it. Infamous laws have been enacted, well calculated to feed the arrogance of wealth, and courts have been debauched to an extent well calculated to create universal alarm. This apprehension of danger is not premature. The reform is not demanded a day too soon, and fortunately for the country, the workingmen of America have taken the matter in hand. They are intensely aroused and are everywhere massing their forces. The workingmen of America are the true reformers of the period. Caring nothing for what millionaires and their satellites call "class distinction," the workingmen of America have determined that such distinction shall not have the sanction of law nor of judicial decisions, and they are massing their strength and their intelligence to inaugurate permanent reforms.

In what we have said there is no appeal to sympathy or sentiment. The day has gone by for workmen to prostrate themselves in the presence of those who seek to make the law subserve class distinctions. The working men are in the majority. The question is, will they unify for their own welfare? Those who are capable of reading the signs of the times will answer in the affirmative. Says the *Ledger*:

The real equality for which we should work is the equality of *opportunity*, the spread of the most favorable conditions of life, the extension of a fair chance to every one who comes into the world. Certainly this is a large work, involving many long and complicated processes, and demanding all the thoughtful wisdom and forceful energy that can be brought to bear upon it; but just as fast as it goes on so fast may we expect to see realized that complete brotherhood of man which we all long for. Whatever tends to promote intelligence, to spread education, to foster habits of industry and economy, to instill principles of justice and integrity, to turn the currents of passionate desire from channels of self-indulgence and vice into those of purity, love and good-will, will also tend to ensure an increasing sympathy and congeniality among our people and to draw them together by the only bonds which can never be broken. Every noble effort of philanthropy and reform, every public measure carried for the public benefit, every private attempt to teach the ignorant, to raise the fallen, to help the unfortunate, to comfort the distressed, to lift men and women to a higher level, is in fact working in the direct line of human brotherhood and true equality.

The fundamental idea of Government in the United States as we have said, is "equality of opportunity," equality in the matter of "life, liberty and the pursuit of happiness." We started right. We made an announcement that thrilled the world. But the declaration, as the Nation has advanced, has become like "dead sea fruit." It tempts the eyes, it delights the ear, but practically, in thousands of instances, life is a burden till it is not worth the living. We are required to contemplate it under the most revolting conditions. Men work and starve because the laws are vicious, because one class is permitted to prey upon another class. In such a condition of things the term "liberty" is one of cruel irony, and the "pursuit of happiness," as fruitless as to seek for a cooling, life-giving spring amidst the sands of Sahara. We are not of those who believe in reforming the world by statute, but obstacles in the way of a fair race for life, liberty and the pursuit of happiness, placed there by law, can be removed by law. Indeed, it does not matter how or why they obstruct the highways of progress.

Eades, by a simple contrivance, removed the bars at the mouth of the Mississippi, and dynamite annihilated the rocks of Hell Gate, and the united votes of workmen in the United States can and will at no distant day expunge from the statute books of the States and of the Nation every unjust law that tends to degrade life, that abridges liberty, and that makes the "pursuit of happiness" a delusion."

The fight is on. It is not a psalm singing crusade. It is the massing of a mighty force demanding fair play. It is the voice of sovereignty demanding that laws shall be just and courts undebauched. The reformation is on. The reformers are millions against the millionaires. The "fatherhood of God" is a fact; the "brotherhood of man" is a fact. They require no statute to establish them. The time may come when all men will recognize and be governed by their sublime teachings. Be this as it may, the demand of the present is to enact righteous laws, beat down idols and shams, monopolies and trusts, set limits to aristocratic insolence and rapacity, and enthrone justice. The signs are auspicious. True reformers are federating. Victories have been achieved, and more are coming. Labor, in all the centuries gone, was never so exalted as in these closing years of the nineteenth century. It has its champions in every forum. Its literature is making its way to the front and is holding its own grandly. Labor is learning its power and is wielding it for the general good.

In the year 1874 Bro. G. H. Page was killed while on duty by the explosion of the boiler of engine 290 on the Erie Railroad. He was the first member of the B. of L. F. for whose death the bells were tolled and the shroud prepared—the first to be buried and mourned by the Brotherhood. His funeral took place at Port Jervis, N. Y., and Bro. J. A. Leach, Past and first Grand Master of the B. of L. F., has furnished the Grand Lodge with a photograph of Bro. Page, which will remain in its archives. Since the death of Bro. Page a great number of our brethren have been called to follow him into "the deep, damp vault," and those who have performed the solemn funeral rites have exclaimed: "How peaceful and how powerful is the grave."

PIN AND PRINCIPLE.

In the far-away southwestern Pacific ocean, lies a group of islands known as Samoa, or the Samoan group. These islands are situated on the line of commerce between the United States and Australia. Some years since, the government of the United States deemed it prudent to enter into negotiations with the government of Samoa, for the establishment of a "coaling station" on one of the islands. Permission was granted and the United States obtained certain rights, which, by the action of German authorities at Samoa, have been placed in peril, and the circumstance has led to much talk about the possibility of war between the United States and Germany. We have stated the case in a nutshell for the purpose of referring to an interview with Admiral Porter, of the United States navy, upon the subject. The views of Admiral Porter are entitled to great weight. He knows all about war, its costs and sacrifices. He does not talk at random. He weighs his words. A war with Germany would require, he thinks, the immediate outlay of at least \$250,000,000 for ships and guns and other munitions of war. As a preliminary step he would have the government purchase all the big guns England and France may have for sale. After all, he thinks, for a time, that Germany, as she has the best navy, would have the best of the fight, but that ultimately the United States would destroy her commerce and sink her navy. Admiral Porter does not think that it would be child's play to have a war with Germany. This much is said to introduce an expression of Admiral Porter worthy of all commendation. After discussing the possible losses and gains of war, he said:

"A pin is worth fighting for if a principle is involved."

In that declaration we find the key note of every song of liberty and independence that was ever sung since God said "Let us make man." There is no slobbering about cost and sacrifice. The question is, is there a principle involved? A principle of right, of justice, of truth, of independence. In that case a "pin is worth fighting for." Is war to be declared at once? Not necessarily. What should precede war? Manifestly,

negotiation, discussion, arbitration. If failure follows, then war. If not war, degradation. But says some weak-kneed, spinelless, white-livered croaker, "You might get defeated, then what?" Simply submit to the inevitable and "pick your flint" and try it again at the first opportunity. The difference between courage and cowardice is as the difference between the truth and a lie. A coward is no more like a courageous man than a Digger Indian is like an arch angel. The courageous man fights, the coward runs or hides.

See you those two houses around which crowds of men, women and children are assembled? Do you ask the reason for such motley gatherings? It is easily told. In the night burglars assailed them. At No. 1, the husband and father, hearing the midnight marauder and murderer rushed to the rescue of his home with such weapons as were at his command, and having saved his home, fell dead on his door-sill, with a bullet in his head.

At No. 2, the dwelling was robbed of its treasures, and at the sound of danger the husband and father took shelter under the bed, and from his covert was dragged forth limp as a dish rag, a poor driveling wretch, whom it would be a compliment to call a cur.

The man of home No. 1, dead, lives, by virtue of courage, in the affectionate memory of wife and children for whom he died, and his heroic devotion to his family becomes the subject for ceaseless laudation, and a monument is built to perpetuate his memory and his courage. His example is inspiring. Old men and young men, matrons and maidens fair, love to recite the story of his devotion and his deeds. The verdict is, "Well done."

The man of home No. 2 is universally scorned. He lives, but it would have been better for him if his cowardice had killed him. His name becomes a synonym of all things pusillanimous, dastardly and poltroonish. The mastiff, the rat terrier, even the vagrant hound that bays the moon is of more value in the world than such a degenerate specimen of humanity.

The question of strikes is constantly up for discussion. Strikes are subjects for statisticians. We are treated to the number in

a year, the number of persons engaged in them is given. We are told how many succeed and how many fail, losses in dollars and cents are stated, but those who supply the statistics never refer to any principle involved. They magnify money and advise workmen not to strike. They advise workmen to work and submit, take what they can get and be silent. They would have workmen see the shadows of gloom gather around their homes without protest, they would have workmen see their pay reduced until every comfort in life is relinquished and destitution sits gaunt and haggard upon their door-steps and hearth-stones, without a murmur; the immortal words of Admiral Porter, that "a pin is worth fighting for if a principle is involved," they would regard as rank treason to the soulless corporations which amass millions by their inhumanities to man.

It is not to be assumed that every strike involves a principle any more than it is to be assumed that every war involves a principle. There have been unwise wars and unnecessary strikes. In such matters it is not difficult to discover the principle if a principle exists, and when found, a courageous man will fight for the principle. A coaling station on a Samoan island is an exceedingly small matter, in itself considered, and thousands have said, "Who would go to war for such a trifle? What nation with a modicum of common sense would spend millions and sacrifice life for what at most is worth but a few thousand dollars?" But that is not the question. Is there a principle involved? If so, a pin is worth fighting for. In a vast majority of strikes a principle is as sharply defined as that involved in the rights of the United States to a coaling station in the Samoan Islands. It was so in the fight on the C., B. & Q., and every man that did battle in that strike, and every man who helped to sustain that strike won imperishable renown. Did the C., B. & Q. win that battle? Yes, just as the British won the battle of Bunker Hill, but they didn't want any more such victories, nor does the C., B. & Q. What was the influence of the Bunker Hill defeat? It taught the colonists that they were equal to British regulars, and this England learned to her sorrow in

the long run; and though Warren and hundreds of his compatriots fell on Bunker Hill, fighting for a principle, their example was a ceaseless inspiration to the handful of colonists, and Bunker Hill, where the colonial militia was defeated, has become one of the sacred mountains of the world. And as certainly as that tides ebb and flow, the wrecked condition of the C., B. & Q. will deter other corporations from engaging in a similar folly, and in this fact the strikers on the C., B. & Q., and all who, with heroic devotion, sustained them, may see, if they will, their defeat (?) expand to a continental victory, and learn to admire the immortal words of Admiral Porter, that "A pin is worth fighting for if a principle is involved."

THE *St. Louis Chronicle* remarks that "the alarming frequency of cases of spontaneous insanity among travelers who arrive at the Union Depot in this city suggests an investigation of the causes that are responsible for this strange fatality. No less than ten persons have become frantically insane at the depot in the past six months, and unless something is done to remove the insane surroundings St. Louis will soon be boycotted by the traveling public, who do not care to go to a depot where they are almost certain to become bereft of their reason." The alarm sounded by the *Chronicle* reads like a canard, and yet, there may be something the matter with the whisky, the sandwiches, or the hard-boiled eggs, dispensed to travelers at the Union Depot.

THE United States exported bread-stuffs, during the year 1888, amounting to \$112,615,876, and in the year 1887, \$158,528,053, a total in two years, of \$271,143,929, and yet, in ten thousand instances working men in the United States went hungry to bed.

President H. B. Ledyard: "I need my Sunday for rest, and I know of no reason why every engineer, conductor, brakeman or other employé of the company does not want the same."

THE Mikado, of Japan, started in to build a palace to cost \$12,000,000, but concluded finally, to cut down estimates to \$3,968,231.

THE CORPORATION INSURANCE DODGE.

Without an attempt to be exact with reference to dates, it may be said that during the past twenty-five years, working men, more than ever before, have been aroused upon questions relating to their personal rights and prerogatives, and as years have elapsed they have thought more earnestly upon such questions, and have acted with ever increasing intelligence and energy. As a result, the country is called upon to contemplate the organization of Labor Unions, and their name is legion. They include almost every trade in every department of the industries of the times. It would give force to what we have to say at this writing were it in our power to name them all, or to give even approximately, the number of their membership.

In railroading we have organizations of engineers, firemen, conductors, brakemen, switchmen, trackmen, telegraph operators, wipers, etc. In architecture we have bricklayers, stone-cutters, carpenters, plasterers, plumbers and hod carriers. In the great order of Knights of Labor there are to be found multiplied thousands of skilled and unskilled workmen. Then we have the cigar makers, printers, telegraph operators, miners, iron workers and so on, until it is found that organization has been the battle cry from the center to the circumference of the great Republic. What of all this mighty mustering of the hosts of labor? What is its significance? What lesson does it teach? What is to be the outcome?

We propound no idle questions. The best thought of the country is now engaged in solving labor problems. Corporations that employ vast numbers of men exhibit intense concern as they are called upon to witness the steady growth of labor organizations, and some of them propose to inflict penalties upon those of their employes who, asserting their personal rights, dare maintain their membership in such organizations.

The methods employed by corporations to gain their ends are various, and some of them specious—the most plausible being a form of parentalism, in which the corporations assume to be profoundly interested in the mental, moral, physical and religious

welfare of their employes. The corporation—and in this connection we refer particularly to the Baltimore & Ohio Railroad corporation—long ago observed that large numbers of its employes were members of labor organizations in which provisions were made for insurance against disability and death. The corporation became aware that these organizations had in view not only a benevolent purpose, but a design to obtain fair, honest wages for their work, that they might provide the comforts and decencies of life for themselves and for their families; that they had "grievance committees" whose duty it was to point out such wrongs as from time to time might occur, to protest against such wrongs, to discuss and arbitrate for the purpose of removing them, and do all things becoming free and independent American citizens in asserting and maintaining their rights. All these things the corporation observed were done by the organization. They are immensely objectionable to the corporation. Independence on the part of the employe is the very thing the corporation opposes. Manifestly, it would not do for the corporation, which is a creature of law, and which under the law claims certain rights and privileges to boldly attempt to inflict penalties upon its employes in violation of the law. It hesitates to assume the role of autocrat and issue its decrees like a czar, but without relaxing its hostility to labor organizations in the least, it proposes by duplicity to overthrow them, and this accomplished it knows full well that it has gained a triumph over its employes which in the very nature of things reduces them to degrading subjection.

To accomplish its purpose the corporation assumes special solicitude for the health, happiness and prosperity of its employes, and in the wealth of its anxiety for their well being establishes a *Compulsory Insurance Bureau*. The employe is required to take out a policy of insurance and to agree that the corporation shall have the privilege to deduct monthly from his wages such amounts as the corporation deems proper to guard him against the ills of life. The corporation supplies the hospital and the doctor in case of sickness or casualty, the priest and undertaker in case of death. The employe is

simply required to work, pay and suffer and remain silent. The corporation has the "drop" on him. Paternalism is now fully inaugurated. The employé, for the sake of employment, has abandoned his labor organization and his manhood, and in so far as it was possible, by agreement, he has sunk himself to the level of a serf. He is no longer free and independent. The individual man has been merged into the live stock or the rolling stock of the corporation. The southern plantation system has been restored. The corporation has taken upon itself to watch over its employés, provide for them, and when the magnates are in council they will refer to these employés, these operatives, as "so many people, who, by Providence have been placed in their custody to be cared for, to be fed and clothed, sheltered and nursed. It is the old-time slang of the "master" when talking of his "slaves." Such a system everlastingly destroys independence. It is as remote from it as heaven is high above hell. It is repulsive to the last degree to every manly instinct. That it can be proposed in the United States and imposed upon American workingmen to any extent whatever is the saddest of all commentaries upon human nature under the enlightening and emancipating influences of our boasted civilization. But it is being done. American citizens, Heaven save the mark! are bending their necks to receive the corporation yoke. They are yielding up their rights as individuals, as citizens, and permitting themselves to be herded like cattle.

The B. & O. corporation says to its employés—submit to the degradation or go without employment. Fortunately there were hosts of men in the employ of the B. & O. corporation who would not submit, some who will never submit to the humiliation. They will not leave their labor organizations, and even independent of any connection with such organization they will forever refuse the paternal (?) care of a corporation. They will be their own men, manage their own affairs without dictation or oversight from anyone. They will give their services for a consideration agreed upon, and that done they will spurn with indignation propositions of guardianship.

THE STRIKE SEQUEL.

Under the caption, "The Strike Sequel," the *National Car and Locomotive Builder* prints the following:

The most unfortunately situated body of men that we know of to-day are the engineers and firemen who, at the order of sinister leaders, left their engines on the Chicago, Burlington & Quincy system thirteen months ago. When the so-called settlement of the strike was effected last January, it was supposed by many of those most directly interested that the greater part of the men would be restored to their old places, but so far none of them have been taken back, and there is now a fierce disposition manifest to put the blame for the failure of the strike upon some one's shoulders. The firemen stood firmly by the engineers with unparalleled fidelity throughout the strike, but their representatives received small courtesy when the engineers determined to declare the strike off. This has aroused animosity and bad feeling, and the men who were responsible for originating and promoting the strike beyond the period of compromise are trying to make out by direct charge or insinuation, that the committee which effected the final settlement were guilty of selling out the strikers. This assertion is in a line with the way the whole business of the striking engine-men has been managed. Every man not blinded by hot-headed prejudice or who was not financially interested in maintaining the struggle, knew the case of the men was hopeless a month after the strike was inaugurated, and the men who did most to keep up the conflict are well aware that nothing of a cause remained to be sold out.

During a recent visit to the West we met quite a number of the strikers, and found many of them talking very bitterly about the treatment they have received from the Brotherhood. There is a scheme on hand among the men to go and form a farming colony in Dakota or Montana. That is a very sorrowful last resort for a mechanical man, and is likely to lead to further disappointment. One of the saddest sights to be seen in Europe after the fall of the first Napoleon was the spectacle of old soldiers of the guard following the plow. An old engineer at the plow is hardly less pathetic or out of place. His railroad training unfits him for the monotonous life of a farmer and invites failure. Many of the best men who took the places of the strikers on the "Q" system were engine-men who had become farmers, and became tired of the eventless calling. The result of the great number of engine-men who have lost their places on the "Q" going into other occupations will long be a menace to the Brotherhood in case of any future strike.

We reproduce the article entire, because we desire our readers to see the most that can be said by a paper, from the first, fully committed to the policy of the C., B. & Q. corporation, and which, so far as we know, never uttered a kindly word for the men who were most outrageously maltreated by that corporation. True, the publication, from which we quote, may deplore consequences and intimate sympathy for the men who sought by heroic means to obtain justice from a purse-proud and soulless corporation, but those who can read between the lines may easily discover illy-concealed gratification that their condition is what it is

as a penalty for defeat in a struggle as righteous as ever inspired men to do battle. Are the men out of work? Are they and their wives and children suffering? Is the future to them bleak and barren of hope? So intimates the *National Car and Locomotive Builder*, and it intimates also, that these are all just penalties for resisting an arrogant corporation, whose ambition it was to de-grade American working men and increase its riches by impoverishing them. Admitting that the C., B. & Q. was victorious to the extent of inflicting dire penalties upon the great body of its honest, hard-working employes; admitting that many of them are out of work and poor, the C., B. & Q. has not increased its wealth by its infamy. It, too, is impoverished. It, too, is driven to the wall. It has seen its millions go glimmering. Its vicious venality is eating like rust and destroying it like cancers. It, too, is paying penalties such as no other corporation invites. It has finally opened war on its scabs. It has issued its decrees, that wages must be cut down, and fearing the inevitable, it is seeking to manacle its scabs by proposing at the very moment of its bankruptcy, to insure its employes against disaster. If misery loves company, God knows, the old employes may say to the C., B. & Q., "honors are easy."

But we write for an entirely different purpose than that of pointing out the financial disabilities of the C., B. & Q.

The men who "left their engines on the C., B. & Q. system," did not do so at the order of "sinister leaders." Their grievance had been of long standing. The men did not want to strike. This, the history of the strike demonstrates beyond all controversy. Like the colonists, prior to the revolution, they wanted justice, it was refused, and for this denial of justice the strike was proclaimed. The men immediately concerned, are, doubtless, many of them, paying severe penalties for their courage, and devotion. From a dollar and cent point of view, it may be said that it would have been better for them to have submitted to wrong and injustice: That is the view the *National Car and Locomotive Builder* takes of the subject. It can see no wrong inflicted by the corporation upon its men. It can see no

justification for the men, who struggled for the right—indeed, it is totally oblivious of such rights. It would have working men accept uncomplainingly and without protest, such conditions as corporations decree, and would see them descend by gradations to irredeemable degradation. The *National Car and Locomotive Builder* has no word of cheer for working men, only congratulations for those who succeed by the power which money confers, in defeating their just demands. If the *National Car and Locomotive Builder* were published in Russia, it would defend the policy of the Czar; in Germany, it would flatter Bismarck and uphold his rule of "iron and blood," but being published in the United States, and satisfied that "thrift follows fawning," it justifies corporation autocracy and bewails the fate of striking working men as does the wolf the fate of the lamb upon which it has dined.

The victory of the C., B. & Q. over its trusted employes, such as it was, is not the first time the right has been cloven down by corporative power, nor do we anticipate it will be the last instance of the kind in the history of the money power in this land of the free. It is not a difficult task to point out defects when defeat occurs, but which if victory is secured are not mentioned. But mistakes of management, incapacity of leaders and the entire brood of dissatisfactions, real or groundless, have nothing to do with the principle at the foundation of the struggle. That lives—and other struggles will come, nor will they cease coming while working men can command a voice to denounce wrong, or an arm to defend the right, and the men who champion justice, victorious or defeated, are public benefactors deserving of the world's applause.

In the express business of Wells, Fargo & Co. there are employed twenty-eight lady agents out of 2,560. Here again the question arises, do Wells, Fargo & Co. pay the women agents as much as they pay men for doing the same work?

Mexico is enterprising in proposing and subsidizing railroads, but when it comes to building, things move slowly or not at all.

OVERWORK.

This *Magazine*, on more than one occasion, as its pages will show, has pointed out the fact that overwork on the part of men in charge of railroad trains, as also train dispatchers and switchmen, created conditions fruitful of peril to life and property. At a Union Meeting of Locomotive Engineers, held in Boston, Mass., a letter from General B. F. Butler was read, in which he said:

"Yours is an employment in which a man can never have relief for a moment while he is doing his daily labor. His eye must always be on his work, his hand always within reach of the throttle or brake, and his thought must be accurate to a moment, guided by the most accurate time-keeper, to prevent collisions and death. This makes a strain on his mind that must tell sooner or later upon the physical or nervous constitution of the engineer, and if the strain is continued too long on any occasion, at any time the tension may overcome the mental power, and his life, and the lives of hundreds, are at the mercy of chance.

These views led me to recommend to the legislature the passage of a law under which this great labor of body and mind should not be imposed upon the engineer for more than ten consecutive hours in any day, except, of course, in case of accident, as one after his day's labor is done works to put out the fire which is burning his neighbor's house. The railroads themselves should see that this would be to their own advantage, for one accident brought about by the overwork of an engineer would pay the wages of many dozens to take his place in overworked hours, so that economy, as well as a pressure of conscience coming from the responsibility for the lives of others, should compel railroad managers to press the passage of such a law."

General Butler shows himself to be a thorough student of men, mentally and physically, and the time is not distant when the legislation to which he refers will be on the statute books of all the states. Many accidents occur which fall within the category of the preventable, and how many of them are occasioned by a too long continued strain upon the mind of engineers, conductors, firemen, brakemen, train dispatchers and others, it may not be easy to tell, but that running trains requires all the faculties of mind and body in vigorous action requires no argument, and that such employes are often overtasked is universally conceded. It may be that a man in robust health can stand the strain for ten hours, but we doubt if such labor should be extended beyond eight hours. It is a question in which the great public has a profound interest, and one which eventually will have more attention than is now given it. The wrecking of trains, as General Butler suggests, is an ex-

pensive business. Locomotives and cars cost money, and sometimes the killed and wounded become a charge upon railroad companies, but no amount of money is a compensation for human life or for men and women crippled for life, and if overwork, as General Butler suggests, leads to such calamities, the public has a vital interest in the subject and will make it felt.

OUR CIVILIZATION.

In a recent number of the *Anchor and Shield*, we find the following:

"Our civilization is advancing, our churches are growing, our missionary operations extending, yet our morals are actually receding, or at a standstill. Not a Northeastern State but immorality, intemperance and crime are increasing much faster than even church membership. This is the testimony of one of the ablest divines in our land; a man who has made a study of the matter, and published the most powerful book of the century."

The foregoing is certainly a gloomy picture as taken at first glance, but a closer inspection relieves it of its otherwise sombrous impressiveness. Relieved of its contradictory expressions, it still bears the stamp of pessimist parentage. Our civilization cannot be "advancing" if, in morals, the nation is at a "stand-still" or "actually receding." It may be true that intemperance and crime are increasing faster than even "church membership," which, to say the least, is a pretty severe criticism on the churches, and invites criticism upon their methods of operation. But any enlightened view of the subject explodes any and every theory seeking to establish the fact that the world is growing worse instead of better.

In the first place, it is not specially surprising that crime is increasing, because it is a fact that population is increasing, but people in their senses do not assert that crime increases in the same ratio as population. From 1870 to 1880 the increase in population in the United States was something over 23 per cent. No one has the hardihood to claim that immorality increased in the same per cent.—nor is it true that intemperance increased in the ratio of population.

There is not the slightest necessity for exaggeration. The naked truth is bad enough. There is too much immorality, too much intemperance, too much crime. It would be difficult to conceive of a time when wicked-

ness would no longer appear in human affairs. But it is not difficult to anticipate a period when there shall be less of it. In this, there need be no taint of vagary. It is clear, practical and logical. Idleness is the parent of crime. Extreme poverty means immorality. Supply the idle with work and crime and immorality will disappear. Are there more workers than work? Reduce the hours of labor and give all a chance. Add to this fair wages and you have introduced a new era. It is practical politics and to this the thought of the country is tending. It must be the outcome, if the nation is to escape calamities, the mere mention of which

is productive of shudders. Statesmen and philanthropists are now profoundly engaged in efforts to solve the problem. It will be solved. The intelligence, honesty and patriotism of the people, will prove equal to the emergency. We are to have wise laws and honest men to administer them. Gilded villainy is to see hard times in the immediate future. Men who live by wrecking, by cornering food, by watering stocks, by forming trusts, by levying tribute upon toil, will be required to change their methods, and if "able divines" feel like writing books calculated to help usher in the new dispensation, they will have readers.

WARFARE.



My hand has lost its cunning and its power,
I can not fight;
My arm hangs helpless, like a wounded flower,
Killed by a blight!
My tendons once of steel, are limp and shrunk—
Each yields and bends;
My iron frame is like the blasted trunk
That lightning rend's!

And where my armour? Is it also gone?
I wake to find
That I am standing here, disarmed, alone—
With youth behind—
And strength, and beauty, and all else that dies,
Locked chill in death.
Gone, like a vision of the night, that flies
At morn's first breath!

What has my warfare brought me? What great gain?
How much renown?
What are my trophies? Where my conquered slain?
And where my crown?
What are my victories, that I should share
The victor's seat?
I fought as one who vainly beats the air,
And gained—defeat!

And this the end is! this the climax grand,
The acme won!
The final downfall of a house of sand,
The last rood run!
And what my profits are, I ask in vain;
For none are shown;
Nothing is left that I count as gain,
Or call my own.

I toyed with shadows, while the sands of time
Rolled swiftly on;
And said not, "This is youth," until its grime
Was past and gone!
And now, in shame before the Head Supreme,
With garment rent,
I crave for grace, that I may yet redeem
The time misspent!

—[*Chamber's Journal*.]



JOSHUA A. LEACH.

"Here the architect
Did not with curious skill a pile erect.
Of carved marble, touch, or porphyry,
But built a house for hospitality."

"Rare are the buttons of a Roman's breeches,
In antiquarian eyes surpassing riches:
Rare is each crack'd, black, rotten, earthen dish,
That held of ancient Rome the flesh and fish."

We write of the founder of the great Brotherhood of Locomotive Firemen, Joshua A. Leach. In doing this, we write history—modern history. Men are living, still in the prime of their manhood who remember the time when the country, with 70,268 miles of railroads and 20,000 locomotive firemen, could not boast of a Locomotive Firemen's Brotherhood, that time was as late as 1873; sixteen years ago. There were at that time not less than 17,000 locomotive engines in operation, every one of which required a

fireman. Each fireman stood alone in his perilous work. There were no brotherhood ties for him; no brotherhood grasp of the hand; no signs of recognition; no fraternal sympathy; no snug harbor of a Lodge room; no place in all the world where firemen could meet for the interchange of thought and feeling; no fund upon which the unfortunate could draw, in time of sickness or other disability; nor was there any provision for the widow and the orphan, when death came by disease or disaster to the husband and father, and shrouded his humble home in gloom.

How fondly the world cherishes the names, when known, of the men who have planned cathedral or triumphal arch, who have sculptured a Venus, or painted a scene of The Last Judgment, and when forgotten,

how industriously they are sought after that they may be rescued from oblivion.

We do not write to underestimate a Phidias, a Michael Angelo, or a Raphael, nor to overestimate the labors of men in the humble walks of life; and yet, we deem it true, that the man, however circumscribed his sphere, however humble his position, however obscure and unknown, who has "built a house for hospitality," stands higher, and eternally higher, than the man who sculptured a *Venus de Medici*, or planned Peter's dome. As an illustration of our theory, Abou Ben Adhem's experience is conclusive:—

"ABOU BEN ADHEM, (may his tribe increase!)
Awoke one night from a deep dream of peace,
And saw within the moonlight in his room,
Making it rich, and like a lily in bloom,
An angel, writing in a book of gold;
Exceeding peace had made Ben Adhem bold,
And to the presence in the room he said,
'What writest thou?' the vision raised its head,
And with a look made of all sweet accord,
Answer'd—The names of those who love the
Lord.'
'And is mine one?' said Abou. 'Nay, not so,'
Replied the Angel. Abou spoke more low,
But cheerily still, and said, 'I pray thee, then,
Write me as one who loves his fellow-men,'
The Angel wrote and vanish'd. The next night
It came again, with a great awakening light,
And show'd the names whom love of God had
bless'd.
And, lo! Ben Adhem's name led all the rest."

Joshua A. Leach, the subject of this sketch, and whose portrait we introduce, is a native-born Irishman, having first seen the light near Nenagh, county of Tipperary, on the 6th day of May, 1842. He possesses, in a marked degree, the generous traits of his countrymen. His nature is eminently sympathetic. Like Abou Ben Adhem, he loves his fellow man and is ready, on all occasions to lend a helping hand, when he sees distress, and it was this noble trait in his character that prompted him to set about the work in the year, 1873, to organize the Brotherhood of Locomotive Firemen. Brother Leach in 1869, when twenty-seven years of age, took the position of fireman on the Erie railroad, and continued in the employment of that road till 1877. Many incidents during this period of eight years impressed him with the great importance of an organization such as was finally established in 1873. During the period between 1869 and 1873, a sad accident occurred, which perhaps more than any other aroused Brother Leach to action. A fellow fireman was killed, leaving a wife totally destitute. The unfortunate man received christian sepulture at the hands of his fellow firemen, and then to provide for the sorrowing widow, Brother Leach sought among his comrades to raise money to send the stricken woman away to her parents. This done, agitation began relating to the organization of the Brotherhood of Locomotive Firemen, the result of which was that on the evening

of December 1st, 1873, at the town of Port Jervis, N. Y., the Brotherhood came into existence—fifteen years and seven months ago—on that ever memorable evening, December 1st, 1873, thirteen locomotive firemen obligated themselves, and launched the Brotherhood to battle against whatever adversities fate might have in store for it. This little band had faith in their fellowmen. They knew they were right, and with dauntless courage, they flung the Brotherhood banner to the breeze and asked for recruits. Deer Park Lodge, No. 1, with a membership of THIRTEEN was the GRAND LODGE. It was the PIONEER LODGE. Grand it was in faith and courage. The Brotherhood required a GRAND MASTER, an executive head, a leader, and the heroic THIRTEEN deeply sensible of the importance of the position, canvassed for the right man. Everything depended upon a wise selection. The Grand Master must be wise, cautious and intrepid. He must be a man of energy and zeal, willing to make sacrifices of time and money; willing to work for the welfare of others and to find his reward in the consciousness of having done something for the amelioration of the conditions of his fellowman. The choice fell upon

JOSHUA A. LEACH.

How well he filled the position in the early days of the Brotherhood, is the theme of ceaseless eulogiums. The Brotherhood is now great, rich, and prosperous—but in its infancy and weakness, disregarded, opposed and condemned, it required men of fidelity and courage to stand by it in evil report and uphold its principles in the fierce storms of opposition it was called upon to resist. This was done by its first Grand Master, Joshua A. Leach, who now, verging upon a veteran of a half century, has a right to contemplate with glowing pride the continental dimensions of a superstructure of which he helped to lay the foundations and superintend its early growth. Brother Leach was Grand Master of the Brotherhood from 1873, when it had one Lodge and thirteen members, to 1876 when it numbered its members by thousands, an advancement of which anyone might feel content.

Since 1877, when Brother Leach severed his connection with the Erie railroad, his lot has been cast in the west where he has been connected with various roads, except about two years when he was Chief of the Fire Department of Nebraska City.

He is now a citizen of Sedalia, Mo., and is in the employ of the Missouri Pacific, in the enjoyment of health and of that proportion of the good things of the world, which usually falls to the lot of a railroad employé. In the bosom of his family, consisting of a wife and two children, the life of Brother Leach flows peacefully along; his unobtrusive

sive home being richly blessed with affection and contentment without which, a palace is a prison.

In his devotion to the interests of the Brotherhood, Brother Leach has always had the ardent and efficient support of his noble wife, who unaided, and with her own hands, made the first set of regalias ever worn by the members of the B. of L. F. She is a splendid woman and still profoundly interested in the welfare of the Order, of which her husband was one of the founders and its first Grand Master.

We have briefly outlined what Brother Joshua A. Leach, in the days of his manhood's prime, accomplished for the Brotherhood of Locomotive Firemen. For the good work performed the great Brotherhood owes Brother Leach a debt of gratitude.

"To the generous mind
The heaviest debt is that of gratitude,
When 'tis not in our power to repay it."

Such were the words of Franklin, but the debt of gratitude which the Brotherhood of Locomotive Firemen owes Joshua A. Leach for his services in laying the foundations of the Order, and for his services as first Grand Master, it can pay—easily and without sacrifice. What shall be the token of the Brotherhood's sense of obligation and thankfulness? In this case, let all speak at once if the question inspires grateful feelings. Shall it be a comfortable home? Why not that? Who will second the motion that Brother Leach, his wife and children, in response to a debt of gratitude paid by the great Brotherhood of which he may be justly said to be the Father, shall be able to say—
"Mid pleasures and palaces though we may
 roam,
Be it ever so humble, there's no place like home."

His own home the gift of a Brotherhood which since its organization, has been a ceaseless benediction to thousands.

FRIENDSHIP.

FRRIENDSHIP to every willing mind
 Opens a heavenly treasure;
There may the sons of sorrow find
 Sources of real pleasure.
See what employment men pursue,
Then you will own my words are true;
Friendship alone unfolds to view
 Sources of real pleasure.

Poor are the joys which fools esteem
 Fading and transitory;
Mirth is as fleeting as a dream
 Or a delusive story;
Luxury leaves a sting behind,
Wounding the body and the mind,
Only in friendship can we find
 Pleasure and solid glory.

Beauty, with all its gaudy shows,
 Is but a painted bubble;
Short is the triumph wit bestows,
 Full of deceit and trouble;
Fame, like a shadow, flies away;
Titles and dignities decay;
Nothing but friendship can display
 Joys that are free from trouble.

Learning, that boasting, glittering thing,
 Scarcely is worth possessing;
Riches, forever on the wing,
 Can not be called a blessing.
Sensual pleasures swell desire,
Just as the fuel feeds the fire;
Friendship can real bliss inspire—
 Bliss that is worth possessing.

Happy the man who has a friend
 Formed by the God of Nature;
Well may he feel and recommend
 Friendship for his Creator;
Then as our hands in friendship join,
So let our social powers combine,
Ruled by a passion most divine,
 Friendship with our Creator.

—Anon



JUNE, 1889.

CAPTAIN ERICSSON.

Perhaps the most noted mechanic of the century, has lately closed his labors on earth, and entered into a rest, which his indomitable spirit did not permit his body to take, for he remained almost as active as ever up to his death in planning and designing improvements in his various lines of invention.

John Ericsson was born in Wermland, Sweden, on July 21, 1803, and as is usual received the rudiments of an education in the public schools, but it seems that at a very early age, he was fully conversant with the use of drawing-instruments in all their branches, and at the age of twelve years he was employed with a corps of Swedish engineers in making surveys for a ship canal. The precocious boy-surveyor had an attendant provided, whose duty it was to place a stool so that he could get his eye to the leveling instruments. At seventeen, we find him an ensign in the Swedish navy, and he rapidly arose to the rank of lieutenant, by his skill in executing maps, which were a marvel of accuracy. The talent thus early developed remained with him through life, for while he devoted much labor to the drawing board, his plans were master pieces of draughtman's skill, and were so readily and clearly understood as to necessitate but little explanation, even in the most complicated machine. When he was but twenty-three, he left Sweden, to introduce his "flame engine" in England, and shortly afterward he resigned his commission, which was accepted after he had been promoted to the rank of captain. From this time up to his death, on the 5th day of March, invention after invention has been brought out, till a mere mention of them would fill more space than we have room for in the limits of this department.

The fact that Capt. Ericsson was the designer and builder of one of the locomotives, which were entered for the famous trial at Ramhill, in 1829, makes his memory revered by railroad men.

At that trial four locomotives were entered and while the award was given to Stephenson's Rocket, much praise was given to the Novelty, as Ericsson had named his locomotive, for the lightness, elegance in finish and speed with which it moved, for it is said to have "shot along at the amazing rate of thirty miles per hour," and while the Novelty failed to take the prize, because she

weighed only two tons and fifteen hundred weight, and did not have traction enough to pull the required load, a reflecting mechanic, an eye witness of the trial, delivered the following opinion of Ericsson and his locomotive, in the *London Times* of October 18th, 1829:

The constructor of the Novelty exhibited far greater engineering knowledge than the constructor of the Rocket. In the first place, when Stephenson presented his locomotive-engine for trial, he depended on chimney draft to support the combustion in the boiler furnaces, while Ericsson, who had theoretically considered the matter, knew that sufficient air could not be supplied by natural draft. He therefore employed a blowing apparatus, which being operated directly by an engine, regulated the combustion to suit the speed of his locomotive-engine. So well was this blowing apparatus proportioned, that while running at the rate of forty miles an hour, the supply of steam seemed to be ample. Fortunately for Stephenson, Timothy Hackworth, the builder of the Sans Pareil, discovered the efficacy of the steam-blast in time to enable the constructor of the Rocket to apply the same before the termination of the competitive trial. Secondly, Ericsson, fully comprehending that durability of the steam-machinery called for absence of jarring motion, placed his engine-frame on four flexible carriage springs. Nor did he overlook the fact that the power of the engines must be applied in such direction as not to interfere with the free vertical action of the springs. Consequently, he resorted to such a combination that the connecting-rods operated in a horizontal direction. And by employing bell-cranks, he dispensed with connecting-rod guides, thereby obviating the thrust and heating inseparable from their employment, unless constantly lubricated. He avoided, at the same time, the use of horizontal cylinders, so strongly objected to by most engineers of that period. Stephenson, on the other hand, employed cylinders placed at an angle of about 45°, in consequence of which fully two-thirds of the power of his engines lifted and depressed the carriage at each stroke. The resulting unavoidable tilting motion was aggravated by the necessary right-angular position of the driving-cranks, causing one side of the carriage to be lifted up while the other side was being depressed. The consequent violent rocking of the Rocket during the competitive trial was observed by all, and admitted to be a defect which called for some effectual remedy.

It would appear from this, that some of the most important parts of locomotive building were embodied in Ericsson's Novelty, and that while Stephenson carried off the prize, and has received the credit of it ever since, the Rocket would have been a failure, if Stephenson had adhered to his original idea of an unaided draft, while Ericsson, with his good judgment, had a forced draft introduced in the Novelty. How much the British punacity, and aversion to acknowledge anything good that emanates from foreign sources, had to do with the award of the prize, we are too far removed by time to tell.

In 1839 Ericsson came to this country, and built the Princeton in 1841. She is said to have been the first naval vessel that had her machinery below the water line, and thus out of reach of hostile shot. The years, from '41 to '61, were filled with inventions, but the most noted achievement,

and one which has endeared him to the people of this country, was the construction and arming of the Monitor, whose battle with the Merrimac, and tragic fate after having achieved her victory, and fulfilled her mission, has become history, but reads more like a romance of old, when knights clothed in armor, met in the field of battle, to die for love or honor. But the toils, trials and triumphs of this life are over, and after labor, comes rest to the weary. *

A MOTHER'S LOVE.

As we grow in years we can realize that the present is not all a life of happiness and contentment. Who ever lived a life of perfect happiness? I conjecture not one, and yet, in youth, we picture the future as one of unalloyed bliss. Time sconcs dispels the delusion, and our air castles vanish. Still, it may be for the best. Who knows? We are taught in the school of experience, but it must be our own experience—that of others the great majority will not heed, and it is lamentably true that even our own knowledge, gained in trials and privations, is too often disregarded or forgotten.

It is a sad reflection that among the many instances of young men's disregard of the lessons of experience, that of forgetfulness of home and home influences, all too often darken the record, and still more strange is it that a mother's love ceases to exert that restraining and guiding power, without which the dangers that beset the young man's pathway, are multiplied fourfold. When a mother's love is forgotten, when folly or vicious associates eradicate from memory the affectionate words of a mother, the young man is far gone on the road to ruin. This is no weak sentimentality, it is no freak of fancy, but rather a truth, and on all the highways of life may be seen wrecked characters, hopes and ambitions. Sad and mournful testimonials that the victims of misfortune disregarded a mother's love and a mother's advice.

If there are those so unfortunate as to have never known a mother's love, whose memories cherish no sweet tones of a mother's gentle voice, upon whose lips and cheek a mother's kiss was never impressed, for such persons God knows there should be pity and sympathy. Of such I do not write, but rather of those who have known the rich blessing of a mother's love and care and ceaseless solicitude, who remember her tearful eye and affectionate farewell at parting, and who know that they are never forgotten, and that at the old home, in the old arm chair, when time is whitening locks and furrowing cheeks, there is one waiting to see her boy once more, waiting to hear of his success, and knowing the temptations that beset his pathway, praying that he may

be equal to every trial and come off more than conqueror in every conflict. And yet, there are hundreds, ay! thousands of young men who forget these things and permit themselves to be swept along by influences which they know, if they would reflect, will finally overwhelm them in shame and degradation. But even when the calamity comes to her unfortunate boy, the mother loves him still. She would fly to him if she could. She would shield him from every attack, nurse him amidst scenes of vice and squalor, go with him to prison or to death.

Is it not strange, is it not passing strange that the wandering boy should forget a mother's love? Oh, there is a father's love, a brother's, a sister's love, but above them all, brighter than all, is the love of a mother. It changes never. Others may grow cold and neglectful, a mother—never. It is said "Death claims all seasons for his own," so does a mother's love. It is said that "Death loves a shining mark," but a mother's love is intensified by misfortune, and the "prodigal son," by some mysterious influence, obtains the larger share. Willis sang:

"My mother's voice! how often creep
Its accents on my lonely hours!
Like healing sent on wings of sleep,
Or dew to the unconscious flower.
I can forget her melting prayer
While leaping pulses madly fly,
But in the still unbroken air
Her gentle tone comes stealing by—
And years, and sin, and folly flee,
And leave me at my mother's knee."

The son who treats his mother reverently, whatever may betide him, has one source of exquisite happiness, and if the tidings of her death come to him when far away, or, if he is permitted to be present when death sets his signet upon her brow, and can realize that he has prized her love above rubies and that he has been guided by her advice, he possesses a treasure, compared with which, the world's honors and riches become insignificant. Show me a man who dishonors father and mother and I want no higher proof that he is destitute of manhood, but, on the other hand, show me a man who has performed every filial duty to his parents, and I will show you one of nature's noblemen.
A Fireman.

It is stated that thirteen switchmen, on the Chicago & Rock Island, recently struck because the company hired non-union men. Before striking they should have tried to initiate the non-union switchmen into their great and growing Order. It is also stated that on the Union Pacific, at Denver, twenty-six switchmen struck and that their places were filled in six hours. Such things will occur while workmen remain ignorant of the benefits resulting from organization.

ALL MAY HAVE AN EDUCATION.

Having perused a good many well-written articles, giving reasons for the ignorance of many of our young men, I will, with your permission, briefly state some of my views upon the subject. Fortunately, most, if not all of our different labor organizations are working with untiring zeal to influence at least some of our representatives in legislatures to pass compulsory education laws, to have children from six to fourteen years of age attend school, so that they may have at least an elementary education, and should this point be gained, it will be seen that the rising generation will be greatly benefitted.

It is not enough for a young fireman to become proficient in the management of his iron horse, he should strive to know at least a little of something else, something outside of handling a scoop or the throttle. A good many may ask, "How can that be done?" If they should say, "I can neither read nor write," and contend that they have had few, or no advantages at all, I should say, when you are not employed, when you have leisure, just have a little pride and begin with a spelling book, next a reader, and learn the rudiments, and I will bet 10,000 rusty continental nails, that in a short time you will want books and newspapers to read, and

when you are able to read you will be in the line of educational advancement. To-day, as little of a scholar as I am, I would not exchange the little I know for Jay Gould's gold. There is no good reason why young men of the present should be illiterate. The excuses offered for ignorance I consider bosh. Whoever desires knowledge may obtain it. I will state that thousands of my countrymen have come to America without being able to understand the difference between yes and no in the English language, but by dint of study and reading, have mastered the language and are as proficient in it as some native born college graduates. This is what perseverance can accomplish. I do not flatter myself, nor do I wish to be flattered for the little learning I have acquired, but I am aiming to show that all young men who desire it may have a good education. They have only to set a right value upon time and opportunities and be determined to learn.

I most sincerely hope and trust that the time is near at hand when every man and woman will be sufficiently educated to know and understand that any Congressman who regards "labor" as a commodity, is not qualified to represent them.

John Vollmar.

For the Magazine.

RAILROAD HYMN.

GOD bless the railroad men!
Be Thou their portion when
All others flee.
In every trying hour,
Uphold them by Thy power;
On them in mercy shower
Thy grace so free.

When lurid lightnings flash,
And pealing thunders crash,
Extend thy arm;
When storm-clouds, like a pall,
Are overspreading all
The skies, and torrents fall,
Keep them from harm.

Let christian hearts grow strong,
And join in prayer and song
For these, the brave,
Whose hearts have long been tried,
And who, with manly pride,
Have braved the fitful tide—
Life's swelling wave.

O Thou, to whom are dear
The souls of men, now hear
The prayer we raise;
And out upon the rail,
From hearts that never quail,
O may Thy name prevail
In songs of praise.

Geo. W. Hall.

STANBERRY, MO.

Mechanical

Letters and Papers pertaining to Locomotive running, firing and management and other topics of interest to locomotive engineers and firemen are solicited for this department.

Correspondents are required in all cases to give their real names, not for publication necessarily, but as a guarantee of good faith.

Communications should be plainly written on one side of the paper only, and as brief as possible. No matter should be introduced for illustration or otherwise that does not have a bearing, directly or remotely upon topics of a mechanical character.

Contributions to this department should reach the Editor not later than the eighth day of each month to insure publication in the next ensuing number, and should be addressed to
MECHANICAL DEPARTMENT,

Locomotive Firemen's Magazine,
TERRE HAUTE IND.

JUNE, 1889.

MR. EDITOR:—Having followed out some of the lines of thought suggested by the contributions of different writers, I shall at this time indulge in a few generalities and try to get abreast of the current topics claiming attention.

In reading the pages of the Mechanical Department, one is frequently struck by some account of a personal experience, which, at first thought, seems greatly at variance with his own similar experience; and, while I admit that personal experience is the greatest of all teachers, I am inclined to believe that such experience is worth much more to the person directly involved than to any third party to whom it may be related. The reason of this is that there are many minute details connected with every occurrence that we fail to give the prominence they deserve. For instance, some months ago, a writer signing himself "Dirigo," stated that in nearly three years running he had never found an engine that he could not pump "just as he wanted to."

Now this statement, at first, seemed to me almost a boast; since it indicates an experience so vastly different from my own. But when I stopped to reflect it occurred to me that perhaps "Dirigo" might have run a single engine during the whole time; and that an engine having a reliable pump, or that he might have handled several different engines all of one pattern and build and all having reliable pumps of sufficient capacity to supply the required amount of water under all conditions, his seemingly high sounding statement loses a good deal of its boastful ring.

I had been running much less than three years when I struck an engine that no

earthly, mortal man, who walks on the ground and wears overclothes in lieu of wings, could pump "just as he wanted to," that is if he was one of those fastidious fellows who always insist on having at least a little moist steam over the crown sheet if he could not have real water.

The explanation is, that the pump would not supply the boiler under all conditions and this led to a style of pumping that would not pass in the columns of the *Magazine* as scientific because I had to put the water into her, going down hill, that I could not get into her going up.

If I was required to state a rule for feeding a boiler I should have to say, supply to the boiler just the quantity of water that she is generating into steam. But all rules have their exceptions, and to detect these exceptions to rules applied to the running and management of locomotives requires that extensive and varied experience which is the successful engineer's stock in trade. In a word, the exceptions are much more difficult to master than the rules.

Before leaving this water supply question allow me to relate a very little of my experience. I was once placed in charge of an eight-wheel engine of very good proportions, at least as regards boiler and fire-box. My fireman had been on the engine for some time and knew every bolt and nut about her better than I did, and to do him justice I will say that he could no doubt have discounted me in handling the engine at the time I took her. The engine was a fair, but not a free, steamer and was not very bad on fuel. Her boiler was fed by a Sellers injector of good range and I could set it to supply her or a little less just as I wished. I found that when I kept the water up to a given level "John" had to work hard and watch her as close as a cat does a mouse, and that every once in a while she would get away from him. So I adopted the plan of watching my opportunity and filling her up as full as I could and still have dry steam and then setting the injector so that she would lose a little water between stations. The road was hilly and we often had to work her hard into stations where, unless I had room for a little water in the boiler we had a good deal of popping off. If we did not have the blowing off we had a very light fire to pull out on or lots of black smoke around town. Thus I fell into the habit of filling her up at stations and on down grades, always keeping the fire bright and even using the blower lightly sometimes. Some men have a "mortal dread" of hearing a blower work. I do not if I know it is working on a good fire and the door shut.

In running as above we always had steam when we most needed it, "John" had a much easier time and we got over the road

with less fuel than we could with a fixed water line.

Now don't all ask to fire for me at once because I tried to make it as easy as I could for "John." He was always ready to accommodate me in the same way.

I remember of reading some time since "Vulcan's" directions as to how many gauges of water to carry in a boiler. This without knowing the dimensions and style of boiler seems to me very vague. If I were asked how much water to carry in a boiler I should say every drop she will hold and work dry steam; and that point will be found a good deal below that at which she will throw it out of the stack; and no one can tell just how high this point is until he has run the particular engine in question. Since "Eccentric" has given me, with others, the distinction of "noted expert," I cannot find it in my heart to refuse his request. And to comply with it only requires me to state that his own solution is correct. That is to say, that a single piston having the same number of square inches of surface as two pistons each $10\frac{1}{2}$ inches in diameter, would have to be a little over 14 inches in diameter. The two pistons $10\frac{1}{2}$ inches in diameter would have an area of a little over 173.18 square inches, while the area of a piston 21 inches in diameter would have an area of 346.36 square inches, provided I have made no mistakes in the computation.

If "Eccentric" only knew what a time I had "grubbing up" the "square root" that has long been buried and unused in the writer's receptacle for information, I am sure he would take off the "noted expert" from my title.

"T. Godfrey" asks for the "first rule in railroading?" The first one with which I am acquainted is that "the safety of passengers and trains is of the first importance." I have one of my own, however, that covers the same ground and perhaps a little more: "Look out for other peoples' carelessness as carefully as you do for your own."

"Ink Bottle" wants to know, "Does an engine suck black smoke in the cylinder when it is shut off running down grade?" I have given my views on this problem before but I now desire to ask Mr. Bottle where would the smoke go to after it got in the cylinder?

I will not attempt to deny that I read "E. S's" and "Vulcan's" account of the "grief" they have passed through but I hope that the boys who have helped to build some of the new lines of road up in the Northwest will not take up the subject; for a single truthful account if half told would fill the whole *Magazine*.

I find on examination of my last month's article that some of the reference letters do

not appear in the cuts, also that in the sixth line of the first column of page 403, *it is* should read *is it*. An on page 402, first column and tenth line would read as I thought it if the word "proposition" was followed by the phrase "is appropriate." With these corrections I will close.

A. H. Tucker.

SEDALIA, Mo., April 8, 1889.

MR. EDITOR:—Below I give a rule for finding the horse-power of a locomotive, which I find in Roper's Hand-Book of the Locomotive:

"Multiply the area of the piston by the pressure per square inch, which should be taken as two-thirds the boiler pressure; multiply this product by the number of revolutions per minute; multiply this by twice the length of stroke in feet or inches, (if the stroke is in inches, they must be divided by 12). Multiply this product by two and divide by 33,000; the result will be the horse power of the locomotive."

If Mr. Evans will step into my engine room, before I start the fire in the morning, I can show him that there is a vacuum more or less perfect. With two and a half gauges of water in the boiler, I open the bottom gauge, but no water runs out, but instead, you can hear the air bubbling as it goes in and up through the water to the top of it. Turn the drain-cock on the water-glass, and you can see the air bubbles as they go up; now open the top gauge and you hear the air rush in and soon you have water running out of both glass and bottom gauge-cock, too.

Mr. Evans left out a part of the practical part in his illustrations, that is, he never gave the air a chance to get out as when we run an engine or locomotive the steam and air pass out, and after they have done their work, escape to the atmosphere, so when the water that was so highly expanded into steam has contracted again to its former bulk, there is a space that is not fully occupied by either water or air. Hoping my meaning is plain and that I am welcome, I will close and may come again.

Wilson Dungan.

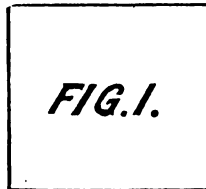
MR. EDITOR:—The *May Magazine* is at hand, and Bro. A. H. Tucker's article is a clear illustration of Bro. Tucker's character, for it may take some time to get him aroused to the fighting point, but when once fairly entered he fights with a grim determination which will not permit defeat, no matter how great the odds against him. When he attacks the "hammer-blow" championed as it is by Mr. Lockwood, he shows his courage in entering a field from which others have retired disgusted at not having a foe willing to stand up to any point, but keeping up a running fight for years. As Bro. Tucker

states the case so plainly and covers the ground so fully, it is to be hoped that we may be able to have the question fairly settled, but some of the points made by Bro. Tucker have been used before and failed to force conviction, and they may fail again. It is very difficult to imagine how Mr. Lockwood can advocate the "hammer-blow" after carefully considering the point, that, as Mr. Lockwood himself claims, the bottom of the wheel comes to a rest. Any body in rapid motion, and brought to a state of rest as gradually as the counterbalance is, cannot by any means convey a blow like a hammer in full swing brought to a sudden stop by striking an object in direct line with its movement. If such blows were struck no bridge or trestle in the country could stand the shock, nor could we find a rail strong enough to bear the "hammering" it receives on a heavy traffic line like a Mr. Lockwood's favorite Penn. I have recently taken the trouble to walk over a number of miles of main line track, and to look for the effect which "hammer-blows" make, but my research was in vain. I found a few abrasions, generally near stations, caused, as may easily be proven, by the slipping of the drivers in starting out, and I also found places where the rails were depressed, but as this was only at the joints of the rails, it is to be presumed that this is not to be attributed to the counterbalance, but to the action of the wheel in jumping the gap between the rails, which is usually left to provide for their expansion. Section men assured me that it is more work to keep up the joints than all other points, and if Mr. Lockwood could only prove that the counterbalance exerted its force at this point he would have something to hang his "hammer-blow theory" on.

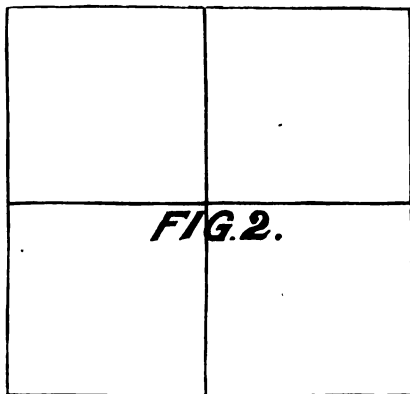
William Gore is discussing the brick arch with "E. S." but as I have never fired a locomotive with such an arch I cannot say anything about the matter, but I must express my admiration for the "old timer" who delights to renew his youth by recalling railroad incidents of over a score of years ago, when many of us were still in our infancy; indeed, the date of Bro. Gore's first railroading anti-dates the birth of the vast majority of our readers. That a man of at least sixty years, and not in active service for nearly twenty years, takes interest enough in the rising generation of firemen to give them the benefit of his experience, is a commendable act, and an indication that Bro. Gore is not growing old in heart.

"Eccentric" asks for information on area of pistons, which has been supplied several times in these columns, and if the boys took as good care of their old *Magazines* as they deserve, there would be no necessity for asking "or answering these questions. To satisfy Eccentric" and his companions I to explain the rules governing these

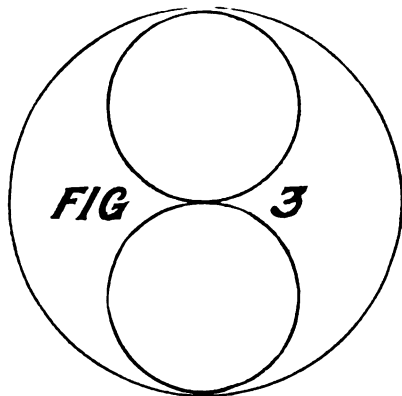
calculations once more. In the first place, a circle gains in both directions by an increase of diameter, just as a square of a given length and width gains in both directions by increasing its side measurement. For instance, we will take a square, fig. 1, and another square, fig. 2. Let fig. 1 be one



inch square, and fig. 2 be two inches square.



Now it may appear to some that twice one is two, but it is not so in squaring any given size square, for while $1 \times 1 = 1$ so $2 \times 2 = 4$; therefore, any square twice as large on its sides as another given square, will contain four times as much surface, and this rule holds equally true of circles. Coming down now to "Eccentric's" problem: Let the larger circle below, fig. 3, represent a circle



twenty-one inches in diameter, and each of the small ones represent a circle ten and

one-half inches in diameter, and it shows at a glance that the larger one is more than twice as large as the small; in fact, the moon-shaped pieces remaining on each side of the small circle contains enough surface to make two more complete ten and one-half inch diameter circles. Now the rule for calculating the area of all circles is this: Multiply the diameter by itself and the product by the decimal figure .7854, pointing off four figures on the right of the last product, and calling it square feet or inches as the diameter may be given. To apply it to "Eccentric's problem":

We call $10\frac{1}{2}$ inches,	
by itself	10.5 inches ; multiply it 10.5 and we have

	525
	1050

multiplied by	110.25 110 25-100 in., this
	.7854

	44100
	55125
	88200
	77175

gives us	86.590350 83 inches and
nearly 6-10.	
A	21 inch circle multiplied
by itself	21

	21
	42

equals	441 square inches, which
multiplied by	.7854

	1764
	2205
	3528
	3087

gives us 346.3614 a little over 346 square inches, which is just four times 86.590350 square inches, as was shown to be contained in the $10\frac{1}{2}$ inch circle. The rule above given, and worked with the decimal .7854, is true for all circles, be they ever so large or small.

"Ink Bottle" asks: "Does an engine suck black smoke in (into?) the cylinder when it is shut off rolling down hill, unless it is reversed?" This question has been pretty freely answered in the negative by a number of correspondents within the last few months, and leaves nothing more to be said on the subject.

"Brick Arch" says we are not running Master Mechanics or roads. Well, Bro. "B. A.," I know we are not, or things would be different in many particulars, I imagine, but whether the changes would be for the better time only could tell, and God only

knows who will be M. M's. or running roads in twenty years from now. I have ever tried to learn all I could about firing and getting the best possible amount of work at the least expenditure of money for supplies, but I very soon found that our efforts in that direction could be badly hampered by our M. M's. in not so equipping their locomotives as to have them comply with the laws of combustion, or by our engineers in not so using the means placed in their hands as to second our efforts in behalf of economy, and this led me to think what ought to be done by others to help us. I had occasion to try the short cut-off and full throttle, and find it good a rule, but of course, it has its exceptions, like all other rules. When by means of a too short a cut-off we secure too much lead, and thus too much compression, we may be better off by not working so close, but I cannot admit that "B. A." uses good argument when he wishes to save the valve-seat at the admitted expense of fuel. Facing the valve every six months might cost five dollars, and by cutting off close for six months a thousand dollars has been saved by actual experiment. Which is best for economy, save \$5 or \$1,000?

Having had considerable experience with cooled boilers, I can fully agree with "B. A." in his reply to "S. I." but in regard to "L. H. E's." query, we differ, as "B. A." will see that I have given "L. H. E." an answer by assuming a given speed in addition to the dimensions given.

Mr. Lockwood gives us a humorous dog and bear story, by which I conclude that Mr. Lockwood is not quite sure who is ahead now, and as he evidently wants some points so that he may take his bearings, I will, by his special request, explain that I was simply quoting Mr. Lockwood's own words on "not two times nothing," but "four times something," and that the point between "nothing" and "something" was so very fine that I failed to see it. In order to more fully qualify myself to answer in regard to the varied forces of a driver, I close watched a pair of 5 ft. 8 in. drivers as we were speeding along at a mile in a minute gait, and comparing them with the slower freight drivers. I noticed, first, a centrifugal force which would make the wheel fly into pieces if it were not for the strength of its material or the tire holding it; therefore, as long as the wheel is strong enough, the centrifugal force is of no account. Second, the tangential force is closely allied to the centrifugal force, and no part of a wheel can strike off at a tangent unless it becomes separated from the rest; then, of course it would continue its movement in a line with its tangent until the laws of gravity brought it to a stop. Third, the hammering. I noticed a little hammering, but as it came about thirty feet apart, instead of

seventeen feet as it would by the circumference of the drivers, I was forced to believe that the jar was the result of the jump from one rail to the other across the expansion space, and not in any manner due to the counterbalance, for that seemed to be reluctant to come down fast, and just when about to strike it seemed to review its conduct and hold back, in fact, come to a stop, and then, as if ashamed of its action, commenced a retrograde movement. Fourth, some swaying; oh, yes, we swayed considerable in rounding curves, but that certainly did not result from the running gear, but was simply the result of the extreme speed. Fifth, the gyrating forces; certainly, they were there, for if they were not the wheels would not turn. The sixth and seventh actions in the list, weewahing and nosing around, I think ought to be combined, and in all my experience I never found more than one locomotive that had this peculiar movement, and even she would run miles without showing it, but at particular speeds and places she would nose around for awhile but leave it again. If our fast locomotives were to nose around for each revolution of the counterbalance they would have to wriggle rather rapidly, but I saw no signs of it either at twenty, thirty, forty or sixty miles per hour. Eighthly, we have the rocking motion. O, we rock a good deal, but not with the steadiness which would be required if the rocking motion was the result of the counterbalance, but whenever a low joint was struck she would naturally lean to that side, because on the other side the wheels would be on the center of the rail, as the rails are all laid so as to have joints opposite to centers. Of course leaning one way at one joint, and again the other way at another joint, may make the engine rock, but not by reason of her inherent faults, but by the uneven track. Several years ago I had a ride over a railroad along the Missouri river bottoms, and had I not been forewarned before reaching this bad spot I would have been thrown from my seat in the cab, for she rocked as bad as a ship in a gale, yet I did not think of blaming the counterbalance for it. Ninth, we have a rolling motion. Now, this is a motion which Mr. Lockwood very seldom mentions, but it is apparently a combination of rotation and translation, expressed in one comprehensive word, and more fully expresses the motion of a wheel on the rail than any other term. I have now endeavored to give my ideas of the meaning of those forces which Mr. Lockwood claims are to be found in the drivers, and have admitted the existence of some and denied the existence of others, which do not prove themselves, and will now await the further development of Mr. Lockwood's ideas.

Jim Dooley ventures to inquire why the

"hammer-blow" would not strike upward, and truly he has some show of reason for it, for according to all the usually accepted ideas on the movement of a wheel, the counterbalance moves so fast when going over the wheel that it would be more reasonable to place its destructive point up than down. While "Jim" appears to have some good points, yet in locating the fulcrum in the box, he has a moving fulcrum with resistance on the rail, and power between, thus having a queer mechanical combination of lever points. I see that "Jim" objects to a consideration of intricate questions for fear of forgetting some of the immediate duties. Well, if the "boys" can not take in more than one idea at a time they had best quit railroading at once, because a man with only one idea would be sure to be so situated at some time as to endanger life and property, because while shunning one danger he would involve himself in others. We have been discussing matters on locomotive management which may be deemed above the fireman's station, not only because some of our members are engineers, but to call attention to the fact that the consumption of fuel and the steaming of locomotives is not altogether dependent on the firemen, for if a fireman is not properly assisted by judicious management from the engineer, he will not be able to show a good record. If "Jim's" locomotive will not steam with a well burned heap of ten tons per day, I think the fault does not rest on the fireman or his fire, but on some other source, and it may be hard to cure. "Misery loves company," and "Jim" would like some of the "Elevated boys" to come down South and try their hands at shoveling ten tons per day. I suppose the L boys don't have to come unless they want to. Hope "Jim" will get to Galveston where he can have a good wash on the beach after each trip.

Friend Rauch's trip on that Swinerton locomotive does away with several objections I had to the wheel. In the first place I thought it would clatter and jar, but I find that by drawing a plan of the facets on a reduced scale that an inch flat deviates so little from the curve as to be hardly perceptible. Another thing was, that I supposed the action of the wheel would be to abrade the corner where two facets join, and thus tend to round them up, or perhaps to combine two or three in one facet. As described by Mr. Rauch it must certainly be an improvement, worthy of further trial and development.

"Sandy" makes his bow, and all hope to hear from him again, for as he appears to appreciate the Mechanical Department we hope he will be one of its workers in the future.

Wm. Gore gives some of his experience in removing plugs from a boiler to clean scale out of leg, and says "the flow of water

ceased entirely." I used to have a locomotive boiler to wash, and the handiest way I could devise was to fill it by a plug at the bottom of back boiler head. I used to insert the wood nozzle of our hose in that and fill above the top gauge cock, opening the whistle valve to let all air out that would go. I would then shut off the water, close the whistle, and pull the hose out. At first the water would rush out very strong, but in a little while its force would die out, and the plug could easily be inserted. I never let it run long enough to have it cease running entirely, nor did I think it would ever reach such a point, for in other smaller vessels I have found that air will ascend through the water in bubbles, and as a quantity of air is admitted an equal quantity of water will be discharged. I would, therefore, like to know whether Bro. Gore really meant to say "entirely" or only "sufficiently" to enter the plug."

Several more communications that deserve attention must lay over until some future time, for I fear I am encroaching space which might be used to better advantage than to chronicle the ideas of
Fulcan.

MARION, IOWA, April 1, 1889.

EDITOR MAGAZINE:—L. H. Evans asks how to compute the volume of steam, which may be made from any given volume of water, and how many degrees of heat it would require to make the change?

Forney, in his writings on the forces of air and steam, says: At the pressure of the atmosphere (15 pounds), each cubic inch of water will make 1,610 cubic inches of steam. At double that pressure, or 30 pounds absolute pressure, it will make a little more than half as much, or 838 cubic inches; at four times, or 60 pounds absolute pressure, 437 cubic inches, or a little more than a fourth as much as at the pressure of the atmosphere. The boiling point of water becomes higher as the pressure increases, and therefore the temperature of the steam, produced at such pressure, is also higher than at lower pressures; and as all gases are expanded by heat, therefore the volume of steam at the higher pressure is somewhat greater than in inverse proportion to its pressure, on account of its being somewhat expanded by the high temperature. To make this plain, if we take a cubic inch of water and convert it into steam of atmospheric pressure, its volume will be 1,610 times that of the water, and its temperature about 212 degrees. If we convert this quantity of water into steam with a pressure double that of the atmosphere, the volume of the steam will be 838 times that of the water and its temperature will be 250.4 degrees. If the volume of the steam were exactly inversely proportional to the pres-

sure the cubic inch of water at double the atmospheric pressure would make only 805 cubic inches of steam; but as the boiling point at that pressure is 38.4 degrees higher, the steam is expanded 33 cubic inches by the increase of its heat, due to the higher boiling point. Now, if we refer to a table on the properties of steam, to be found in Colburn's Treatise on the locomotive, we find that one cubic foot of steam of 100 pounds absolute pressure, contains as follows: Pressure above the atmosphere 85.3 pounds; sensible temperature in Fahrenheit, 327.9 degrees; total heat above zero, Fahrenheit, 1,213.4 degrees; weight, .2307 pounds; relative volume of the steam compared with the water from which it was raised, 270. So we find that 1 pound of water at a temperature of zero requires 1213.4 units of heat to convert it into steam of 100 pounds absolute pressure. But as steam is usually generated from water at a temperature of about 60 degrees, we deduct that much from 1213.4 which gives us 1153.4 units of heat in 1 pound of steam of 100 pounds absolute pressure generated from 1 pound of water at a temperature of 60 degrees.

L. H. E. also wants to know whether the formation of steam is caused by a physical or a chemical change in the water? To form ideas on the subject we had better find out what steam is. Steam is water changed into gas by means of heat. There are two kinds, called saturated, and superheated steam. Saturated steam is in contact with water, if it is separated from the water it may be heated to a higher temperature, it is then called superheated steam.

Now, if anything is changed from a solid into a gaseous state, I fancy there must be a chemical change and we find that water converted into steam is changed from the solid state into gas. With regard to the physical or natural change of the water into steam, we find that the boiling point depends upon a variety of causes, such as the purity of the water, and the pressure on its surface. Boiling which takes place at 212 degrees under the ordinary atmospheric pressure, on high elevations this takes place at a much lower temperature, because the air is lighter than it is on the low lands. The pressure of steam escaping from water boiling in any open vessel is exactly equal to the pressure of the atmosphere in which it is boiled. On the low lands the pressure is 15 pounds, and the boiling point, 212 degrees, but if we ascend higher where the pressure is only 10 pounds per square inch, boiling will commence at a temperature of 193.3 degrees and the pressure of the steam which escapes will be the same as that of the atmosphere, 10 pounds. If we descend below the surface of the earth where the pressure of the atmosphere equaled 20

pounds per square inch, boiling would not commence until the water was heated to 228 degrees and the pressure of the escaping steam would be 20 pounds.

I wish the readers of the *Magazine* to understand that I do not claim that my ideas on this subject are correct. I think that the water undergoes a chemical change by being converted from a solid into a gaseous state. I also think that it undergoes a physical or natural change, although the time that the change takes place depends upon a variety of circumstances which I have endeavored to point out. F. T.

PHILADELPHIA, Pa., April 20, 1889.

MR. EDITOR:—In replying to Mr. Lewis H. Evans' inquiries on page 314 of the *April Magazine*, I would say first that "to find the horse-power of a locomotive having 140 pounds of steam pressure with 18x24 inch cylinders," leaves the problem incomplete. In order to finish the question, Mr. "Evans" should have given the size of the drivers and also a certain speed per hour. There are four different kinds of horse-power, viz.: indicated, nominal, actual and dynamical horse-power.

What I shall try to describe is actual horse-power, the rule for calculating which is: Multiply the area of the cylinder in inches, by the pressure per square inch in the cylinder; multiply this product by the number of revolutions per minute; this again by twice the length of the stroke in feet, and then the product by two and finally divide by 33,000. (It is not necessary to define the term horse-power as it has been done in the *Magazine* at different times in the past.) For example: What is the horse-power of a locomotive whose cylinders are 19x24 inches, divides 4 feet 6 inches, running at the rate of 20 miles per hour?

Area of cylinder	283.5 inches
Maximum pressure in cylinder .	80 lbs.
Stroke, 2 feet, twice	4 feet
Number of revolutions per minute	121
$283.5 \times 80 \times 4 \times 124 \times 2 = 681.6 \text{ horse-power.}$	
33,000	

Now, those who have Mr. Sinclair's work on the locomotive will find this rule verified on page 350, by an entirely different example illustrating this rule. The maximum pressure is supposed to be as near as possible two-thirds of the boiler pressure, but the indicator only can give the correct amount of pressure.

Second.—How to compute the volume of steam which may be made from any given volume of water, and how many degrees of heat it would require in making the change I do not fully understand, but I will give three headings—may be they will throw some light upon the subject and again it may be some one else will be able to answer

where I am not. First.—To ascertain the number of cubic inches of water at any given temperature that must be mixed with a cubic foot of steam to reduce the mixture to any required temperature. Second.—To ascertain the quantity of steam required to raise a given quantity of water to any given temperature. Third.—To find the greatest quantity of water required for steam. Any of these three I can answer and they may be what the gentleman would like to know; otherwise the problem will be difficult to solve.

Third.—Whether the formation of steam is caused by a physical change, or a chemical change, in the water, and what is a physical and a chemical change is the third query. From what I can learn the formation is caused by a chemical change in the water. For instance, "many bodies, when their original constitution is altered, either by the abstraction of some of their component parts, or by the addition of other substances not before in combination with them, evolve heat while the change is taking place. In such cases the heat is said to be due to chemical action. We apply the term chemical action to those operations, whatever they may be, by which the form, solidity, color, taste, smell, and action of substances become changed, so that new bodies, with quite different properties, are formed from the old." "A familiar illustration of the manner in which heat is evolved by chemical action is to be found in the experiment of pouring cold water upon quick lime. The water and the lime combine together, and in so doing, liberate a great amount of heat, sufficient to set fire to combustible substances." "Heat is always evolved when a fluid is transformed into a solid, and is always absorbed when a solid is made to assume a fluid condition." "As water is changed from its liquid form when it is taken up by quick lime, therefore heat is given off." The heat produced by the various forms of combustion is the result of chemical action." The definition of the "physical," according to "Webster," given under four headings as "from nature; to bring forth; produce, etc., appears to my view to throw no light, whatever, upon the subject. As the water boils and the particles of steam arise and expand, a new body is formed called steam, with the aid of heat. When the heat is taken away this body relaxes and again returns partially into its former natural order; hence I think by the foregoing statements that the action of water formed into steam by the aid of heat is a chemical change.

The next time I write I will give some questions to be handled, but I will await the reception which this article meets with before venturing any further.

A Philadelphian.

EAST SAGINAW, MICH., April 12, 1889.

MR. EDITOR:—I notice in this month's *Magazine* that "Seeking Information" defines steam according to "Webster," as "the elastic air formed from fluid, into which water is converted when heated to the boiling point." From his reasoning one would suppose that after water is once formed into steam (or air, as he calls it) it cannot be reconverted into its former state. I think he is wrong, and with your permission I will try to prove it.

I find steam defined as "The elastic fluid into which water is converted by the continued application of heat." Again, "Water is composed of two gases; hydrogen, 89 parts, and oxygen 11 parts, by weight." And "Air is composed of nitrogen and oxygen; in the proportion of 77 parts of oxygen, by weight, to 23 parts of nitrogen." "Roper's" books are my authority for these statements.

We see at once that it would be impossible to convert water into air, for in the water we have only one of the gases that air consists of.

"Steam might be said to be the result of a combination of water with a certain amount of heat, and the expansive force of steam arises from the absence of cohesion between and among the particles of water."

"Steam cannot mix with air while its pressure exceeds that of the atmosphere."

"In a cylinder once filled with steam of a pressure of fifteen pounds to the square inch, all air is excluded."

"Now, as the existence of the steam depends on its temperature, by abstracting that temperature the steam will then return to water. Water, while passing into steam, suffers a great enlargement of volume; a cubic inch of water evaporated at a temperature of 212 degrees swells into 1700 cubic inches of steam. It follows, therefore, that if a closed vessel containing 1700 cubic inches of such steam be exposed to cold sufficient to take from the steam all its latent heat the steam will be reconverted into water and will shrink into its original dimensions and leave the remainder of the vessel a vacuum."

Lewis H. Evans wants a rule to find the horse-power of a locomotive. In estimating the power of a locomotive the term horse-power is not generally used, as the difference between a stationary engine and a locomotive is such that while the stationary engine raises its load, or overcomes any directly opposing resistance with an effect due to its capacity of cylinder, the load of a locomotive is drawn and its resistance must be adapted to the simple adhesion of the engine to the rail. The power of the locomotive is measured in the moving force at the tread of the tires, and is called the tractive force, and is equivalent to a load the locomotive could

raise out of a pit, by means of a rope passing over a pulley and attached to the circumference of the tire of one of the driving wheels.

The rule to find the horse-power is this: Multiply the area of the piston by the pressure per square inch (which should be taken as two thirds of the boiler pressure); multiply this product by the number of revolutions per minute; multiply this by twice the length of the stroke in feet, (or in inches; if in inches, the product must be divided by 12) multiply this product by 2 and divide by 33,000, and the result will be the horse-power of the locomotive.

For example a 19-inch cylinder, 24-inch stroke, 54-inch driver, running at the rate of 20 miles per hour. Area of piston would be 283.5 square inches; boiler pressure 130, pressure in cylinder 80 pounds.

$$\frac{283.5 \times 80 \times 4 \times 124 \times 2}{33,000} = 681.6 \text{ horse-power.}$$

33,000.

S. V. 286.

EAST SAGINAW, MICH., April 3, 1889.

MR. EDITOR:—I would like to say a few words to "Seeking Information" through the *Magazine*. So to the point.

"Steam can not mix with air, while its pressure exceeds that of the atmosphere, and it is this property, with that which makes the condition of a body dependent on its temperature, that explains the condensing property of steam."

"In a cylinder once filled with steam of a pressure of fifteen pounds to the square inch all air excluded."

"Water when heated to 212 degrees is converted into steam of 1,700 times its original bulk."

We suppose that we have a cylinder containing 1,700 square inches and put one cubic inch of water in it. By heating this water to 212 degree as stated above we fill the whole cylinder with steam. Now if this cylinder is immersed in cold water the steam will assume the state due to its reduced temperature or become water. What will you do with the 1,699 cubic inches of space before occupied by the steam, and where do you get the air to fill the cylinder?

"Seeking Information" says: "Water changes to steam under an atmospheric pressure of 212 degrees and to ice at 32 degrees." I only know of one thing that will produce steam, and that is heat and not pressure, and when you once have water converted into steam you may bring all the pressure to bear on the steam that you please and as long as the 212 degrees of heat are contained in that steam it will remain steam.

As this is my first effort (and very little of it in my own ideas, as you may see),

I am yours,

E. Sag.

MR. EDITOR.—Concerning the pleasant and encouraging experience of Wm. Gore in cleaning out the leg of the fire-box, I think the occurrence not very puzzling, nor do I think Mr. G. attributed his aid to the proper source. I have never noticed such a circumstance in connection with water in the boiler, but I have seen something quite similar in connection with a cider barrel. I have seen a new barrel filled with cider and tightly bunged. After being put in place on the rack I have seen the end bung knocked out and a pitcher held expectantly under to catch the cider. After a little spurt and dribble the cider would cease to flow. Was it owing to a vacuum in the barrel? If so, how did the vacuum get there, for the barrel full up to the bung with cider? Anyway, we could set the cider flowing again by simply starting the top bung, or by boring a very small gimlet hole in the top of the barrel.

I attribute this phenomenon as described above, and that given by Mr. G., to the pressure of the atmosphere, and that "Nature abhors a vacuum." When we pour water from a jug we notice a gurgling sound which tells us plainly that the air must get into the jug as the liquid runs out. When the throttle of Mr. G.'s engine was opened the air did not rush in to fill a vacuum, it simply went in as the water ran out; it took the place of the water. The water did not cease to flow when the throttle was closed because a vacuum was already in the boiler, but because, under the circumstances, nature refused to form a vacuum. That is, the water could not run out and leave nothing in its place. Mr. Gore speaks of "letting air in on top again." No doubt he "let out a dash of water" more than once during the cleaning process, and each time supposed "vacuum" was doing the work. If the vacuum idea was all right in the first place, the first time opening the throttle would settle that part of it for that time; the vacuum, if one existed, would fill instantaneously. Under the circumstances, there could not possibly be a second or a third vacuum formed in the boiler, and yet the water acted the same way each time. So the true solution of the question is that the water could not flow from the boiler and leave nothing behind; that the air could not get into the boiler through the plug-holes; hence the flow of water would practically cease until the air was by some means admitted into the boiler to take its place.

That some boilers under certain conditions will partially fill themselves with water from the tender while the engines are standing in their stalls is, on first sight, a rather startling fact. After one considers the matter carefully, however, the fact is not so startling and unaccountable as it is curious, and is only another demonstration of the immuta-

ble laws of nature. I think we convey a wrong impression when we say that boilers fill themselves under such circumstances by "sucking" the water from the tender.

When a boiler is absolutely air tight, which is, indeed, very seldom, and is brought from the road into the house and allowed to cool off, there is without doubt, a tendency to form a vacuum within the boiler as the steam is condensed. But the force which causes the water to flow into the boiler is not any suction from within, but is a force acting from without. It is the simple pressure of the atmosphere upon the surface of the water in the tender.

We seldom notice what a tremendous pressure the atmosphere exerts until our particular attention is called to the fact. Let me describe a little experiment which I have seen performed in school. We were told, to begin with, that the atmosphere, if left free to act, pressed equally in all directions—upward, downward and sidewise. Next a glass jar having an area of 20 square inches and a strength to resist a pressure of 175 lbs., was placed over the exhaust tube of an air-pump. The professor pumped vigorously a few moments, "pumping off the upward pressure," as he expressed it, until finally the jar split into several pieces. Now notice that upon this jar the air pressed with a weight of 300 lbs., upward, downward and sidewise. But as soon as the equalizing force of the upward pressure was removed so that the downward pressure exceeded it 175 lbs., the jar could not resist the pressure of the atmosphere to force itself in from above. But it was not suction that broke the jar. Just so within the boiler. While the outward pressure equals the inward pressure there is no tendency to change; but let the outward pressure grow less than the inward pressure, then the air will either force itself in to equalize that pressure or else force something else in ahead of it in its stead. Anyway, to say that nothing, of which a vacuum is, sucks something, is entirely wrong.

In reply to Mr. Lockwood, who calls my attention to a statement concerning the excellence of the present American standard locomotive, I would repeat that declaration more forcibly, if possible, than before.

"The present American locomotive may fairly be considered an established criterion of excellence. It is characterized by accuracy and beauty of workmanship and strength, combined with flexibility and adaptability to many difficult conditions of service—an adaptability that has given it the precedence where such conditions have to be met."

If this is not so let Mr. Lockwood inform us where we will find a style of locomotive that will excel the American locomotive in doing the work required of an American

locomotive. Or, if he pleases, and for want of something better, to describe his ideal locomotive. There are many superintendents of motive power, and railway managers, and even firemen, too, who are looking hungrily for something better than that which they have.

That our locomotives are not perfect we all know; but we can all believe that they will be made more nearly perfect in the course of time, and all the more so because such men as Wm. Lockwood are working at the problem.

Will some one explain all about working steam "expansively?" Will some one, also, please inform me how to calculate the load a locomotive can haul on a level track, at a given speed, and with a given boiler pressure? Use your own locomotive as an example.

Lewis H. Evans.

Queries and Answers.

MR. EDITOR:—If there is one writer for the Mechanical Department above all others that I especially like, it is Mr. A. H. Tucker, and it is for just such qualities as he himself has stated he possesses, *May Magazine*, page 401, "But those who know me best, know how hard it is for me to listen to statements, the correctness of which I disbelieve, without entering some form of protest. These, I am sure, will be willing to give me a hearing, even at this late day." It is for just such mechanical issues as these, and their discussion and final determination, that I understand the Mechanical Department was created, and until some great underlying mechanical principles of the locomotive are satisfactorily determined I trust "some form of protest" will be continued.

Query 1. Mr. Tucker says in *March 1889, Magazine*, page 218: "A surface has length and breadth, but no thickness." This may be a truth, if it is, I do not understand it. In my article on "Not Two Times Nothing, but Four Times Something," December, 1888, *Magazine*, page 893, I stated that a point above nothing, the bottom, had commenced a movement, etc., etc. Now, to make this clear, take the thinnest tissue paper and placing a driver upon it, the paper is in contact with the rail on its lower side, and the driver upon its upper; it is this upper side which has commenced a movement, the lower point being at rest, the top of the wheel must move four times as fast as this immeasurable, unseen and inconceivable "something above nothing," and that without regard to speed or diameter. It is this fact that makes locomotion a possibility, and a locomotive possible. When she is standing still she may be a locomotive in name, but I should say she was a *stationary engine*, with two engines, one on each side; block her clear of the rail, work her and she is a sta-

tionary engine; put her on the rail, work her drivers and she acquires locomotion.

This sheet of paper has some thickness, How it can exist without it and yet have length and breadth passes my comprehension. Won't Mr. Tucker please explain and illustrate?

On another point Mr. Tucker desires information, and to make it plain, as I understand it and at the risk of some repetition to enable me to ask a question, I will ask you to reintroduce four figures heretofore used by me.

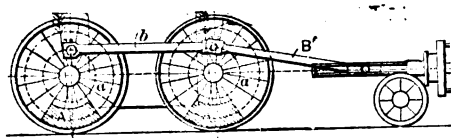


Fig. 1.

Fig. 1.—In this position the piston head is moving *through* the cylinder with the connecting-rod *pulling* downward to cross-head, and the cross-head towards it.

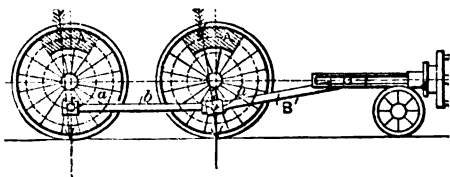


Fig. 2.

Fig. 2.—In this position the cylinder is moving *over* the piston and the cross-head *away* from it, and the connecting-rod *pushing* from cross-head to rail, in the line towards the earth, which rocks the smoke stack.

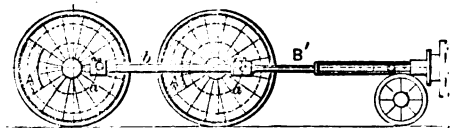


Fig. 3.

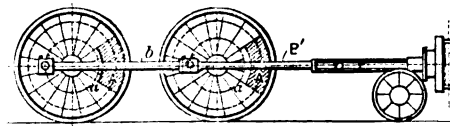


Fig. 4.

In Figs. 3 and 4, we have her on the forward and backward centres. In these two positions the piston has reached the limit of its stroke and must therefore come to a full stop and reverse itself. Won't

Mr. Tucker tell us how it can be done without all the reciprocating and rotating parts in combination coming to a full stop together, and also the wheel to which they are attached also coming to a stop on backward and forward centers?

In Fig. 1, Mr. Tucker will find the center of the counter-balance in contact with the rail, and the point in contact with the rail at rest; this has come down by gravity from the top to rest and is now about reversing its movement with the maximum of leverage and power, to again return by lifting force to the top. If I have a "rotating trip-hammer" of three hundred (300) pounds, counter-balance, coming in contact with the rail at rest, at each revolution, at the time of its greatest power and leverage; will Mr. Tucker tell us why it is not like a hammer blow? Again, in Fig. 2, when the counter-balance is at its highest elevation and greatest speed, and reversing its motion from upward to downward, will it not, by centrifugal force lift, raise, or ease the driver from the rail, making loss of proper traction, and, by reaction make a flat place on the tire and axle? In degree only, as in the first instance, the tire and axle meet the resistance of the counter-balance on the rail, its center being at rest.

From the ability shown by Mr. Tucker in these columns. I am satisfied the company he is with has a valuable man, and that the best investment of money they could make would be to allow the experiments which I am about to suggest, be made in their shops, and in his presence.

First, balance a pulley, say three feet in diameter, by the very best system of *standing balance*, keeping in mind the fact that a *standing balance* is not a *running balance*; having placed that on the pulley shaft, we have the *center an imaginary line* through the shaft, and the axis the lower half box on which it rests. Now leave off the upper cap and speed it by a series of cone pulleys, until centrifugal lift causes the shaft to lift from the box. Keep exact data of all this; it will be interesting for future reference. Now make the *standing balance* at one point one-half pound out of balance, and leaving cap of box off, take speed up to limit, then put cap on and tell me, when you get 200 revolutions a minute, what happens, but beep back out of the way and look out; this is lesson No. 1.

Second, Take any locomotive in the shops, block her drivers up and tell me how many revolutions you get. Of course wood-blocking in her cellar boxes would be her axis of motion, and her *center of motion* would be an imaginary line through the center of the driving axle, as she does not and cannot rest on an "*imaginary line*;" she rests on the *blocking* and that is her *axis of motion*. When she jumps the blocking give me her speed and the company's rule for counter-balancing, and amount of it. So far we have been

dealing with rotation only, i. e., top and bottom moving at the same speed.

Third. This is the still unsettled proposition which I hope to see speedily solved, the hammer-blow of a locomotive's driving-wheels, and I need not repeat here what I have so fully illustrated and described so many times in this Mechanical Department. You have to do with this daily in your work, and you can experiment when running at any and all times. I will only repeat here enough to emphasize this article. On the rail the driver has the same for its *fulcrum*, it cannot have the center because that is an imaginary line through the center of the axle, and that would only be a support in imagination. When ten tons rests on one driving wheel, the axle-box is only a support and guide in which the axle revolves. The wheel now combines varying speeds, from "something above nothing" to the top, where it is four times the speed of that "something," while the point in contact with rail is the *fulcrum* and *is at rest*. In this condition we have a combination of *rotation* and *translation*, which makes locomotion and the locomotive possible.

In further answer to Mr. Tucker the dynamometer to which he refers is the same as the one to which he alludes. It is true the speed of translation is absent from the test; it cannot be measured on the rail, but the test will give it under the best possible circumstances, and it can never be less. The Dudley dynograph car will be used to give the exact condition of any track, and after these tests have been once made, then it can approximately be determined for any track. Very full data with illustrations was given in June, 1887, *Magazine*, pages 339 and 342. I ask the attention of the Brotherhood to the eminent gentlemen named therein as having reached these conclusions. A former committee of the Franklin Institute reached no results, and a world's committee of twenty-two scientists, at the World's Convention of Electrical Appliances, class XI, could reach no conclusion, although giving the matter much attention in committee. The subject was closely allied to their investigation as to the best balance steam engine for electrical purposes. Won't Mr. Tucker tell us when the engines are on back and forward centers, Figs. 3 and 4, if the speed of the train is fifty miles per hour, if crank-pin parallel, and connecting rods, etc., etc., are not carried forward at the same speed? If Mr. Tucker will get any skilled rider of a bicycle, one who understands the principle of its action, to hold a pointed rod in contact and alongside the floor and move the top, he will admit that the point is the "true axis of motion." Again, if Mr. Tucker will make inquiry, he will find that in even the very best of our railways the trestle work and bridges are matters of the greatest concern.

and when he says, "the frequency and manner of making repairs and renewals," is a strong point in the direction for which I am contending. As to coupling-pins and pulling-bars referred to, I did not say the pins came off the P. R. R., but they were used in express passenger service where a mile a minute is made, over much of the distance on a first-class track—one of the best in the country. Mr. T. must know that service like this and "freight service" are two vastly different things.

Again, says Mr. T.: "But it mystifies me when I try to distinguish any change in these conditions by substituting another pin and connections for the counter-weight. I believe it to be a well-settled point in mechanics that you cannot balance rotating and reciprocating parts in combination (crank-pin, parallel-rod, etc., etc., etc.) with rotating weight at varying speeds, or (the counter-balance) at any speed; when it is *guessed at* as the best for any given speed, say ten miles an hour, where would it be at sixty? Mr. Cloud says the blow is increased forty-four per cent. in an increase of speed of ten miles per hour, i. e. fifty to sixty. I undertake to say that substantially a perfect balance is obtained at *all speeds* by the Shaw locomotive, and by the application of correct mechanical principles. By a single valve operating two steam cylinders acting upon two pistons, cross-heads, connecting and parallel rods, and double crank-pins, equal distance from the center of the axle, moving in opposite directions to each other; here we have each rotating and reciprocating part balanced by an equal part, and this is "correct mechanics." When the lower connecting-rod is down as a *pusher*, the upper is acting at the same time as a *puller*, and all are *pulling* and *pushing* downwards together, the two are acting together as *one*, as shown in Figs. 1 and 2, where their action is separate and they are acting as two. Again, when, as in Fig. 1, the piston is moving through the cylinder, and Fig. 2 is moving *over* it, they are simultaneously moving *through* and *over* the cylinder, each column of steam controlled by a single valve, and each by *equal pressure* and *elasticity* controlling the other. The forces of two columns of steam acting as described, equalize and adjust themselves to the change of fulcrum on the rail, and the varying speeds in the wheel, i. e. each in twenty-four inches of stroke are just twelve inches from the center, the lower one at lower limit moving at twenty-five miles an hour, the center at fifty, the upper limit seventy-five; in this the pressure of steam moving the mass all in one direction, there is no backward movement, and cannot be unless momentum overcomes steam pressure, and this is not at all likely to occur.

This article has greatly overrun my expectations in length, when I began to answer

Mr. Tucker's very loud and very long call for me in May, 1889, *Magazine*. I am answering it from an advance copy, the cuts not having been inserted; when the May number comes to hand with them, I may answer further.

William E. Lockwood.

LOCH AERIE, April 26, 1889.

High Rates of Speed.

Within the last year, on five different occasions, it has come to our knowledge that locomotives running at high speeds have severely injured the rails and track of five different roads. This was the result, not in every case of over-counterbalance, but rather of the attempt to counterbalance the inertia in a horizontal direction, of the reciprocating parts. These actual facts take the action of locomotive counterbalances on rails and bridges out of the field of mere speculation. To show what may be the effect of these counterbalances at high speeds, we may state that in two cases of the five just mentioned the rails were bent vertically to such an extent as to render the track impassable at high speeds for over two miles in length, and in one case the wheel rose so far from the track in its upward gyration as to crush the wheel-guard and running-board. We have called attention to the necessity for giving much care to this subject before in these columns, and we wish to again urge all engineers who are interested in this subject, either from choice or because of their responsible connection with railroad corporations, to offer something, either in the way of design or suggestion, which will reduce the evil which already exists in the best designs, and allow locomotives to be driven at the high speeds of the immediate future without endangering the permanent way. We are not offering this as a result of speculation, hypothesis or incomplete theory, but rather as facts which are so obstinate and pertinent that two railroad companies have decided to order the removal of all that portion of the counterbalance in locomotive driving wheels which is intended to counteract the inertia of the reciprocating parts. In order to assist obtaining information for certain engineers of the highest standing, we propound the following question to our readers, with the hope that they will consider it a personal inquiry, directed particularly to themselves, and, as such, give it their best attention. Is it *necessary* to add to a locomotive driving wheel counterbalance an additional weight to resist the inertia of the reciprocating parts, and thereby reduce the motions of a locomotive known as nosing, lurching and galloping?

Is it not overstating the case to assert that the destructive influences should work both ways—in one direction, to injure the road-bed, and in the other, the wheel-guard and running board? If the effect is so disastrous downward natural laws would say it could not be so bad upward, and if the tendency is to make the wheel fly into the air it ought to be easy on the rail.

Our exchange, the *Railroad Gazette*, from which we clip the above, is generally good authority on matters of this kind, but sometimes things become mixed up, and it is hard to get them out of the tangle again. But perhaps the old proverb that "It's a poor rule that only works one way," may have been applied in this case.

It may perhaps be well to ponder the question propounded at the close of the article above and see what we can make of it.

Speed and Service of Locomotives.

Unprecedented Trip of a Locomotive Engine.

BUFFALO, April 1. The new engine, A. G. Darwin, of the Strong Locomotive Company, completed to-night one of the most unprecedented trips in the history of locomotive engineering, running the entire distance from Jersey City to Buffalo on the Erie road, a distance of 423 miles, with the regular day express, which left New York at 9 o'clock this morning. The engine, which is known among railroad men as the "Missing Link," came into town with a train of nine cars at 10:56 P. M. three minutes ahead of time. The train was hauled over the steep grades of the Eastern Delaware, Susquehanna, and Buffalo divisions of the Erie by the "Darwin," where four of the ordinary Erie engines are usually employed to carry the same trains.

George McKee, the engineer, was in charge of the "Missing Link" all the way through. The record made by the "Darwin" has only been excelled by the engine which carried the Jarrett theatrical troupe on a train of three cars, in 1875, on their trip to the Pacific coast on the Pennsylvania road from Jersey City to Pittsburgh, a distance of 444 miles.

On the special car attached to the train to-day were W. F. Tainter, treasurer of the Strong Locomotive Company; George S. Strong, the inventor of the engine; F. W. Dean, mechanical engineer in charge of the test; S. W. Baldwin, of the Pennsylvania Steel Company; C. M. Meadenhall, of the Pennsylvania Railroad Company; George M. Bond, of the Pratt & Whitney Manufacturing Company, Hartford, and representatives of the New York press.

A Locomotive that Easily Runs 423 Miles Without "Resting."

The engine A. G. Darwin of the Strong Locomotive Company glided into the Erie depot at Jersey City last night at 10:55 o'clock. She had just completed a straight run of 423 miles with the regular day express, train No. 8, behind her. Engineer George McKee, who has held the throttle for the last two days, during the great test which the Darwin has had, climbed out of the cab with a sigh of relief. The engine had made the round trip from Jersey City to Buffalo and back, with a heavy express each way, a distance of 846 miles, without a single mishap—a trip that has not been paralleled in the history of railroading. Ordinarily a locomotive is relieved by another after a run not much exceeding 100 miles. Its fire box must be cleaned, and it needs "rest" in other respects. The engine has several advantages over the ordinary locomotive, which its inventor, Mr. George S. Strong, thinks will revolutionize the fast express business all over the country.

One of the original features of the engine is the introduction of two fire boxes instead of one, which, it is said, gives greater steam generating power, and on long runs allows the cleaning of one box while the other is still in use. The valve gear is also different from the old style. Double valves are used instead of single ones. The engine weighs sixty-eight tons exclusive of the tender, which weighs forty when full of coal.

The Darwin, or the "Missing Link," as the railroad men call her, left Jersey City at 9:20 o'clock Monday morning bound for Buffalo to test her endurance, a run never before attempted. A special car carried railroad men who were interested in the experiment. The arrival of the engine ahead of time with its load in Buffalo on Monday night was chronicled in yesterday's *Sun*, but the return trip yesterday up heavy grades and with a heavier train was considered by the railroad experts on board as even a greater feat. On Monday the train was delayed near Callicoon by a disabled freight train twenty minutes, but by the time Binghamton was reached this lost time had been picked up.

Yesterday morning the Darwin left Buffalo at 9:15 o'clock in a driving snow storm with nine cars attached. She had had a good night's rest

after doing the work of four ordinary engines on the day before. When Hornellsville was reached three other cars were added to the train, but the Darwin didn't flinch. Five of her cars were heavy Pullmans. Even with this load several miles were made at a mile-a-minute gait. At Elmira two cars were dropped, and for the rest of the trip nine cars made up the train, which went over the curves and grades of the Delaware division on time at every stop. At each station all the available inhabitants of the town gathered around the Darwin in admiring crowds. The news of the run had been heralded from town to town, and every railroad man cheered the crew as the train whizzed by. The biggest grade on the road is from Susquehanna to Summit, a distance of eight miles, sixty feet to the mile. Two fresh engines usually take the train up the hill, but the "Missing Link" had no trouble in doing the work alone.

Soft coal was burned the entire trip, but the combustion chamber attached to the fire boxes did away with the cinders and soot, which are the accompaniments of the ordinary railroad journey when that kind of coal is used. Twenty-two tons were consumed by the engine, which is one-third to one-half less than the total amount burned by the four regular engines used on this run. Inventor Strong was well satisfied with the two days' work of his locomotive. He believes, though, that the Darwin will accomplish feats even more startling on some of the long runs of the Atchison, Topeka and Santa Fé, where she is to go ultimately.

The Recent Performances of the Strong Locomotive.

In our last issue we gave an account of the runs made by the locomotive "A. G. Darwin," on the Erie road, from Jersey City to Buffalo and back. The run was 422 miles each way. Going west it was made in thirteen hours, an average of 32.5 miles per hour. The time in motion, however, was 10 h. 9 m., giving a speed of 39.5 miles per hour. This was with a train of between 300 and 400 tons weight, including the engine (the number of cars hauled varied), with some long grades and a slippery rail. The eastward run was made the following day in eleven hours actual running time. This train was also the regular express train, and weighed about 375 tons. These runs are very remarkable in themselves and would be most creditable to any locomotive, and when it is remembered that they were made by an engine of a new type and one quite lately put in service, they reflect great credit upon its designers.

From time to time various patented as well as unpatented locomotives of peculiar design have been offered for trial, and the number of them that have sunk into oblivion after far less trials than those in which the Strong type of locomotive has proved itself worthy of consideration, can best be appreciated by a perusal of the files of the *Railroad Gazette* wherein they were described as produced. Locomotive designers are inclined to their peculiar notions regarding new styles of locomotives, and if all opinions were alike there would be but little progress. Therefore, it must be expected, when a radically new design of any portion of railroad equipment is presented, be it locomotive or anything else, that there will be a wide difference of opinion regarding it. The Strong locomotive is an innovation, and we may say a radical innovation, and one which will, to a greater or less extent, change or solidify the conviction of many locomotive designers, particularly regarding the possibilities of locomotive design. For years we have gone along with what is essentially the same type of railroad motor. The principles of its construction and its design have become so stereotyped that little or no really original thought is needed to produce the general plan of our American engine, but this cannot always continue, and, in substantiation of it, we call attention to the fact that at the present time we have presented to us two types of locomotives for trial on American railroads, both of which are in many respects new.

One of these locomotives, the Strong, has been designed with reference to the needs of American service, and, so far in actual trial, has given promise of fulfilling those demands to an extent which was scarcely believed when the general characteristics of the locomotive were first made public. The other, the Webb compound, was designed to meet the requirements of English service, and in that service has proved itself to be, so far as economical operation and high speed are concerned, a success without a doubt. In American service of the severest kind, which means heavy through express trains, she will probably find a class of work with which she is unable to cope—not because there is anything wrong with the principles of her construction, but rather for the reason that she was never intended for such service. Within the limits of her operation, the compound will undoubtedly prove to be a very economical locomotive. Between these locomotives it is not necessary that any choice should be made. Each may have advantages not enjoyed by the other, and a locomotive might be built embodying the good features of both.

The Strong type of locomotive represents what is the most successful attempt yet made to remove the two worst defects of the American locomotive. These defects are insufficient grate area and fire box heating surface, and an inferior steam regulation in the cylinders. The compound locomotive is not intended to remove these difficulties, but to increase the economy of operation by increasing the expansion of the steam. There is, then, no point of conflict in purpose or design in these engines. The compound principle, if found to be desirable for American service, can be as readily adapted to locomotives like the "Darwin" in addition to its other advantageous features as to any other locomotive. The improvements embodied in the compound locomotive do not obviate the necessity for, or conflict with, the improvements represented by the "Darwin," even when all are incorporated in the same design. All await the trials of the compound locomotive with great interest; meanwhile the Strong type is in actual service, showing in a practical way to the general observer its points of advantage, which are perceivable in daily use, and the recent favorable report of the operation of this new locomotive lead one to believe the design to be worthy of a fair and impartial trial in the severest American railroad operation. In economy, it has, in the rough and every-day trials, shown itself to be worthy of attention and investigation, and while such trials are not safe to accept as conclusive evidence, yet they indicate a possibility that in a series of scientific and accurate tests this new type of locomotive will show a gratifying increase in economy both in steam and fuel over the average American express engine.

It must be conceded that such economy is to be expected from a locomotive which has immense grate area and heating surfaces, the very essentials of economical fuel consumption, and which also has separate exhaust and steam valves which can be so constructed as to enable the regulation of steam to approach the ideal. Locomotive designers may hope to obtain information soon from the trials of this locomotive which will enable them to determine more satisfactorily than ever before the effect of large heating surfaces, large grate, and a near approach to theoretical steam regulation, upon the economical operation of locomotive engines.

The performances above alluded to are certainly remarkable, but they are not by any means the first instances on record that such distances have been run by a locomotive without a rest, for a similar feat was accomplished some years ago, when a locomotive ran 434 miles with a theatrical train. We have also heard that the officials of the

Erie propose to try to do the same with one of their best engines, and, of course, the result of this trial will be awaited with some degree of impatience and curiosity by the railroad people.

The new English compound locomotive, recently imported by the Pennsylvania, is also on its trial before the railroad people, but according to the description, which Editor Hill, of the *Locomotive Engineer*, gives in the April number of his paper, it would seem that it has a number of features which would militate against its favorable reception and adoption, while the economy claimed for it by using the steam twice is not yet fully demonstrated. Another point is that each pair of drivers is at liberty to turn without regard to the other pair, as there are no connecting rods, hence the low pressure and one of the high pressure pistons might be on the centres at the same time, and when in this position the locomotive would have to move by the power from one pin on one wheel only. But let us not judge too hastily but give our cousins over the water a fair chance to "limber her up," and then maybe some day we'll breakfast in New York, dine in Chicago, take tea in Denver, and wake up next morning in San Francisco.

Patents About to Expire.

Relating to expiring railroad patents, which become public property during May. Furnished by F. B. Brock, Patent Attorney, Washington, D. C.

- Car coupling, E. Lane.
- Car seat, Philips and Coleman.
- Lifting jack, Smart & Smart, jr.
- Supply tender with fuel, H. C. Land.
- Tie, E. J. Fenn.
- Printing telegraph, T. A. Edison, eight patents.
- Railway car, A. V. Ryder.
- Dumping car, J. C. & F. A. Wiswell.
- Coupling and Buffer, A. Stevens.
- Spring, J. J. Fields.
- Coupling, C. L. Horack.
- Bolt Holder for Rails, D. C. Baker.
- Railway, J. H. Connelly.
- Coupling, J. E. Marenness.
- Printing telegraph, J. E. Smith.
- Tunneling machine, A. W. Von Schmidt.
- Turn table for changing car trucks, Newberry, Dean & McMillan.
- Turn table for pivot bridge, A. Bonzano.
- Pneumatic brake and starter, C. A. Haskins.
- Car body, R. L. Ormsettler.
- Coupling, W. W. Pitman.
- Spring, H. N. Eggleston.
- Air brake, C. Fogelberg.
- Car axle box, C. A. Haskins.
- Chalking locomotive wheel, N. Schner.
- Brake, S. E. Harrison.

ASHLAND, Wis., April 12, 1886.

MR. EDITOR:—I will give you my theory of figuring out the horse-power of an engine in a short way, as I saw the question how to do it asked on page 314 of April *Magazine*. I ran stationary engines for eighteen years, part of the time in large institutions, but for the last five years I have been out of the business.

With an average steam pressure of 100 lbs. to the square inch, and 100 revolutions per minute, all you need do is to multiply the diameter of the cylinder in inches by the length of the stroke, also in inches, and divide the product by four and the result will be the number of horse-power, very nearly correct.

For instance a 6 inch cylinder multiplied by a 6-inch stroke is 36, and this 36 divided by 4, yields 9 as the horse-power.

Most all runners have but a common school education, and that is the case with me, but I have the practice, and can do a piece of work much quicker and better than I could tell or write about it and I suppose many of our brothers are chips from the same blocks.

R. Cunningham.

MR. EDITOR:—I would like to ask the brothers who are discussing the fulcrum of a locomotive, if the surface of the rail does not hold the same relation to a driving-wheel that the face of a belt does to a pulley? Is the face of the belt the fulcrum of a pulley? If not, why should the rail be the fulcrum of a locomotive driving-wheel? Is not the rail performing functions equivalent to those performed by an exceedingly stiff belt? Suppose you jack up a locomotive and put a pulley on the driving-wheels over which a wire rope is engaged and driven to pull street cars. Would the power of the locomotive be changed and would the fulcrum be in the wire rope or in the center of the driving-wheels.

Those who doubt that a vacuum is formed in a tight boiler when the steam goes down should try the following little experiment which will prove a good object lesson in natural science. Take a thin glass flask made to stand extreme changes of temperature which can be bought from most druggists. Put two or three ounces of water in it and hold it over a lamp till it boils. After it has boiled long enough for the steam to expel the air above the water, cork the flask tight and remove it from the flame. Then dip a sponge in cold water and apply it to the upper part of the flask. The water in the flask will then begin to boil again owing to a vacuum being formed on its surface. The sponge condenses the steam and causes the vacuum. In a boiler a vacuum is caused more slowly as the steam goes

down, but no less surely. Perhaps, a more striking way to illustrate the forming of a vacuum by condensing the steam is to take a pretty large tin flask and treat it in the same way as the glass flask. If it is of thin tin the sides will collapse through the pressure of the atmosphere. *Sam Rarus.*

Railroad Notes.

It is stated that cars will be running upon the new Pennsylvania, Poughkeepsie & Boston Railroad by the first of next month.

The force of men on the construction of the Pennsylvania, Poughkeepsie and New England Road at Portland, Pa., has been largely increased, and the work will be pushed forward with more vigor. The wooden bridge across the Delaware is being removed and an iron structure will take its place. Work on the road through New Jersey is also being pushed. The company is anxious to have the road between Slatington and Deckertown, N. J., open for travel this summer.

The Pennsylvania, Poughkeepsie & Boston Railroad Company, now building that portion of its line from the Delaware River at Columbia, across Warren and Sussex counties, N. J., to a connection with the Pine Island branch of the Erie at Pine Island, is already making preparations to start a milk train on or before May 1. That portion of the line between Pine Island and Augusta, twenty-two miles, is being rapidly pushed to completion, with track partially laid and engines and cars on the ground. It is proposed for the present to transfer the milk from the new road to the New York, Susquehanna & Western Road at Deckertown, but when the new road is completed the milk will go forward from Pine Island by the Erie Road. The officers of the new road have designated fifteen milk stations on the New York and New Jersey sections of its line as follows: Wilcox's, Liberty Corners and Milton in Orange county, and Pochuck, Deckertown, Lewisburg, Roy's, Pelletstown, Armstrong's, Frankfort, Northrup's, Augusta, Killbridge, Baleville and Swartswood in Sussex and Warren counties. The new road runs through a fine dairy region, and will add a large quota to New York's milk supply.

The Boston *Journal* prints the details of another railroad scheme, for which New York capitalists have succeeded in securing financial backing. There has long been much talk about a line between Hartford and Worcester, furnishing New England with direct communication with the coal region of Pennsylvania, via the Pennsylvania, Lehigh, Lackawanna and Erie roads. About the 1st of June the men who have invested so many millions in the Poughkeepsie bridge scheme will open this new road. The city of Worcester, soon to reach a population of 100,000, is one of the most progressive east of the Hudson River, and a very large consumer of coal, an article which will form the leading traffic of the Poughkeepsie bridge route. Then again, Worcester furnishes rail connection to other important consumers of coal, and that over roads that will welcome business with a new and independent connection with the coal fields. It is claimed that the distance between Worcester and Hartford can be reduced some fifteen miles in comparison with the old way, via Springfield. The Hartford and Worcester project seems to have revived the scheme to open a new route between Worcester and Boston. In fact, President Gilman advertises for contracts to build, as soon as the surveys are completed, about twenty miles of the new line from Worcester to Boston. Maps and plans will be ready for inspection on May 1.

The Rogers Locomotive Works, of Patterson, N. J., have delivered a 30-ton 14x24 locomotive to the East Louisiana road.

WOMAN'S DEPARTMENT

EDITED BY IDA A. HARPER.

All Correspondence pertaining to this Department should be directed to

MRS. IDA A. HARPER,
TERRE HAUTE, IND.

JUNE, 1889.

THE MEN'S CENTENNIAL.

At the time of this writing, the first of May, the newspapers are overflowing with accounts of the one hundredth anniversary of the first Presidential inauguration. If these descriptions served no other purpose they would be valuable because of their historical information. The hundreds of thousands who have read them with interest from day to day, have received such lessons in the early history of the United States as they would never otherwise have found time to learn. The orations at New York, Chicago and other points were pronounced by the most distinguished and talented men of the nation and the occasion was one to arouse the patriotism of every citizen. We feel a pardonable pride that we live in a country which, in every sense of the word, is the greatest the world has ever known. It should be the object of all men and women to prove themselves worthy of this honor. The man or woman, who, by word or deed, would attempt to destroy this government or to undermine the principles upon which it is founded should be met with universal contempt and censure, and should receive the severest penalty permitted by the laws.

In reading these magnificent addresses, which described so eloquently the advantages of universal freedom and impressed in such glowing terms the fact that every man is a sovereign and has a voice in the government, I exclaimed mentally, again and again, "Can it be possible these experienced speakers do not know that there are twenty million intelligent, law-abiding citizens in the United States who are as totally disfranchised as were those early colonists that threw overboard the tea and defied the king and fought in the revolution? Does any one suppose that if on April 30, one hundred years after the inauguration of our first President, there had been under our government twenty million disfranchised men, the speakers would have maintained a dead silence on this point? No! Every speech would have rung with the outrage, and these men would have their ballots if it should be necessary to call out the army to secure them."

This is only another illustration of the fact that it is impossible for one class to speak for another, each class must represent itself if it is to be fairly represented. Realizing this a large number of prominent women, through Mrs. Isabella Beecher Hooker, the worthy sister of Henry Ward Beecher, petitioned the managers of the Centennial to give women some place on the programme or the committees, or to grant them some recognition. Their petition was absolutely refused. From the beginning to the end of the festivities the women of the country were ignored, with the one exception that their ball dresses were described. We have many grand women, distinguished for their services during the war, for their literary ability, for their work in temperance and the various reforms, women who are the peer of every man who spoke, and yet through all the splendid Centennial exercises they were unrepresented, even though requesting a place, howsoever humble it might be.

Would this have been the case if every woman in the country counted for a vote? The Centennial was not a political affair, but women were ignored because it is customary to ignore them. Disfranchisement always means degradation. When women are voters they will be a power that no body of men will dare to offend. The possession of the ballot will change the entire status of woman, giving her authority, dignity and advantages immeasurably in advance of those she now possesses. Our posterity, who will celebrate the next Centennial, will be scarcely able to imagine a time when all women were disfranchised. Universal suffrage rapidly approaches, but it will not be finally and fully obtained without an effort on the part of women. This is right. Men waded through blood to obtain this sacred privilege. We better appreciate and more wisely use what we have worked to obtain. In whatever way her opportunities will permit, by voice or pen, by persuasion or argument, by bringing good lecturers into the community or getting subscribers for equal suffrage papers, or distributing suitable literature, every earnest, intelligent, conscientious woman should labor to secure this right for herself and her children. Her daughters need it as a matter of self-protection for all their varied interests, and the ballot in the hands of mothers, wives, sisters and daughters will save countless thousands of men and boys who can never be saved under the present loosely-made and badly executed laws.

In the *Magazine* for April, on page 306, appeared a poem entitled "The Narrow Gauge," which was published in the *Woman's Department* about a year ago, signed Alice O. Darling. Explanations are in order.

B. A. T. in the Brotherhood Department of the May *Magazine* writes a very nice and sensible letter on the subject "Is Marriage a Failure?" It is really refreshing to read such sentiments in contrast with the hackneyed complaint of the young man of the period that he "cannot afford to get married." The truth is he does not want to give up his own extravagant habits. It is equally true, however, that he must find a girl who is willing to practice a careful economy. It is useless to try to accumulate where one does all the economizing. It is too frequently the case that this gives to the other only so much more to spend. Married life requires a great deal of self-denial by both husband and wife, not alone in regard to financial matters but in habit, desire, speech and all that goes to make up daily life. And yet it is a sacrifice which, practiced in the same degree by both, yields richest returns of prosperity, contentment and happiness.

THERE is never a month that we do not publish a letter or two with a mental protest, and only because we do not wish to offend the writer. This has been especially the case with some of the replies to a certain gentleman whose own writings are especially open to criticism. If he needs a drubbing, of which there is not much doubt, we beg of our correspondents to administer it in a respectable manner. Some of the letters received in this relation have been really compromising to the dignity of the Woman's Department, to say nothing of that of the writers themselves.

SOME of the wives and sweethearts seem very much worried because the husbands and lovers wave their handkerchiefs as their train flies by and throw kisses to the girls along the road. We should say this flirting at long range and a mile a minute is the very safest kind. If the sisters have nothing worse than this to complain of let them thank their good luck and hold their peace.

UNLESS our correspondents pay some attention to our oft-repeated requests to make their letters brief we shall be compelled to decline them. A column in the Woman's Department contains about 600 words. Owing to the press of matter it seems hardly fair to give more space than this to one person. It is possible to express yourself quite fully in 600 words. Please try it and see.

In a letter received a short time ago the writer adds a post script saying: "Mrs. Editor, please don't put one of your foot-notes at the bottom of this letter, taking all the wind out of my sails and spoiling everything I have said." The request was so funny that we complied with it and didn't make a word of comment.

IN connection with this subject and in answer to many inquiries, this seems a suitable place to say that Mrs. Rachel Foster Avery, the Secretary of the National Woman Suffrage Association, Philadelphia, Pa., will furnish any applicant with the names of the state officers of her own state and from them she can obtain any desired information regarding lecturers, &c. The *Woman's Journal*, No. 3 Park street, Boston, Mass., will send a package of "Suffrage Leaflets," for ten cents. In addition to this, which is one of the best papers published, may be mentioned the *Woman's Tribune*, Beatrice, Neb., and *Woman's News*, Springfield, O.

BLOOMINGTON, ILL., March 6, 1889.

To *Woman's Department*:

Your *Magazine* at hand and contents noted While I am waiting for my fireman to come to his supper, I will write a few lines in regard to our boys. I noticed a piece about our Secretary and Collector. I think him a very nice man and also the Master, Mr. Joe Turpin; he is a fine young man, sober and upright and just the man to set a good example for others. The only fault I find with him is this, he don't think enough of matrimonial matters; he is all for himself. But then he is a first rate fellow for all that.

And another thing I noticed was about railroad boys flirting. 'Tis true they may have a wife or sweetheart at home, but when they are out on the road they are always looking out for fun. If there were not so many giddy and frivolous girls along the road there wouldn't be so much flirting done. When a girl flirts at railroad boys they flirt back, of course; they think it no harm, but I really don't believe in blaming a railroad man for everything that is done. I had a lady friend once say to me she wouldn't marry a railroad man for they were all "tough." If it were not for the brave railroad boys we would have a poor country. How many a poor man leaves his family and goes out on his train and does his duty, to be brought back a mangled corpse, never more to see loving faces or hear gentle voices that he has left behind. So don't blame the railroad boys. I hear my husband's footsteps coming so will leave you with a hearty God bless the railroad boys.

A Fireman's Wife.

For *Woman's Department*.

GOD'S CHARGE.

Be thou strong and of good courage,
Let thine heart be undismayed,
For around thee, to protect thee,
Heavenly hosts are now arrayed.

Onward, upward be thy journey
Toward the land that God hath given,
Christ doth now prepare thy mansion
In His father's house in heaven.

Let thine eyes look straight before thee,
Turn not to the left or right,
Keep truth's banner floating o'er thee,
And eternal life in sight.

—Max Martin.

For Woman's Department:

THE MAGAZINE.

I hail with pleasure every month,
The *Firemen's Magazine*;
Its clean, bright cover corresponds
To the reading found within.

Its varied subjects suit all tastes,
Grave, wholesome truths for studious minds,
And what more entertaining
Than its ample store of wit and rhymes.

Justice and candor mark each page,
Maintaining right, opposing wrong;
With words of praise for those that toll,
Which spurs them often to press on.

"Go forth in triumph, worthy book,
But few are thy compeers.
As in the past, thy prospects prove
More bright with fleeting years."

A cultured man its chief must be,
Honored by all his fellow men,
Naught but a master hand could wield
With so much power, his mighty pen.

May wisdom and discretion guide
His intellectual brain
To loftier thoughts, until at last,
Perfection's height is gained.

—Mrs. C. S. Miller.

FORT WORTH, TEXAS, April 2, 1889.

To Woman's Department:

You all might have known that the letter in the March number of the *Magazine* was from me, because I did not sign my name, as I believe I am the most careless one among you, the letter describing "Clarendon," I mean. Well, I have turned over a new leaf and will try to do better. Fort Worth is a pretty, little town of some 35,000 population, full of push and energy. Her people are given up to be the most enterprising and progressive of any place in the state, I believe. Spring has already opened here and the peach flowers have gone to join the things that were. Every thing is green and beautiful, there are some lovely yards here as I know you all will acknowledge when you come to visit the Spring Palace, which I suppose you will do in June, or at least I saw in the paper that everybody was coming. They will have a grand korporama and I know that you will enjoy our nice country. Fort Worth is the railroad center of the state. We have eleven roads running out from here and it is the home of a great many railroaders. The firemen have an organization here and are highly esteemed by all. The B. of L. E. and B. R. B. also have organizations. I have met a great many of them and find them universally well bred and respected, but I am getting somewhat like Mrs. Harper, I think they get more compliments than they repay and so I've "struck."

Shandy Maguire you have given yourself away. No "benedict" could write so well as you do of "Is Marriage a Failure;" if you were over the fence, you would not be so bold to display your sour grapes, and Lily McFadden may be happy yet as she does not seem to think it a "failure," by any means.

There are a great many nice people here, and I like the place better than any where that I have lived before; there are so many strangers that

one is often imposed upon, and only three days ago some one, pretending to be myself, canvassed the town taking subscriptions to a paper in Dallas, they said to be edited by "Irene." While I know this was a compliment in a way to what little glory I have gained as a correspondent for several leading papers, I wish all my friends to know that it was not me and that I do not intend to edit a paper, so I hope that no one will be imposed upon.

While writing I must acknowledge the receipt of the photo of little "Howard Debs Seiby," on the attainment of his first year. Dear, little, dimpled, rosy Howard, if your life could always be as bright and beautiful as your laughing eyes now are, the guardian angels would have no cause to watch over you.

The same mail brings me word that way out in Dakota, "Irene" has another namesake. May the bright angel of peace and love watch over this dear, little girl, and shield her from all harm, and grant little Irene all the brightest, most precious blessings that this life contains.

Some one wrote me that a Lodge at Stanberry, Mo., had been christened "Irene," in honor of myself, but as I have never seen the name in the *Magazine* I suppose it was a mistake, and I'm sure an honest one, too.

The B. of L. E. held a ball at Temple, recently, that was most delightful and well attended.

The President of W. C. T. U., of this place, Mrs. John Berquest, a most accomplished, beloved and useful woman, left us recently for her new home in Missouri. Her husband was a worthy member of the B. of L. E. *Irene.*

ST. LOUIS, MO., March 21, 1889.

To Woman's Department:

On the evening of the 25th of January, Peace Lodge, No. 109, gave their sixth annual ball, which was quite a success, and they also received a handsome gift from Harmony Lodge, L. S. B. of L. E. The members have always been very kind to the Ladies' Society and we wished to return their kindness by presenting to them a banner, as they did not have one. So about ten o'clock the ladies all marched upon the stage. The crowd gathered around, eager to know what was going on. The sisters then presented the banner, which surprised them very much. The banner is of three colors, red white and blue. On the front is the name, number, and when it was organized, and also a diagram of an engine in the center about a foot long. On the back is the motto in large gilt letters. We presented it with our very best wishes for the future prosperity of the Order.

I speak of it as I suppose the members forgot to mention it or perhaps they did not appreciate it enough to mention it, but the ladies would all be pleased, very much, if they said something about it themselves, but then I will not say any more about it, perhaps they all had other things to attend to. May their prospects ever be as bright and their hearts be just as true as the colors of their banner—red, white and blue—is the wish of a friend. *A Fireman's Sister.*

For Woman's Department.

TO SHANDY MAGUIRE.

[Written in reply to Shandy Maguire's poem,
"Is Marriage a Failure?" in April *Magazine*]

If marriage is a failure why did you embark
Out on the matrimonial sea of life?
Why not remained a bachelor and gone on your
"lark."

Instead of taking a wife?
Indeed, 'tis a weakness of most of your sex,
To enter the marriage state,
For then you have a wife, nursery maid and serv-
vant in one,
Whose shortcomings to your friends you can
relate.

Is marriage a failure? If so it must be
On the part of Mrs. Maguire;
And the wife of your bosom has the deep sym-
pathy
Of the fair sex who have to stand "fire" from
the
Point of your pen; you call us a fraud and say
that we "paint."

You tell of our "numberless tricks so alluring"—
But, Shandy, I'd ask if the men are all saints?
Are they faultless, requiring no abjuring?

'Tis true the young ladies wear frizzes and bangs,
Dress neatly in becoming array,
But what of the "make-up" of the fashionable
dude,

Who can be seen on our streets every day?
Who chews filthy tobacco and smokes cigarettes—
Says the "ladies are only a sham"—
Parts his hair in the middle, wears eye-glasses too,
Then expects us to call him a *man*.

Next comes the male "masher" of an uncertain
age,

With his smirks and his smiles so enticing,
He can tell you more tales than Solomon's ghost,
Many of which would be more surprising.
He may be a widower, or he may have a wife,
Who will live to mourn o'er her sad fate—
Lord, pity the poor woman when once tied for
life,

With such an artful deceiver for a mate.

When the baby arrives "papa" usually contrives
A scheme that doth work very well—
When the little one "squalls," for the mother he
calls,

Taen rushes away pell-mell;
His exit once made, and knowing the tricks of
his sex,

He will soon have an errand to town.
His poor nerves, are unstrung, he "can't stand
the noise"—

But his overworked wife! she can stand it the
year 'round.

And if you reply to this poem of mine,
In your answer I would ask you to mention
Where some of the men spend so much of their
time;

Is the lodge room the place of detention
As many assert? Or are they "corralled,"
Willing votaries, where wine flows most freely?
Where the dice-box and cards hold their victims
in thrall—

Where money is squandered so lavishly?

And now, my friend Shandy, don't vote marriage
a failure,

With all of its outs and its ins;
When your friends circle 'round at the tap of the
gavel,

Vote in favor of Mrs. Maguire and the "twins;"
These verses I've written in behalf of the ladies—
Who are of my own sex, as you know,
Unquestionably you will read them, then con-
sign us to Hades,

Then off on a "mash" you will go.

—Mrs. Nettie Bloom.

WEST OAKLAND, CAL., April 10, 1889.

AIMS IN LIFE.

Life is as a canvas which is continually rolling
out before us, and on which we have the privilege
of portraying our characters. And as we are cre-
ated it is left to our own option and consciences
to write just such a character as we choose.
God in the formation of man, created him as we
are told, in his own image; supplied him with
intellectual and reasoning faculties, and gave
him a judgment by which to judge for himself of
His created beings; sent him out to battle with
the world and its elements, and to build up such
a character as he could by his actions and aims
construct, and to portray it on the rolling canvas
which illumines up before our gaze. There are a
great many persons who spring into being,
breathe the breath of existence, crawl sluggishly
along the pathway of life, who do not even raise
one arm to paint their character on the screen
before them, and who at last drop off from the
awful precipice of time, and are heard of no more
forever. While others spring into existence who
are surrounded by favorable circumstances and
are full of hope to accomplish something in the
world, and commence with trembling hand and
dizzy brain to write good their characters. But
ere long they become discouraged, grow weary
in the attempt to write longer, drop the recording
pencil from their grasp and leave a character be-
hind them that may live for a little while, then
is gone to be forgotten. But there is another
class who may live in the same generation and
age as the others, who are with pencil in hand,
writing such a character as will be forever re-
membered, and serve as a living panorama for
the mighty host that is following them on to the
grave.

Oh how few they are who portray such charac-
ters as these—characters that will be cherished
from generation to generation around the hearth-
stone of every household, be admired by the
great men of the age, be transported from sea to
sea and from nation to nation, to be read and
studied by the wondering people, and to be
spoken with reverence even by the little children,
who will nurse them more carefully as they grow
up to manhood. It is apparent to the eye of the
close observer, that these exponents of greatness
have, by divine inspiration, made radiant the
pathway, in which they have beckoned us to
follow. And we ask ourselves the question, shall
we not resolve to write such a character as will
coincide with them in the fullest extent of their
strength and nobility. There are many different
occupations in life in which we have the oppor-
tunity presented to us whereby we may try our
skill in performing the duties that are necessary
to become such an individual.

There are many different forms of life we will
have to conform to in order that we may procure
those qualities that are indispensable in the for-
mation of such a character. There are a great
many more temptations we will have to crush,
before we become pure enough and feel capable
for such an elevation.

But there is one quality that is always neces-

sary and in every vocation of life, which can be relied on as one of the principal elements of the foundation of such an one. We will never have to deviate from its course or leave it alone to run out after other things, which we may think will build a more firm basis for us to begin with. The quality we have reference to is what we call, **RIGHT, or TRUTH and JUSTICE.**

In order to carry out our point more strongly we will refer you to several examples, where persons have deviated from its course and are lost—lost forever. I expect there is no one but that has heard of the famous infidel, Thomas Paine. He was a strong opposer to the truth, Bible and religion. He died cursing his creator and is now burning in that pit where there is eternal torment and suffering. Another one is Voltaire. He, too, was a disbeliever in religion. He did not believe there was a God and Savior above. He also was an opposer to things that were right and just, and went abroad proclaiming the same. And for his reward he can now almost be heard crackling in the flames of perdition, and his groans threaten to rend the earth beneath our feet. [This is a mistake, it is Natural Gas.—Ed.] Another one was Francis Newport. He was favored with good religion and literary acquirements, and was a man of good sense, until he began listening to the voice of his associates who converted him into a raging infidel. And on his death bed, he cursed his maker, cursed man and himself and everything that pertains to right. And his spirit took its flight to the infernal regions of outer darkness, to be tormented forever.

Now, what kind of characters did these men leave behind them in the world? Do their characters belong to that class which will be looked upon by men with praise, and thanks, that such men lived in the world and left characters behind that would be well to copy after? No, they belong to that class which people will look upon with scorn and indignation, as they pass from generation to generation and children will point at them and exclaim, "There is the character of a man that was opposed to right, and left the world in sorrow and woe.

Now we will present to you a few examples of persons who lived and acted right, truth and religion. Our first one will be Robert Boyle, who was an eminent philosopher of the seventeenth century, and to whom we are indebted for the discovery of some of the elements of the earth and air. He was a true professor of religion, as was shown by his actions and aims in life, and his desire to do good to all mankind. He never deviated from the course of right, to seek out its antagonist, wrong. But he was a faithful servant in the good cause in which he was engaged, and his greatest efforts were to induce men to refrain from sinning more. He was loved by all his fellowmen and great sorrow was produced when he came to pass from this to Heaven above. In his dying hour he thanked the Lord for having mercy upon his soul and he passed into a gentle sleep from which to wake no more, while

his spirit takes its flight and ascends far above the skies where it enters the golden gate to sit upon the throne of God, and sing the song of Moses and his Lamb. Our next is John Howard, who was well known throughout the world for his good principles and especially by the patients of the hospitals, and convicts of prison cells, for his unrestrained kindness, unto them by speaking words that cheered their souls and made them rejoice. He, too, was a worthy approver of right and just, and he went abroad in the world exhorting men to do good. When he had fought the good fight, and the time had come for him to pass to heaven above he sweetly fell asleep in the arms of Jesus, and was carried home to heaven.

Our next is the Christian Martyrs who endured torture at the stake, suffered the head to be severed from the body, their bones broken into pieces, in order that this element, **RIGHT**, should live. They are now encircling the throne of God in heaven, all, are playing upon the golden harps of His angels, singing with sweet voices the psalms of David, and will continue while God continues to reign. These have left characters behind them that will be cherished forever.

We have now presented to you a few of the different aims which men make in life, and you can readily perceive the one you would prefer. Being right, from the lowest beggar up to a seat in the Congress of the U. S. is one of the noblest principles of humanity. But it is seldom we meet such persons as these. How few they are; would to God they were many. Then our sinful government, which is so disgraced by its wickedness, would be converted into a paradise of glory, of which we could truly boast as being a moral guide to the old world. If we would always make our aims at right, morality and religion, who could estimate the difference there would be in our government, in twenty-five or thirty years? Everything of a wicked, nature would be banished from our land, all would be peaceful and joyful, every man would care for his neighbor as for himself, we would enjoy each other's society more freely, and sweet communion nearly equal to that which the angels have in heaven, would entertain us, and the years would roll away pleasantly and delightfully.

But there is one thing which we must mark, that when we find a man is right in whatsoever position we wish to place him, he will leave a character behind which will live while the human race continues in existence, then it will be inscribed in the book of life by the recording angels of heaven to be shown to those who failed to perform their duty.

Audry.

[This letter is from a new contributor who has some very good ideas, but we would like to know how she obtained such accurate information regarding the fate of the various persons mentioned in her letter.—Ed.]

He who will not reason is a knave.
He who dare not reason is a slave.
He who must not reason is a fool.
He who cannot reason is a fool.



JUNE, 1889.

BOSTON, MASS., March 26, 1889.

Editor Firemen's Magazine:

In regard to the proposed departure in our last convention, I would say that it is a very good thing to remember that the B. of L. E. has had plenty of time and opportunities to rectify the mistakes that have been made had it been so inclined. In regarding the members of the B. of L. F. as being unfit to become members of, and to represent the B. of L. E. at its conventions, it is hardly possible that it could always have been hasty legislation, near the close, because at the next meeting the delegates could have rectified the mistake; so you can see that it is not hastiness, but a bad case of the majority representing their convictions by voting to sustain the laws and all the reason that they give is, that "you cannot serve two masters at once." If they take that stand, surely the corporations must be badly served, but that is all the excuse they give. This hasty legislation at the close, makes me weary. Our members must remember that in rendering justice to others, that we should render justice to ourselves, but we have not been doing so. We have been doing ourselves a great injustice, for we have expected to have changed laws that are as unrevocable as those of the Medes and Persians, we have been waiting, expecting to have others remedy that which we can remedy ourselves. We should remember that old adage that says, "When you want anything done well, do it yourself." Now, a certain door has been locked against some of our members, but let it stay locked, and we can make use of our own doors that stand wide open to all on the foot-board, keeping no man out that is deserving, because he is a member of other organizations, extending to him the privilege that is guaranteed to all in this free country, that is to say, the right to use his own best judgment without dictation from any organization, whereby he will lose the privilege he now enjoys. It is like some cruel order that would compel us to leave our homes where we have lived all our lives, where we have learned to love and respect those with whom we have come in contact, a home that contains memories that naught but death can efface; to leave all this and go and live among strangers when we could perform our duty just as well where we are if it were not for the cruel order. Will you do that from which your every thought rebels, or will you stay with those who taught you your first lessons?

And another thing that I have had my attention called to, is the fact that some of the members of the B. of L. E. are giving advice to young firemen who have asked in regard to joining the B. of L. F. They are told that it does not amount

to much, and clinch the advice by saying that it is money thrown away, because, when you get to running you will have to leave the B. of L. F. to join the B. of L. E. as, of course, you will." What do you think, brothers, will they have to leave? Will they have to lose all they have paid in the B. of L. F.? What do you think of the wise heads that figure out facts like these? Where will your Brotherhood be if the firemen take that advice? Just think a moment. Do you think there is the slightest chance of a change in certain laws? We must be "chumps" if we do. As I said in my last letter, the only way to do justice to our engineers who are asserting their manhood by staying with us, is to add that sacred word of nine letters, viz: "Engineers," to our Brotherhood, and don't you think for one instant that the press will break or the type pit because we add that sacred word in conjunction with that of firemen. Brothers, the sacredness of that word is all bosh. The spell is broken. The glamour that surrounded it has fled. I wonder where it went. Shall we continue on our bended knees, pleading and supplicating for justice from that graven image, that idol of organized selfishness, when we have but to get up and ask for what we want to receive it? Do we want remarks made that "the firemen are like poodle dogs, following at the heels of the engineers ready for their beck and call, taking whatever the engineers may think is good for them regardless of the firemen's wishes?" Is not this a pretty state of affairs to find ourselves in? Who is to blame for it and what are you going to do about it? Are we going to let them whistle to us and we answer, or are we going to attend to our own affairs and build up our Order whose very foundation stones are crumbling by insidious attacks? Ask your Grand Officers if the ratio of the applicants have not fallen off much more so than that of the B. of L. E.? The time has come brothers, to choose and define our position, and say whether or not we will be the tail to anybody's dog, or determine to have a dog of our own—bark, bite and tail. Come, let us hear from the rest of our grand Brotherhood in regard to the proposed addition to our name and remember that we are perfectly capable of adjusting our own affairs without help from outside parties. Now, let me explain to you something that will be useful to us all, which is, that in founding an organization successfully, it must first have a good cause to exist, (we have that cause.) Then we must have a constitution to govern it without flaws, for philosophy teaches us that the slightest flaw allowed to exist will ruin the whole structure, so when we find a flaw we must promptly apply the remedy. Our constitution has been promptly amended when flaws were discovered, so far, and that is what has made our Brotherhood so successful in the past. But now our ranks are slowly decreasing, so there must be a flaw somewhere, and I think I have found it, and also the remedy. Now, apply it promptly and our Order will go on as before.

Now, brothers, I hope you will awake to the

true sense of our position, and let us work as we have in days gone by, every man at his post and stay there until we are safe in harbor. I think that is enough for you all to consider for a while, so I will subscribe myself,

Charles H. Trenholm.

PADUCAH, KY., April 8, 1889.

Editor Firemen's Magazine:

Will it be in good taste for me to say that through the kindness of J. H. Long, your Agent here, I have been permitted to read your *Locomotive Firemen's Magazine* for some months past. I honestly consider it a credit to the craft. Of course, many of the articles bearing upon matters incidental to locomotive workings are beyond my powers of judgment, but thirty-five years experience as a messenger and agent in the express service, have familiarized me with much of the duties of the craft, where faithful performance of their duties makes our calling safe and pleasant.

The literary portion of your pages is good, very good. The "Narrow Gauge," in April is worthy of reading and reading again, and often shall we, who look toward the other shore, be able to rejoice that we can pay our fare and have a sure transportation to the heavenly land.

One of the greatest desires of my old age is to see the advancement of the working classes of our country mentally, peculiarly and spiritually:

Oh! Master of our common weal, before Thee we appear;

Rebuke the love of money that breeds such evil here,

And teach the haughty autocrats, in characters of fire,

That every honest laborer is worthy of his hire.

For man's deep passion will not rest in quietude and peace,

Except the Juggernaut of wealth its cruel march shall cease,

Beneath whose wheels the living poor are crushed into the mire,

While blood, and brains, and life itself, baptize the golden tire.

We say, God speed the prayers of the workmen of our land,

Whose little ones are fed by bread from out a grimy hand;

For honest toil demands its own, and must not be denied,

Or men will hear the breakers roar, and meet the swelling tide.

A. H. Nunemacher.

TACOMA, W. T., April 12, 1889.

Editor Firemen's Magazine:

The stand the *Magazine* has taken in regard to concessions to the B. of L. E. meets the approval of every fireman I have talked with. I think your suggestion of changing the name of our Order from Brotherhood of Locomotive Firemen to that of Brotherhood of Locomotive Engine-men would be adopted if submitted to a vote. The settlement with the scab route gives anything but satisfaction to engineers and firemen. This is the sentiment of the west. Then, as to the obnoxious laws of the B. of L. E., if the western membership had their way, the laws

would be repealed. But it is the same with the B. of L. E. as it is with the O. R. C. and politics, the greatest strength is east of the Missouri. The day is coming when there will be a split in the B. of L. E. as is the case with the O. R. C. In 1883, when the Northern Pacific was building, we were running 200 miles for \$400 and wanted a little help. Then the engineers sent us word "We are satisfied, we have no kick—what are your troubles to us?" A man cannot live for the same amount in this far West, as answers the demand in the East. It is very poor feed which a man gets for 25 cents a meal in Tacoma. If you want a square meal, "It will cost all the way from 50 cents to \$1.00. Then there is your room, neither landlady nor landlord speak of less than \$10.00 per month for a decent room. There is one other question and that is the scab route beneficiary system. Scabby Stone and his colleagues could not down the Brotherhoods by perfidy, but they think they can do it by \$60,000 blood-money for beneficiary purposes. Where is the money to come from? It must be from the same place they got their \$1,000,000. If a man can show me when a laborer was ever the beneficiary of any corporation, I would be thankful, for I have failed to find an instance of the kind, and I have tried both continents. The Brotherhoods should keep on the alert, as the scab route is not the only one to try to own their serfs. There are others in the field. Better put the lock on the stable door before the horse is stolen. There is on most western roads what is called an "hospital fund." It is nothing more or less than downright robbery. I would rather go on the county than to most of these slaughter pens. Dumb brutes get better treatment in most places than is bestowed on a man in a railroad hospital.

Cum Tuse.

MEMPHIS, TENN., April 28, 1889.

Editor Firemen's Magazine:

The ball given by No. 206, was a grand success, socially and financially. The attendance numbered between 400 and 500 people, and everything passed off in splendid style. At each dance announced, the floor was crowded, and everyone seemed to enjoy himself. We had the finest hall and the best band in the city, and we had guests from Springfield, Mo., Cincinnati, O., Amory, Miss., and Illinois was represented by both ladies and gentlemen. Dancing commenced at 9 o'clock P. M., and continued until 3:30 in the morning, and even at that hour, there were many who seemed reluctant to give up the enjoyment. The attendance was not confined to railroad people, but business men of all classes and some of the best people of the city were with us. A number of ladies told me they had felt a "little backward" about coming, as they had "always supposed railroad men were a rough set," but they were glad to say their "opinions had changed" and that "in the future a railroad man would stand high in their estimation."

Fraternally,

Chas. A. Crane.

SOME MORE COGITATIONS.

BY SWITCH.

MR. EDITOR:—I have read what you've had to say of the B. of R. C.

And am delighted with the progress the Brotherhood is making.

The time has fully come, that's the way it looks to me,

For just that sort of manly Brotherhood undertaking.

I see that Col. Howard

Is a man, and not a coward.

A man in active sympathy with men on train and track,

And you can bet your bottom dollar

I throw up my cap and holler,

'Rah, for the B. L. F. that's at Col. Howard's back.

MR. EDITOR:—On the road where I am firing we have a number of "runners"

Who are B. of L. F. engineers, and who swear

They're going to stick,

You can bet your pile on that, for all of them are "stunners,"

And they haven't forgotten when they handled scoop and plek.

Every once in a while,

An engineer with gall and gulle,

Tries in various ways to make them apostatize,

But you ought to see 'em bounce 'em,

And lustily denounce 'em,

Something after the style, "Get away, d—n your eyes."

MR. EDITOR:—I see you've made a proposition to bring about a change,

In the name of our Order, and I hope you will succeed,

For I think that succe's will seriously derange The autocratic B. L. E., the self-constituted royal breed.

Every firemen I've met,

Says "That's it, you bet,"

And they're glad to know that our *Magazine*, When "it makes ready" and takes aim

Always bags the game,

And they say "that's what's the matter with our Gene."

MR. EDITOR:—They say we're losing members, owing to the fight

We had on the "Q." just to help the engineers.

Shouldn't wonder if 'tis true, some men easily take fright,

And go bellowing around like a herd of Texas steers,

But the thousands who stand

Are the men who have the sand,

The men who can be trusted in the battle and the storm,

They're soldiers and sailors,

Not ninth of men, tailors,

And that's a fact, Mr. Editor, as sure as you are born.

AIR LINE JUNCTION, April 10, 1889.

Editor Firemen's Magazine:

As we read the *Magazine* from beginning to end, finding different points discussed in it every month, I would ask for a short space for a few expressions.

The Mechanical Department is well represented and in it I find some very interesting and instructive articles. Federation is argued to a considerable extent, but not to a decisive end. It seems plausible that there might be some method by which different orders might federate as far as they feel disposed. During the Colonial period confederation was the order of the day and finally led to the formation of free government. Now, we have a plain case where "History repeats itself."

We have noticed articles solicitous for subscribers for the *Magazine*. Would it not be a capital idea for every brother firemen to take it upon himself to obtain one subscriber for same, which could be done without much exertion and would increase its circulation immensely.

The portion of the *Magazine* devoted to criticisms upon the B. of L. E.'s action toward the B. of L. F. is undoubtedly well-intended, but to rectify past doings is impossible. "Let the dead past bury its dead." The B. of L. F. might show its appreciation of the B. of L. E.'s action in some way which would be unnoticed outside of labor organizations. The aim and object of organizing a *Firemen's Order* was for the purpose of uniting that class of workmen and elevating their social, moral and intellectual standing; which, necessarily will promote their general welfare. No person can become a member of said Order unless he has served as a locomotive fireman at least one year. But, if afterwards, he takes up any other vocation, he may retain his membership with the Firemen's Order. Consequently, the Order has members that are following other pursuits. If any man has become an engineer and feels so much superior in his mind to that of a fireman, that he must withdraw from an HONORED Order because its name contains the word *firemen*; he might well withdraw for no organization is benefitted by a bigot. To change its present name to that of Locomotive Engine-men and have a classification of insurance would undoubtedly have a tendency to obtain a membership largely composed of engineers. The B. of L. F. knows very well that its welfare lies within itself and not in those on the right hand side. To have the minority of membership of firemen, in actual service as such, means the controlling influence will be against them. The prosperity of the B. of L. F. is assured only by the Order being controlled by men on the left side. One should say naught against "the right hand, for if it offend thee, cut it off and cast it from thee." The left hand, as a class, are constantly cultivating a spirit of harmony between themselves and their employers, and are steadily working their way to the front. Agitation of a serious nature with other organizations has a tendency to bring about adversity. A quiet course adopted by the firemen will prove to be the best and will prove to be the best and will bring success and respect upon their order.

Hoping all are not impatient, I remain,

Faternally yours,

A. S. Meade.

[The suggestions of Bro. Meade in the foregoing letter indicates thoughtfulness and a desire to promote the welfare of the Order and as such, are entitled to special consideration. With a little exertion every member of the Brotherhood could obtain a subscriber to the *Magazine*, and thereby contribute immensely. We hope Bro. Meade's suggestion will result in giving us a large increase of subscribers. "Confederation" is no longer discussed from *why* and *wherefore* stand-

points. *Why* organizations should federate is well understood, *how* is still under discussion. But where there is a will there is a way, and the way will be found. There are doubtless some things relating to the welfare of the Order that should be kept from the outside world, but there is a limit to such prudence and patience. At San Francisco the B. of L. E. stabbed the B. of L. F. It was a fratricidal stab. With the wound agap the B. of L. F. went to New Orleans and quietly protested against the unbrotherly act, and as a response to its pleadings received another and a still more malicious wound. All of this was borne quietly, patiently. Then came the C., B. & Q. strike. The B. of L. E. wanted the assistance of the B. of L. F. Forgetting wounds, insults, ostracism, every ungenerous word and deed, the B. of L. F. responded with a fidelity to old-time friendship, than which there is not a more heroic illustration on record. It won universal applause. After this came Richmond and here again in defiance of promises and professions the B. of L. E., in the presence of the Grand officers of the B. of L. F., more than duplicated every insult that had been previously offered. Open, above board, were the insults offered, far and wide were they heralded, and still there are those who would advise the B. of L. F. to be quiet; and still there are firemen, members of the Brotherhood, who accept the insufferable humiliation, and on their bellies crawl into the B. of L. E.

The name of our Brotherhood should be changed, simply because its present title is not sufficiently significant. It is a brotherhood of enginemen. There is something in a name. In legislative proceedings the title of a bill must express its purpose, not less nor more, simply the facts. "Enginemen" for the name of our Brotherhood does this, nothing more, nothing less, and is therefore worthy of consideration.—ED. MAGAZINE.]

STANBERRY, Mo., April 29, 1889.

Editor Firemen's Magazine:

It has long been my desire, owing to the interest I have felt in the B. of L. F., to say a few words more directly to the Brotherhood men, than through articles in verse; for many are apt to think, and justly too, that a person writes poetry for popularity or praise. But I hope some day to be able to convince the readers of the *Magazine* that this is not the case, although I know of no other periodical that could give a wider circulation.

The whole history of my contributing to the columns of the *Magazine* is about this: The first article of my writing, "Death of an Engineer," appearing in the February number of 1888, was written for a part of my school work, and given to one of the "Boys of '56" by request, for publication. A short time after that, I re-

ceived a very encouraging letter from the editor, requesting me to contribute as my time would permit.

This I have done; and in doing so, I have felt a growing interest in all railroad men, especially in this Order, and the kind letters from my unseen friend, Eugene V. Debs, have always been a source of great satisfaction and encouragement to me; for my capacity is not so great but it requires some labor to prepare even the simple lines that have appeared above my name, and in thinking over this matter, I was led to write a few lines which I would like to appear in this number, as a "Railroad Hymn." This will make my fourteenth article in these columns, and, now, I want to make a very strange request, and that is this:

As many as have ever read any of my productions, and have been interested to the amount of one cent, will you just take a postal card and write me few words, only to let me know whether the readers have as much interest in me as I have in them? It would do me good, and do you good. Why, out of 25,000 Brotherhood men, there ought to be responses enough to fill my box full. Please grant so simple a request, and I shall endeavor to do better work in the future.

With a heartfelt interest in you all, and wishing you all a speedy rise to the "throttle," I remain

Your friend,
Geo. W. Hall.

MILWAUKEE, WIS., April 20, 1889.

Editor Firemen's Magazine:

I write for the purpose of cheering up the boys of Guiding Star Lodge, No. 130, as the members do not seem to be anxious to appear in print. For this reason, Mr. Editor, I ask for a little of your valuable space for the purpose of letting the readers of the *Magazine* hear from us.

Bro. Thomas Clarey has been made happy by the arrival of a sweet ten pound angel girl at his home. All the boys congratulate him. In some countries, China, for instance, boy babies are preferred, but, Bro. Clarey is not a pagan. Since the arrival of the baby Bro. C. says he can cut the fog better of nights on the Short Line, and Bro. Taylor remarks that he can cross his coal in the 232 on the Northern Division, and that it don't bother him in the least. Bro. Thomas Duyer is learning the Northern Division and says he knows where Horicon West is Good boy, Tom. Brother Tony Foote, is still on deck of the 678 of nights, and Bro. Geo. Behm, says the 687 is the belle of the Lacrosse Division, and she is always on time. Keep her hot, George. Brother Eddie Cody says the 293 never slips a turn and is always on time, provided she is not late—Eddie. Bro. James Duyer is still with the 728, and says he turns a very clever wheel. Bro. Schmutler is handling scoop No. 5 on the 242 of nights and Bro. Kuehn makes him wipe her off, but Bro. S. says let the day man, who fires her, wipe her off. Bro. Bazine Fall is still with the 534 and says she is a bill, you bet, and several other brothers we could mention, are doing well.

Yours,
Z.

FARGO, DAK., April 18, 1889.

Editor Magazine:

The April number of the *Magazine* is at hand, and the article titled "The Brotherhood of Locomotive Enginemen," read with pleasure. It has always seemed to me that the title "Locomotive Firemen," somehow, expressed a limit, a kind of narrowness, inconsistent with the principles, policy and teachings of our Order. I endorse the suggestion of the Editor, not as a fireman anxious to pose as something I am not; not as an engineer, ashamed of the old name that I fired under and which, since crossing over to the other side I have got too high toned, and aristocratic for, but as a member of the Order, who has a belief in the fitness of things, and has the welfare of the Order at heart. Mr. Editor, I concede the right to every man to make what changes in his affairs he thinks necessary, or his best interests demand; but when I am compelled to get up at nearly every meeting and read the requests of our oldest members, not for honorable withdrawal, but for something that partakes of the nature of a convict's discharge from a State prison; something to show that he has severed all connection with an Order, which, judging from the stand taken against it, must be disreputable; something to show that he is again fit to associate with the self-constituted aristocracy of the American railway service; then I say that it is time to do something, to take some stand, to be men among men. I would suggest that the Grand Officers get up a special clearance for the benefit of those sufferers, something like that which the Board of Health gave me to get out of Atlanta on. It ought to read about as follows:

"This is to certify that Mr. ———, has severed all connection with the B. of L. F., and to the best of my knowledge and belief, he has not been in any infected Lodge room, or other suspected locality for ten days."

A card like the above would do for the men who allow themselves to be driven out of the Order that made them what they are, and the "final" card could be reserved for such as go out voluntarily, or, for reasons beyond their control. If the engineers in the B. of L. F. would stay where they are, they would display more manhood and dignity and at the October convention the B. of L. E. would change their policy as a matter of necessity. As is the case with every fireman, I some day hope to be an engineer, the interests of engineers are my interests. If the engineers on our system were in trouble to-morrow, I would do all in my power to assist them, in the capacity of engineers, but towards the B. of L. E. I am afraid I would favor a policy of strict neutrality.

Again, I say, I endorse the change suggested as an improvement, and as a partial remedy for the wrongs quoted above. The suggestion in regard to insurance is also a good one. I find that a number of firemen carry outside insurance that costs more than ours does, and by having the additional \$1,500 voluntarily I think it would be

taken advantage of by a great number of those now in the Order, even those who only receive the pay accorded those who handle the scoop. I hope to see this matter taken up and discussed; and as it is a long way off to the next convention, why not settle it as the other matters we have had on hand of late were. With best wishes I remain

Fraternally yours,

Eugene McAuliffe.

CORNICANA, TEXAS, April 15, 1889.

Editor Firemen's Magazine:

As I never have seen Magnolia Lodge, No. 226, represented in the *Magazine*, I will break the spell and see if more of the boys won't try their hand. We have a good Lodge, with thirty members in good standing and several applications for membership. As far as I have heard the boys express themselves, one and all indorse the way the *Magazine* is throwing not shot into the B. of L. E. I am sure that we have licked the blarney stone held out to us by the B. of L. E., as long as is consistent on the part of men. I think it would be wise in the firemen in the future to let the B. of L. E. hoe their own row, without any assistance on the part of the firemen whatever. Let the engineers get into trouble and hollow to the firemen for help and they will flock to the rescue like crows around a carrion. There are some fair-minded men among the B. of L. E., but they are like "Old Dog Tray," they have got into bad company. I will tell you how we are treated on the H. & T. C. road. Let an engineer lay off and the engine is put in the ring, and the fireman has the privilege to lay off or quit, but let the fireman lay off and they send out an extra man. What is sauce for the goose should be sauce for the gander. I don't suppose our M. M. has ever thought that a fireman's family is as dear to him as that wonderful engineer's.

Dick.

SAN ANTONIO, April 8, 1889.

Editor Firemen's Magazine:

In looking over the April *Magazine*, I was very much interested in what it has to say about the Brotherhood of Locomotive Enginemen, I agree with the *Magazine*—That the B. of L. F. has a far greater sweep than the name implies, and I think in the near future it will have a far greater sweep than it has at present. Almost every day, I hear of some B. L. F. engineer that says he can run an engine just as successfully with a Firemen's pin on, as he can with an Engineer's. Now the only objection I can see to the "Brotherhood of Locomotive Enginemen" is that it will look too much like the Brotherhood of Locomotive Engineers, monograms, pins, charms, etc., and I would not like for the Engineers to get it into their heads that the B. of L. F. was trying to imitate them.

Yours fraternally,

B. L. F.

[The name "Brotherhood of Locomotive Enginemen," simply tel's the truth and while doing no one injustice does simply justice to our Brotherhood.—ED. MAGAZINE.]

Changing the Name of the Brotherhood.

RAT PORTAGE, May 6, 1889.

MR. EDITOR:—With regard to changing the name of our Order, I am directly against it. I do not think the time has arrived for such a change. I believe there should be a Brotherhood of Locomotive Firemen and a Brotherhood of Locomotive Engineers through all time. While I don't believe in the "one degree better" idea that we hear and read so much about, I believe that should we change the name of our Order and allow the B. L. E. to die a natural death, laws would be enacted that the poorest paid firemen could not abide by, and they would become non-Brotherhood men. I am sorry to have to state that I have noticed a tendency on the part of some of our brothers to legislate without any regard for the poorly paid portion of our membership. We should not forget that if we force a poor brother out of our Order, he will discontinue to aid the cause of labor. I believe there are other means to compel the B. L. E. to change its selfish policy and repeal its obnoxious laws. If any fireman who is promoted, or if seventy-five per cent of them remain out of the B. L. E. it will soon change its obnoxious laws. I write from experience, for there are running out of this station twenty-one engineers, and five only are B. L. E. men. All kinds of arguments have been advanced to induce our members to join the B. L. E. We are frequently asked such question as the following: "Can you afford to allow the B. L. E. to go down? Must we send our charter out of the country?" But the B. of L. F. don't waver, and I think the B. L. E. charters will all leave the country before our men will succumb. Our answer has always been, "If the B. L. E. is organized for federation, and for the elevation of the calling of a locomotive engineer, then we recognize our right to uphold and support it, provided that we may do so without sacrificing our manhood. Let the obnoxious laws in the B. L. E. constitution be repealed at their next convention, and I think such men as those who have the courage to remain out of the B. L. E. are intending to join that Order when the way is made clear, but if at their next convention they do not remove those obnoxious laws, I say then will be time to advocate the change of the name of our Order. We must not forget that the present decade has been, so far, one of boodles, corruption and selfishness and that the B. L. E. comes in for its share of the evil selfishness there can be no doubt, but we are living in an age of intelligence and are surrounded by men who love right better than wrong, and I believe that the men who will compose the next B. L. E. convention will see the necessity of removing from their constitution all laws that are not in the best interests of the common cause of labor and that conflict with the current ideas of that priceless treasure—Liberty.

Chas. Unwin.

[There seems to be a very general misapprehension of the facts which led to the suggestion of changing the name of our Brotherhood.

It should be understood by every one that by a change of name no *existing condition* is changed. The proposition is simply to *suit the name to conditions*—not to change them.

The name of our Brotherhood, as it stands, is The Brotherhood of Locomotive Firemen. But in its membership is included Locomotive Engineers. This condition has existed from the first. An engineer is not a fireman. By changing the name to that of "Locomotive Engineers," to "Locomotive Firemen and Engineers," or "Locomotive Men," we have a name that suits conditions but does not change them. The new name expresses a fact—at present the name is something less than a fact. It will be wise to bear in mind the character of our membership. If promoted firemen choose to remain in the parent Brotherhood, as thousands of them have in the past, and as thousands of them will in the future, what more just and prudent than to have the name of the Brotherhood express the character of its membership. Such a change instead of increasing embarrassments and complications eliminates them. In this discussion we simply are mindful of the good that will accrue to our Order, without reference to any other Order.—ED. MAGAZINE.]

HOISINGTON, KAN., May 5, 1889.

Editor Firemen's Magazine:

Please permit me space to inform the readers of the *Magazine* that Long Division Lodge, No. 397, although just in her infancy, is full grown in business principles. We held our first annual ball on May 1st, which was in every sense of the word a success. The Hall was beautifully decorated. In each of the corners was one of the words of our motto, Protection, Charity, Sobriety and Industry worked with evergreen, and behind each was a signal lamp, showing two colors, which had a beautiful effect. On the west end were the words B. of L. F., 397, Welcome. The stars and stripes were displayed around the entire circumference of the hall, while a beautiful painting of our motto and two engines ornamented the north side, and small pictures were hung in all convenient places. The hall was beautifully illuminated by a headlight, which our worthy foreman, C. M. Taylor, kindly permitted us to use.

The following introduction committee did all in their power to secure partners for strangers, viz.: E. H. Heath, G. M. Bagley, H. P. Arnold, F. J. Parnell, M. N. Scroggin, and with W. B. Scroggin, A. C. Schaffer, C. C. Waller, E. E. Brown and F. M. Rainey as floor managers the best of order was maintained. J. C. Bolsell, of Div. 13 B. of L. E., acted as door-keeper. The supper at the new Typer House was equal to a banquet, the Great Bend Orchestra furnished excellent music, and everybody enjoyed themselves.

Will close by saying that the boys of 397 feel justly proud over their first attempt at an annual ball.

No. 397.

TRUTH IN RHYME.

My boys, I am not a fanatic,
I don't believe all that I'm told.
I preach and I practice emphatic
Some maxims more precious than gold;
The best and the truest of any,
You'll find if you'll heed what I write,
Is, boys, do not squander a penny
In grog shops by day or by night.

Neither touch, taste, nor handle the poison,
Retail'd 'mid the glare of the bar;
It will cloud up your mental horizon,
And leave on your conscience a scar.
At night when carousing you're scorn'g
Life's ills, like a kug on his throne,
But, boys, your poor heads in the morning
Will feel as if rubbed with a stone.

I've read the productions of Genius,
Extolling the virtues of wine;
And how, in the arms of some Venus,
A fellow can freely recline;
Remember, Remorse is denoting
Each drink and besotted embrace,
And, boys, the next day she'll be gloating
On haggardness stamped on each face.

Experience tells me 'tis better
Stronger drinks of all kinds to eschew,
And never my senses to fether
With stuff which my enemies brew;
God knows we must toil late and early
Away from misfortune to steer,
But "into the soup" we'll jump fairly,
If fouled by some schooners of beer.

We've headaches and heartaches in plenty
The twenty-four hours of each day;
The pleasure are certainly scanty
We find in our miserly pay;
But, boys, we have hope for an anchor,
So long as temptation we shun,
And don't for intoxicants hanker,
To stuff us with maudlin fun.
Shandy Maguire.

BOONE, IA., May 5, 1889.

Editor Firemen's Magazine:

I do not remember to have seen any communication in the *Magazine* relating to this section of the country, so, with your permission, I will endeavor to give Connecting Link Lodge No. 25 a hearing, and will give expression to some thoughts on questions now being agitated.

Here we have a Lodge of boys as good as could well be gathered together anywhere. Bro. A. Storke is at the helm, a guarantee of good management. There has been a decided interest felt upon the subject of the odious laws enacted by the B. of L. E., and I think this matter has been put in the proper form for them to see their mistake long ere this, and from personal observation, I have yet to hear of the first instance of an engineer offering any argument favoring the present laws of the B. of L. E. Is this not evidence to us that they will see it all? It does not necessarily follow that because a man has arrived at the period of promotion, that he is intellectually any wiser than the man at his side with scoop and pick in hand, except that he may have more practical experience in handling a locomotive. Now, then, "if this be all the difference" in the two men, cannot we rest our tempers until they have had an opportunity of righting their wrongs, which will undoubtedly occur at a

date not more remote than their next convention. And I say, in the familiar old slang, "give them a rest."

The firemen, without the coöperation of the engineers, are in a manner powerless, and *vice versa*. Our engineers and firemen are on the best of terms, individually, but are on fighting terms, organically, but we are now willing to await developments and hope for the best. As for myself, I am satisfied to let the present B. of L. E. remain in force, and work for an advance in our intellectual fields, and may we all be able to see in the near future the emblems of a Brotherhood of Locomotive Enginemen. But I would have this contain the enginemen on the "right" as well as on the "left" side, as I see no reason why the two individuals could not meet in the same hall, under the same ruling, and thereby make the greatest combination of any organization in existence.

As to the failure of marriage—not so in my case, as my home is well supplied with "kids," and of course music takes smoke.

Heavy Weight.

LOS ANGELES, CAL., May 3, 1889.

Editor Firemen's Magazine:

Seeing so many Lodges sending in cheering reports of prosperity and good work, permit me to say something for San Diego Lodge, No. 90. Bro. Hannahan's visit here accomplished the best possible results, and now our members feel greatly encouraged. Bro. Hannahan should make his visits more frequent, as he is held in the highest esteem by the members of No. 90.

Our Lodge is in good working order, and the road can now boast of only eight non-Brotherhood firemen, and three have in their applications, and the others will fall into line as soon as they have the required age. For the last five meetings we have had a candidate for initiation. The members of No. 90 desire to thank the members of No. 97 for notifying them of Bro. Hannahan's presence in the city, especially those who could not attend their own Lodge meeting.

We would like to know why Bro. Fletcher run Bro. Tinplepaugh off his engine for the pillow business, and what Bro. Hannahan thought the pillow was made for? We would like to know why Brothers Redden, Burt, Carter and McNalley always have such pressing engagements on Sunday nights when there is a meeting of the Lodge? What makes Bro. Boss so timid since his rise?

Now, Mr. Editor, a word upon the subject of federation. The members of No. 90 are in for federation, first last and always; in fact, it is the only lever with which the working man can hope to move the monopoly capitalist, and it is the only salvation for the working man in the future who has to earn his daily bread and hopes to retain respectability and his manhood.—So give us federation, and if the "Eagle Eyes" don't want to come in, let them stay out, and we will live just the same.

Yours for the B. of L. E.,

Quill.

Change in the Name of the Brotherhood.

ELMIRA, N. Y., May 19, 1889.

MR. EDITOR:—In reading my *Magazine* of the month of May, I read a number of communications discussing the subject of a new name for our Brotherhood. The writers of those articles seem to think it would be very nice, but do they look around and see how much trouble they are liable to make?

In the first place, what occasion is there for a change of name? The B. of L. F. has had quite a number of engineers within its ranks for several years, and they have been very well satisfied.

Undoubtedly, when they joined the B. of L. F. they were firing; they thought then it was a pretty good organization, and the name was suitable; but now, when the organization is much better, they begin to think the name is not big enough for them, simply because they have been promoted. Do you think for a moment that the members of the B. of L. E. would be pleased to have you appropriate their name for your own use? You must admit they would be offended and would have good reason to be. Men who are offended soon become spiteful (just as we are at present towards the B. of L. E. on account of those laws and because they did not see fit to federate with us), and some firemen know how inconvenient it is to work with an engineer who feels that way. I do for one.

To those of you who have traveled to any extent, and received favor after favor from engineers, through your brother firemen, how pleasant it would be to know that such would be the case no longer, and if a brother came along who wanted a ride you would be compelled to say that "your engineer would not carry him."

Of course, I know there are a few roads where firemen can get transportation from their Superintendents, but such is the exception rather than the rule.

I will admit that it is hard to submit to the obnoxious rules in the B. of L. E., and no one feels it more than myself, for I consider it an open insult to every promoted fireman, but how much better are you going to make matters by adding fuel to the already burning fire.

I would ask what are firemen going to gain by having trouble with the B. of L. E.? Some claim that the B. of L. E. thinks itself above the B. of L. F. Possibly it is so, but that is what ails the young engineer also. He thinks the name B. of L. F. is not good enough for him. He wants some more added, and after he gets it (if he does) and there are fifteen or twenty engineers in a Lodge, they will want to run things to suit them, and the firemen will want to do likewise, and then there will be trouble that will be ruinous to both.

It is with regret that I read any article in our *Magazine* that leads in any way toward making hard feelings with any railroad organization except the O. R. C., for none of us can accomplish very much alone.

Our Brotherhood wants federation. Then let

us do nothing that will interfere with the accomplishment of that purpose.

If the name should be changed, and then the B. of L. E. should repeal the obnoxious laws, those who wanted the change would join the B. of L. E., for it is evident the reason they want the new name is on account of those laws.

When they are stricken out I will join the B. of L. E. and still retain my membership in the B. of L. F., for I consider the proper place for an engineer is in the B. of L. E., for reasons that some of our Delegates to the Atlanta Convention found out. They had heard that one of the roads running into that city were hiring engineers, and desiring to locate there, they made application for a job, showing good letters of recommendation, but were informed that they did not need any more engineers at present. The next day two B. of L. E. engineers came along and were put right to work.

Of course, I do not claim that the B. of L. E. can assure you a job by belonging to their Brotherhood, but I do say that your chances for a situation are seventy-five per cent. better by belonging than if you do not.

In regard to those laws, I am satisfied they will be stricken out at the next Convention of the B. of L. E., as I have heard a number of old and influential engineers express that opinion, and I sincerely hope that the name of our noble Brotherhood shall remain as it is until after that convention, at least.

This is my first attempt at writing for the *Magazine*, and if it does not reach the waste basket I will be tempted to write again.

Yours Fraternally,

Let Well Enough Alone.

[In the foregoing communication appear a number of statements and intimations which require brief notice. The intimation that the suggestion to change the name of the Brotherhood came from any engineer who is a member of it ought not to have been made, because it is not the fact. The suggestion was made by the editor of the *Magazine* and upon his own individual responsibility.

Again, the suggestions so far made exhibit neither a purpose nor a desire to appropriate the name of the B. of L. E.—the suggestion of "Locomotive Men," which we regard as extremely applicable and felicitous—avoids similarity, and should provoke no ungenerous criticisms.

Just what penalties, in the way of refusing free rides on an engine, engineers could inflict upon the members of the Brotherhood we have no means of knowing, but we are not specially alarmed by such intimations. The danger of over-crowding our Lodges with engineers, promoted firemen, is not such as to create alarm. The Brotherhood at present has thousands of such members, and the number will increase, but so far their presence in the Lodge room has not been a menace to harmony nor to the

welfare of the Order. As for the benefits to be derived, in the way of obtaining employment, by being a member of the B. of L. E., it may be more or less than is claimed, but it should be the ambition of the members of our Brotherhood, to make its recommendations stand as high in the estimation of railroad officials as those of any other order. And we think that has been long since accomplished.]—ED. MAGAZINE.

PITTSBURGH, PA., May 1, 1889.

MR. EDITOR:—Perusing the *Magazine* for April, I find it so full of news, and of questions open to debate, that it is impossible to forego making some remarks upon several topics. Brothers, don't think hard of me, for what I have to say comes from the bottom of my heart, and from experience, for which I dearly paid. In the article of Bro. Pickenscoop we find the cost of our Brotherhood, which is well done and true. If other Brothers had done likewise, instead of so much kicking, they could have convinced themselves that the cost did not amount to much after all. Our Brother also states in the same article that he had heard that some of our members had quit on account of the C., B. & Q. I didn't hear it, I know it. Yes, it is too true, and a shame for a good many of them. Of course there are excuses that should be considered, but they are few. Among those that I know of, and I think the same state of affairs existed elsewhere during the continuance of the strike, we had men in our Order who had money laid aside but who would not draw on it, and men who made day for day, and had money for most anything else, excepting the support of the noble Brothers on the "Q.," whom he was in duty bound to support. We had men who were out of employment and unable to pay, who were carried by their Lodge as long as there was any money in the treasury who had to be dropped when actual necessity demanded it. I also see it mentioned that a good many will come back to our ranks after the battle is over in order to be numbered among the heroes of the war of 1888. Men, who have been married to their little dollars, kept them in their pockets, salted them down for their own selfish future use, or blowed them in for their own enjoyment, sooner than let them go to our Brothers who entered into a struggle against an unprincipled monopoly, fought for their rights, held aloft the banner of our Brotherhood, acted unselfishly and preserved their manhood and honor. Brothers, I ask you to-day, are you going to take them in again? Are you going to give them the second chance to violate their obligations and perjure their souls? Can you honestly call them Brothers? I say no, and so must every other member who has the welfare of our Order at heart and tries to make it an assembly of men and not of things. I do not wish a hair hurt on any one's head, and I like to see justice done to all, but when you come to a case that needs white-washing turn a deaf ear to it, as it is not worthy of considera-

tion. My opinion is that 'that kind' of men are a curse to any order they join. If they get tired of one they appear in another, and since we have them out, let them stay out, and by so doing will strengthen our Order, so that the severest tempest cannot shake it. I belonged to an order in 1886 which had a good many members of the kind I have been speaking of. A strike was ordered. I was out twenty-one weeks, sunk \$275, every cent I had, ran \$65 in debt, got black-listed for two years, and drew \$4.50 during the whole strike. Mention is made, time and again, about members making little wages during the strike on the "Q." My wages amounted to \$23.25 for months, as I was idle for three months. I had to run in debt to keep up, but kept up my assessments and dues. Our columns at present are filled with B. of L. E. and B. of L. F. talk and federation. I know there has been a screw loose some place, but don't cry over spilt milk. If the B. of L. E. don't suit us, let them paddle their own canoe, and we will do the same. If they don't want to federate, we can and will get there without them. We have lots of friends among them, who help to promote our welfare, and for their sakes we must overlook things. Let us get down to solid work now on federation, as the question has been discussed enough.

Fraternally,

F. J. Thomer.

CARROLL, IOWA, May 2, 1889.

Editor Firemen's Magazine:

I thought I would write a few lines to let you know that Marvin Hughitt Lodge, No. 132, is alive yet and prospering finely considering the dull times. Several of the brothers have been set back to firing who were set up last fall. I am firing out of Carroll at present, and don't have much of a chance to attend my Lodge, but my thoughts are there, all the same. What a grand organization, working for the interests of so many noble fellows—Knights of the Scoop. I hope very much to see, in the near future, the name changed to B. of L. E. & F. or Engine men. I like to read the Mechanical Department of the *Magazine*. I can say this much for it—I am in favor of full throttle and short cut-off generally. Much depends on the engine and how she carries her water. I find the most trouble in keeping an even amount of steam is in the pumping, and I think one of the most essential things, is to learn to pump an engine right. As this is my first and probably will be my last, for some time, at any rate, I will close.

Yours fraternally,

Charles Stitt.

PITTSBURGH, PA., May 6, 1889.

MR. EDITOR:—Having just purchased a bill of goods from J. S. Townsend, Jeweler, for Iron City and Holbrook Lodges, I would like to recommend the firm to all Brothers who are in need of anything in their line as a reliable and satisfaction-giving firm.

Yours fraternally,

F. J. Thomer.

Reading Orders to Firemen and Brakemen.

SOMERSET, KY., May 2, 1889.

MR. EDITOR:—Reasons well founded have taught me the good of being civil with firemen and brakemen. I have been told by B. L. E. brothers that the two orders would not get along if consolidated. Now, let me ask, why not? Some engineers step up on the right side and look over at the firemen somewhat after the manner a bull would look at a bastard calf. If an engineer puts his orders down in his vest pocket and says "get her hot," the fireman sometimes ventures around and says, "What orders have you?" I have heard them say to the fireman, "The time card is our orders," and sometimes look out of the window and laugh and make no reply. Sometimes, I have heard them say to firemen, "I will look ahead for you; tend to your business."

Such a state of affairs is very unsafe, to say nothing of the unpleasant feeling produced. I have been running an engine long enough to be a B. L. E., according to their constitution. My motto is, when I step on my engine, to say to the fireman and head brakeman, "Our orders read as follows; or, if they have time, I hand them my orders and say, "Do you understand it?" When answered, I say "How do they read?" If answered correctly, I add "Be sure, and never forget."

Now, my reason for being so particular is this: No man is so perfect that he will not forget sometimes. I know men who put their orders down for safe keeping, and away they would go and presently they would be disturbed by an engine before them, when away goes life and property.

Brother engineers, don't try to keep such secrets as meet and pass orders to yourselves. Tell the boys what kind of orders you have, and then, if any mistake is made on your part, the fireman and brakeman are also to blame. But, on the contrary, if you will adopt my rule, you will not meet with such disasters.

Mr. Editor, if you think this advice good, you may print it in your *Magazine*.

Respectfully,

K. F.

[We give the foregoing communication space in the *Magazine* with great satisfaction. The advice is timely and important, and should be acted upon by every engineer. That engineers can be found to treat their firemen in the oppressive way pointed out by K. F. is most strange, and not only strange, but dangerous. It is an exhibition of the frailty of human nature that excites pity and contempt, in about equal proportions.—Ed.]

ONEONTA, N. Y. May 7, 1889.

Editor Firemen's Magazine:

Now, don't faint, but hang on to your hat. Here is from Susquehanna Lodge, No. 71. She is still on the track, in good running order, and on schedule time. You will think it rather slow, as not one of her boys have entered into the debate concerning the usage the B. of L. F. has received

at the hands of the B. of L. E. There are B. of L. E. men here who think that the B. of L. F. are not used right. I fire for a B. of L. E. man and he is as white a man as ever pulled a throttle. He uses me as well as he could a brother. We were discussing the B. of L. E. and B. of L. F. trouble, and I made the remark that suggestions had been made by brothers of sister Lodges, that the B. of L. F. be changed to B. of L. Enginemen, and that there would be B. of L. E. men that would join our Order. He said that perhaps we would have nothing to do with them. In reply I said that they would find a hand of welcome extended by their old mother Lodge. Am I not right? He said if he could do it he would have the two orders as one, designated as above, and then be very strict as to who were allowed in the Order. He was looking over our May number, and said it was the best one he had seen. There was sound talk in it. I like the tone of Brother Trenholm's letter. It is to the point. No haggling the subject. There is no use of playing cat's paw any longer. We have material, let us build an Order for men who believe in equality as long as it is a man who courts the respect of his fellow men. Now let us hear from all in regard to the changing the B. of L. F. to the B. of L. Enginemen. Remember this, brothers, as long as we live up to our motto we will come out on top. As I am not much of a literary, I will side-track for this time.

Chub.

POPLAR BLUFF, Mo., May 13, 1889.

Editor Firemen's Magazine:

Pocahontas Lodge, No. 292, thought we would let you know that we were still alive. We are rather late in corresponding with you, but better late than never. Our Lodge is young and small yet, but will be larger as it grows. We have only opened up our Lodge since March, 1889, with thirteen members as follows: C. N. Kidd, Master; J. R. Phelps, Receiver; F. H. Richards, Secretary and Collector; Wm. A. Granneman, Magazine Agent; J. C. Vandyke, Thos. Tucker, M. C. Andrews, Chas. H. Spurlock, P. W. Humphrey, Chas. Edwards, C. A. Dearington, Geo. Webster, J. T. Grogan. We have a very nice little city, situated on the banks of the Black River and a very prosperous and thriving city it is, with stove factories and plenty of good timber. We have plenty of good fishing and rowing. The St. L. & I. M. runs through here with three divisions, the Cairo, Arkansas and Missouri division, making this point a terminal for all trains. There are churches of all denominations and Poplar Bluff has everything looking very prosperous and bright before her. We will keep you posted in the future to show that that we are alive and wide awake. Before closing, I will mention that Bro. Wm. A. Granneman, Magazine Agent, Lodge No. 292, is the happy father of a 11 pound baby, sent down from the skies, April 10th. Bro. Will comes to work smiling and we conclude the little stranger is a boy and will yet be a fireman. Lodge 292.

ST. THOMAS, ONT., Apr. 9, 1889.

Editor Firemen's Magazine:

Please publish the following run made with engine 400 on the M. C. R. R. of C. S. Division from St. Clair Junction to Windsor, with four coaches of Dr. Webb's special. This run of 106 $\frac{1}{2}$ miles was made in 108 minutes; allowing five minutes for taking water and oiling up, leaves 103 minutes or an average rate of speed of 62 $\frac{1}{2}$ miles per hour. The different rates of speed were according to road. In passing through Essex Centre and in going over a railroad crossing between Maldstone Cross and Round House the speed was reduced to 10 miles per hour. The following was taken from the Dispatcher's train sheet:

Left.	A. M.	Dis- tance.	Miles per Hour.
St. Clair Junction	8:16		
Taylor	8:44	26.1	62 $\frac{1}{2}$
Highgate	8:49	4.7	56 $\frac{1}{2}$
Ridgetown	8:53	5.6	84
Harwich	8:58	5.9	70 $\frac{1}{2}$
Fargo, Arrived	9:02	5	75
Departed	9:07		
Charing Cross	9:11	2.4	86
Buxton	9:17	6.2	62
Fletcher	9:21	4.1	61 $\frac{1}{2}$
Filbury	9:28	6.6	56 $\frac{1}{2}$
Comber	9:34	6.6	66
Ruscombe	9:38	5	75
Woodslee	9:41	3.9	78
Essex Center	9:48	5.6	48
Maldstone Cross	9:53	4.5	54
Round House	10:03	10.1	60 $\frac{1}{2}$
Windsor	10:04	1.3	88
Total	10:08	106.8	

The above run was made by Engineer George Upper and Fireman Thomas Fitzgerald on April 7th.

By allowing space to the above you will greatly oblige
Railroader.

ASHTABULA, O., April 8, 1889.

Editor Firemen's Magazine:

Though Western Reserve Lodge, No. 248, has never been heard from in the *Magazine* that I know of, it is, nevertheless, a prosperous and growing Lodge composed of firemen and young engineers from the J & F branch of the Lake Shore R. R. and the P. Y. & A. branch of the Pennsylvania R. R. Some two or three years ago the Lake Shore management got out a list of supplies for switching engines, not allowing them cushions or arm rests. Our representative to the General Board of Adjustment of L. S. & M. S. brought the matter up at a recent meeting with the Lake Shore Management and as a result we have a new list of tools, etc., for switch engines which includes these articles so necessary to the comfort of the men operating them.

The greatest social event of the season was the grand social party given by the B. of L. F. February 28th.

Bowman and McAfee's famous orchestra of Cleveland Ohio, furnished the music. It was said to be the largest gathering of the kind ever

seen in Ashtabula, over 250 couples being present.

Our worthy Master, Wm. Rose, acted as master of ceremonies and assisted by the various committees all doing their best, succeeded in making it a grand success socially as well as financially.

The net proceeds were over \$100. which will be used by the Lodge in purchasing regalia.

Thursday evening, April 4th, was occasion of a pleasant surprise to the B. of L. F. here, given by the ladies, wives, mothers and sisters of the members. After an hour or more spent in social chat and listening to the instrumental music of the Big Four, the ladies brought out and presented the Lodge, a large and elegant Bible and a beautiful Altar scarf which was suitably inscribed with name and number of the Lodge, and emblems of the Order, by a lady artist of Ashtabula,

We were then invited to the large ante-room where the ladies had a bountiful supply of supper.

I am sure the sentiment of every B. L. F. boy's heart in our Lodge is, "God bless the ladies."

W. E. B

NEEDLES, CAL., April 15, 1889.

Editor Firemen's Magazine:

Having never seen anything from Silver Mountain Lodge I will see whether this finds that place under the editor's desk that every beginner so much dreads. We have a little Lodge down here that we are all proud of. We have thirty-five members and a good many outstanding applications. The boys have all been running so hard that meetings have not been as regular as could be desired, but when we do get together we have good, live meetings. A plan that we follow here, is to choose a subject and have a debate, which we think is a good practice. If all Lodges would try and make their meetings interesting they would always have a good attendance. Bro. Riggs returned lately from the East with Mrs. Riggs. Fred came around and bought the cigars. Success to you, Mr. and Mrs. R., is the writer's earnest wish. We have to record the departure of Bro. Thos. Finnerty, who has gone to Chicago. Look out, Bro. Finnerty, old bachelors are very susceptible to the fair sex. Bro. Frank Hutt has been promoted to hostler at Barstow. Bro. Leutzinger, our handsome Secretary, and our worthy Master, Diffenbaugh, are hostling at The Needles. Bros. Buggeln and Kohn are hostling at Peach Springs. Bro. Lasher is running the Goat at Peach Springs. Bros. Spencer and McCabe are running the Goat at Needles. Bro. Lawless has been promoted to the right side and is doing good work. Bro. Brown is running an engine for the Rio Grande Mining Co. and Bro. Sauer is firing for him. Bro. Ferguson is laid up with a broken leg, received in a wreck on the mountain. Bro. Smith, our Receiver, and handy man, is around with a sore thumb, a case of blood poisoning, but it is getting better and he will be around all right in a week or so. Bro. Rogers is on a trip East for the good of his health. Well, I had better close for this time.

Yours fraternally,

R. H. Batrd.

SOMERVILLE, MASS., May 6, 1889.

Editor of the Firemen's Magazine:

When we have altered our name, I hope that it will read "Brotherhood of Locomotive Firemen and Engineers," instead of "Brotherhood of Enginemen," for that name seems to refer us to things as they are now, and seems to me very bare, and not near so suggestive of each other's individuality. What we want is a name that is uniting in name as well as purpose. Let us have the double header by all means. And 'another matter, Brothers, that we must consider well, it is to have a man at the head of our new Order that has the courage and ability, and last, but not least, the POWER to carry on a strike successfully, for we want no more schools for educating scabs—no more C. B. & Q. failures for us. That road can man any system with scabs. That was what that strike was for, was it not? The policy that caused the C. B. & Q. men to be so unmercifully beaten is suicidal, it is more than that, it is a gross, unjustified crime. That strike could have been made one of the most successful labor events of the century, and what was the reasons it was not so?

Brothers, you and our officers and the members and officers of the Railroad Brotherhoods should remember that with the permission to strike ends conservatism. No Order that permits a strike can be conservative and be successful in carrying it on. When we see ourselves getting the worst of it, stop every wheel in the country. Have laws in your Ritual to the effect that scabs must walk to fill our positions, a good long walk, too. Who is it that is so afraid of being called radical that they will allow their men to be beaten? We are so very conservative, you know, that it really would not do, you know. Yes, we do know; we know that it is this rotten policy that deprived the C. B. & Q. men of their positions. We know the policy too well that has placed such a large number of competent engineers and firemen on the country, and it was not on the C. B. & Q. that this policy commenced. Come back with me to the Boston & Maine strike, and you will find this same selfish policy and the same results, without there being a lesson learned for future use. What premium was given the scabs that filled the strikers' places? Why, they were taken into the B. of L. E. and given the full rights that the B. & M. strikers fought for. A little later came the P. & R. strike, and the same policy was carried out, and carried the strikers out of their positions, too. The P. & R. scabs soon saw the need of organizing, and did not ask the B. of L. E. to give them the privileges enjoyed by their brothers on the B. & M., or they would have been, most likely, B. of L. E. men. (If they were, what effect would it have had on the C. B. & Q. strike?)—but these men joined the K. of L. At the time of the Missouri Pacific K. of L. strike a press dispatch was sent throughout this land to the effect that P. M. Arthur had made a blundering speech, denouncing the K. of L., and the result of this policy was to make enemies of

that powerful organization, and when the P. & R. K. of L. strike was on, who filled the Engineers' places? We know who filled them, and so does the B. of L. E., to the sorrow of the C. B. & Q. strikers. We have had enough of strikes for principle; enough of being beaten. Now, when we strike again, let us vary the monotony by striking to win, and win in short order. We must prepare for battle while our opponents are looking for the battle-ground, as they are at present so engaged. We want no more of the policy that antagonizes every fellow-labor Order. We want the opposite to take place. Federation is what we want and must have to be successful in the future. We want no more lonely strikes, and we will not support them either, for the sooner they die, the sooner strikers will have their places again. This letting the opposing side have the advantage, just at the time that you have them under your thumb, is getting too rich for our blood. Follow up every advantage; let no point escape you, and your efforts will be crowned with success.

I hope the Brothers will give this their earnest thought, and see where the existing evils are and promptly remedy them.

I remain yours faithfully in the B. of L. F.,
Charles H. L'renholm.

DENNISON, TEXAS, May 5, 1889.

MR. EDITOR:—On April 22nd was given a ball under the direction of Capt. John Farley and D. H. Tobin, at Ransford's Hall, and although the hall was large and commodious, it was filled to its utmost. The ball proved to be a grand success, everybody enjoying themselves immensely. After dancing until about 11 o'clock, an intermission was given and all repaired to a hall on Main street, where a sumptuous supper and an ice cream and strawberry festival had been prepared by the ladies of the members of Red River Lodge No. 8, the proceeds of which was given to No. 8 to buy regalia for the Lodge, and for which the members of No. 8 extend a vote of thanks and best wishes to the ladies for the interest taken in the welfare of our Order.

After supper, those who wished returned to the ball room and tripped the light fantastic until the wee sma' hours of morn.
Fast Mail.

BURLINGTON, IOWA, May 5, 1889.

MR. EDITOR:—We have the pleasure of announcing to the readers of the *Magazine* the marriage of Bro. Louis F. Buthel, of Herald Lodge, No. 161, Burlington, Ia., to Miss Emma Dailinger, of Nauvoo, Ill. The happy event occurred at Burlington on April 25th at 9 o'clock P. M. The ceremony was performed by Rev. J. C. McClintock, pastor of the First Presbyterian church. The bride is a daughter of Charles Dailinger, of Nauvoo, Ill. She is also a member of the First Presbyterian church of this city. The groom has been in the employ of the B. & W. and B. & N. W. Railroads for the past five years. The members of Herald Lodge tendered them hearty congratulation and may God speed them on their journey in life.
W. A. F.

JOLLY OLD EMMONDS AND BONEY BOOZE OF 333.

In the P. R. R. oil house, just under the hill
Lives jolly old Emmonds, a musical mill,
Who all day long makes a terrible din,
Playing "Pop Goes the Weasel" on his old
violin.

Now jolly old Emmonds always looks neat,
But he's bent up on the bottom where people
have feet,
And his nose, like a strawberry racy, always is
red,
'Tis a snuffer by daylight and a trumpet in bed.

Now jolly old Emmonds, he never feels blue,
And that's just the reason he's called the Zulu,
In public or private he's always the same,
But if ordered at night, he's sure to be lame.

Now this wonderful man a partner must choose:
He did, 'twas the handsome and gallant Sam
Booze.
His choice I have heard turned out woefully sad,
For Samuel, the first day, ate a 60-pound shad.

Old Boozey and Emmonds make a very fine
team;
Sam keeps on the squirt till she's all out of
steam.
Poor Emmonds he curses and socks on the
blower,
And vows and declares that he'll "bale in no
more."

Now Emmonds and Booze to Bristol did cruise,
You can believe it or not, just as you choose,
She had two tons of air and four pounds of steam,
And old Emmonds thought he was freezing ice
cream.

Sam Boozey has a portable quadrant and lever,
Which jump, thump and bump like a man in a
fever,
It's the most wonderful piece of machinery upon
her,
And has only two notches, one in each corner.

Now jolly old Emmonds is wondrous wise,
He expects 1225 to keep hot on steel ties,
And when Senator Boozey tells him to ladle it in,
Says Samuel, "I'd rather saw on my old violin."

Now, jolly old Emmonds has two great black
eyes,
And when he's out strolling, he walks on the
ties,
Until one foggy morning, Bill Rianhard he seen,
And he came near being planted in "old Ever-
green."

Now Emmonds and Boozey cannot live away,
The nippers of death will cut their life cords
some day,
And down in the cold ground we'll tumble them
in,
Poor Boozey and Emmonds and the old violin.

When Boozey first read this he sent up a shout,
And promised the author a twenty round bout,
But the author's a scrapper and was not afraid,
And Boozey sneaked off to see Forepaugh's pa-
rade.

Ex. N. A.

HAMILTON ONT., April 15, 1889.

Editor Firemen's Magazine:

A friend handed me a copy of April *Magazine*
and as it has been some time since I have seen
one, I was astonished at the progress your Order
has made. It seems but a short time since I was
a charter member of Endeavor Lodge No. 267, also

its first Secretary, and now I see enrolled in your
Magazine the name of Marias Des Cygne Lodge
No. 400. I have laid down the pick and scope but
still am proud of the fact that I was once a fire-
man and a member of the B. of L. F. I have just
finished reading your piece "Personal vs. Princi-
ple" and must say that you are taking a manly
stand in the matter. A stand that cannot be
assailed from any point by any fair-minded man,
be he a member of the B. of L. F. or B. of L. E. I
consider myself in a favorable position to form
an impartial judgment, as I am not a member
of either Order. I also endorse your sentiments
in the piece entitled "Brotherhood of Locomotive
Enginemen." It always was a riddle to me why
the Order was called the B. of L. F. when there
were so many engineers and hostlers among its
members. I think the title you propose is the
right thing in the right place and I consider this
the right time to do it. I hope the boys will stand
to their colors like men and not allow themselves
to be insulted by the engineers.

I have risen to a higher position in life than
that of a fireman but I believe that the training
I got when serving in that capacity has been the
means of fitting me for the position of responsi-
bility I now fill.

I have also heard of your proposed federation
and think it is a good scheme. I believe the
engineers stood in their own light when they re-
jected it.

Hoping for space for my letter, I close trusting
that I may one day welcome you to our city to
meet in Convention. Assuring you that I would
do all in my power to assist you in passing leis-
ure moments in a pleasant way, I am

Truly yours,

Geo. H. Evans.

PUEBLO, COL., May 20, 1889.

Editor Firemen's Magazine:

I do not remember, during the past two years
of having noticed any communication in the
Magazine from Royal Gorge Lodge, No. 59. Let
me say the Lodge is alive but inactive. A good
many of the boys have joined the B. of L. E. I
can't blame them very much, because the engi-
neers on the Denver & Rio Grande system have
a contract with the company and can get what
they ask for. With one exception business is
very dull on this road. Eight young engineers
were set back to firing, but that did not satisfy
the engineers, they wanted six more set back
but their request was not granted, and the fire-
men are told that all the rights they have is to
quit if they don't like it. I want federation,
that means justice, and I want to see the name
of the Order changed to "Brotherhood of Loco-
motive Firemen and Engineers." My education
is not great and there are members of No. 59,
who could write more interesting letters than
myself, and I hope that they will be induced to
try their hand. God speed federation and the
Brotherhood is the wish of

Fraternally yours,

Ex-Engineer Set Back.

ROCHESTER, N. Y., April 5, 1889.

Editor Firemen's Magazine:

You will see by this that I am still on deck; I did not know but my last "effort" had met an untimely death and hastily buried in your waste basket. However, here I am, and plenty to say too. Others will have to judge whether it amounts to anything or not. I will try and tell you of the B. of L. F. boys again. To begin, Bro. Kellogg has quit the scoop and gone to work with the contractors on the Lincoln Park and Charlotte, Railway, so he says; but it is my private opinion that "Bob." has gone after more bull frogs. Bro. Luttringer is decidedly "put out" about the four-finger racket. He says, "if he knew who wrote that article, he would write him up in great shape." "Gus" puts a planket on the "40" now if he hears that Finch is going to handle her. Never mind, "Dutch," we will not need any engines or blankets by and by; it will be warm enough without them. Bro. Benedict says "he don't mind having Finch put it on, but does object to his rubbing it in." Our country member, Bro. H. Hardy, has got the Warsaw switch engine to fire. Herman, we are glad of it, but what are you going to do about putting in your "pertaters," and who will drive the cow home? Have you worked out your road tax yet, Herm? Bro. Roth has the way freight Rochester lay over now. They say that girl at Ashford is very lonesome Sunday nights now, Charlie. Bro. Daggett is soon to drop back on way freight, "by thunder." Bros. Wright and Woods are on the rounds. Bro. Hake is on passenger yet. Bro. Geo. Ainsworth is, "honest injun," all the man through. Has any one heard from G. A. White and Lewis Mansfield? Bro. Finch has been laid up with a sprained ankle, but is on duty again and is spreading grief among the boys whose nice clean engines have to lay over at N. K., nights. We have lost our R. F. E., he has sought green fields and pastures new. He was a first-class man for the position but would get blood in his eye once in a while, and then Oh! Doctor! but the air would be blue. We have a fine man for Master Mechanic at Lincoln Park shops. J. F. B. is his signature. He is as white as they make him. I see one of your correspondents asks why it is that the fireman is obliged to clean his engine on arrival at terminal points, or end of trip, while the engineer, conductor and trainmen, can step off their train or engine and go home or elsewhere, and find their coaches or engines O. K. when ready to go on duty again. Mr. Editor and readers, I would like to know the reason also, when the fireman arrives at the end of his trip, and when his engine is put in the house, he has to get out his scouring stuff and shine her up to please the eye of his superiors or else catch — for it. If perchance his engine lays in twenty-four hours, when he comes to take her out on the next trip, he will find the brass, cab, etc., all smoked and gassed up, and unless he goes at her and cleans her up again, for if the Master Mechanic, Road Foreman of Engineers or engineer sees her dirty, he will get a turning over and perhaps fifteen days' lay off

into the bargain. But do they ever ask who does the damage; hardly ever. It is usually put on to the fire-boy. But they will keep some ignorant laborer whom they may have around the house to take care of these engines, and the chances are ten to one, that he ought to be handling the pick and shovel in some ditch, instead of having a chance to undo what it has cost the fireman many a hard hour's work to accomplish. And why should not some of the men who are dodging around the engines to keep out of sight of the foreman, be put to work cleaning the dirt, that nine times out of ten, is caused by the carelessness or ignorance of men to whom this same foreman gives the care of these engines. Do they require the trainmen to clean their own coaches? I guess not, they hire men for that purpose. Do they ask the knight of the throttle to scour brass. Oh, no. But he usually expects the fireman to put in a ring of packing or oil around for him, while he struts around with a spick and span suit of overalls on, that have never had enough dirt on them to make them fade with hard washing, and tells the "boys" about the fast runs he has made, which by the way, he could not have done, if he did not have a good fireman. Of course, readers, there are some who are not like this, some who think as much of their fireman as they do of the conductor or a brother engineer; but there are enough of the class I speak of to make it unpleasant for the fireman whose luck it may be to fire for them. I almost forgot to mention that our Master, E. Pruyn, celebrated his crystal wedding a short time since, and gave the B. of L. F. boys all an "invite." Those who went, say that "Master Pruyn and wife were fully equal to the task of entertaining their guests," and that all enjoyed themselves. We all wish Master Pruyn and wife, a long and happy life.

Mr. Editor, maybe I shall wear out my welcome, and if you see signs of anything of the kind, please notify me, and I will desist. I still sign myself

One of Them.

—♦—
EAST SAGINAW, MICH., Apr. 13, 1889.

MR. EDITOR:—I heartily endorse the stand the *Magazine* has taken in regard to the treatment the firemen have received at the hands of the B. of L. E. I am glad to see that the *Magazine* has back bone enough to resent such insults. When the news came that the "Q." strike was off I said to my engineer that if the firemen ever helped the engineers again I was done with them. He wanted to know if I blamed them all for the misdeeds of a few. I heard some of the boys say that the *Magazine* is too plain in the publication of its opinions. For myself I am sorry to see men so weak that they will not resent an insult. When the B. of L. E. said that no member of the B. of F. could belong to them it was an insult to every honorable member of the B. of L. F. I will now close, for I cannot find words to do justice to my feelings, but I have read so much that I felt that I must say something or "blow up." Hoping that the boys will all stay with the ship,

I remain,

A B. of L. F.

The Bursted Boiler.

MR. EDITOR:—I notice in reading the *Magazine*, that a good many of the boys write poetry, and this makes me believe that you will print a few verses that I send to you at this time. I have read the lines to several of the boys and they say the verses are good enough to print, and that they have seen some a long ways worse than mine. I don't boast of much education but making verses comes natural to me and I have made a good many on different subjects, most always though, about something that happens to somebody, such as getting married, or death or some accident. I don't hardly ever write any thing about love, or flowers and such things, though I can, but I leave such things to the girls. I have written some about my engine, old 288, but this time my subject is as you will see, the bursting of a boiler, and if you will publish them, Mr. Editor, I will try it again some time when I get off something fresh:

Old 40 had turned a merry wheel,
The M. M. had given her a turning over,
And you bet your Jewsharp I did feel
As proud as any pig in clover.

I scoured her brass, till I could see,
My face, just like a looking glass,
And the M. M. said that she
Was as pretty as any lass—

The engineer was Dandy Jim,
A man the M. M. said was a screamer,
He said old 40 was in trim
And that I was just the man to steam her.

I felt as proud as proud could be,
I knew old 40, and could trust her,
With lots of pressure, but I'll be
Darned, if I thought that I could bust her—

Boiler. But I did, otherwise the steam,
Just then, the M. M. said was the question,
But he said it could be seen
That some how, there was too much combustion.

The fuel was that bituminous sort,
Inflammable as giant powder,
It made old 40 roar and snort,
And I noticed she snorted louder.

At every turn, still Dandy Jim,
Was an engineer that could be trusted,
And now when I look at him,
Just like the boiler, he is busted.

As for my self, I'm in my bed,
With a hundred tons of pain I'm loaded,
Wondering why I am not dead,
And why the darned old thing exploded.

Side Track.

NEW YORK CITY, May 5th, 1889.

Editor *Firemen's Magazine*:

As a constant reader of the *Magazine*, and a member of our Brotherhood, I am always interested in everything that is for our welfare, and I have never been more so than I am at present in the proposed changing of our name. It is one of the most important questions we have ever had before us, one upon which every member should give his opinion without delay, for I agree with "X. Y. Z." in the May *Magazine* that there is no time to lose, and the sooner it is done

the better it will be. I think it is the strongest most sensible, as well as the most needed change we have ever been called upon to make, and it should not be delayed any longer than is absolutely necessary for delays are always dangerous. I think it can be settled much more satisfactorily by a lodge vote than it can be in any other way and it will prove that we have a backbone of our own, and that we can and will take care of ourselves and that we depend upon no one but ourselves. Put our Brotherhood under a name that will signify what it really is, and I can see nothing but success in the future. I have been talking this to the boys for the past month and they are all in favor of it, and I hope to see more of them come to the front and help it along.

I remain yours for success,

Ellwood D. 149.

LONDON, ONT., May 14, 1889.

MR. EDITOR:—In the May number of our *Magazine*, I notice the account I sent of Bro. H. Angle's death was entirely misconstrued. He was killed March 21st, while firing the through express, No. 54, between Windsor and Niagara Falls at a place called Saint George, where the engine threw a driving-wheel tire on approaching a bridge and he jumped to save himself, but the speed at which they were running resulted in such injuries to him that he died from the effects thereof. The word Maniton should have been Merriton, and it was not on the excursion that he was killed, but that was a previous instance where his mate was killed.

Faternally yours,

Geo. Black.

FARGO, DAK., May 10, 1889.

MR. EDITOR:—On the 5th inst. at 9:20 A. M., Pacific Express No. 1 and east bound freight No. 18, collided on the Dakota Division of the Northern Pacific Railway. The accident happened half a mile east of Crystal Springs, and was caused by the dispatcher giving the freight train orders to meet No. 1 at Windsor, twenty miles east. The Express had no orders to meet any freight and was on time. At the time of the accident, the passenger train was running about forty and the freight twenty-five miles per hour. Both engine crews jumped as they had no warning, the trains meeting in the bottom of a deep sag on a sharp curve. Engineer W. A. Boss, of the passenger, was injured fatally, dying in four hours; mail agent Slattery died on the way to Jamestown; fireman H. L. Keller, of 197 was severely bruised and will be some time recovering; fireman Kellum and engineer Beall, of the freight, sustained severe injuries also. The ladies on the passenger train bravely assisted the wounded even to tearing up their skirts to bandage the torn and bruised limbs of the unfortunates. The crash was something terrible. The freight engine, a 50 ton mogul, standing in a perpendicular position on her boiler-head. This is the first fatal accident for the Dakota Division in over two years.

Fargo.

ONEONTA, NEW YORK, May 6, 1889.

Personals.

Editor of the Firemen's Magazine:

The non-appearance of items relating to Susquehanna Lodge, No. 71, prompts me to write a few lines for the *Magazine*. We are getting along fine with Bro. Robison at the helm. He is not with us very often of late, owing to his having been changed to a passenger run, where he keeps the "203" hot and shining. Bro. Rowe can not be beat for a Secretary, if he is small.

But to the point; I think, as do most of the members of No. 71, that there should be a change in the name of the Order—make it The Brotherhood of Locomotive Enginemen, have a Fireman's Department and an Engineer's Department. If this can be brought about, it will help to promote our Order, as well as show other people that we can get along without them as well as they can without us. I have been running two years and over. I have been asked repeatedly, "Why don't you join the B. of L. E.?" I would as soon think of turning my mother out of doors as of joining the B. of L. E. with their present Constitution and By-Laws in force, for I feel that the B. of L. E. has made me what I am, and I shall never withdraw from it so long as I can earn money enough to pay my dues.

I would like to hear the opinions of more of the Brothers on this subject.

Yours fraternally, H. A. W.

COLORADO CITY, April 22, 1889.

Editor Firemen's Magazine:

I think it is about time to stop talking and act a little—get right down to business. We might take the action of the Brotherhood of Railway Conductors for an example. Why not change the name of our Brotherhood to that of Locomotive Enginemen. That would be right. We are losing good men who have families who have no love for the B. of L. E., but who have taken into their heads that they cannot be engineers unless they join that Order. I wish we had a few more like Brother Frank Walton. We must either pick up the gauntlet and compel them to swallow it, or die in the attempt. Brothers, which shall it be?

Wm. Michie.

Amusements.

Magnet Lodge, No. 227, B. of L. E., gave a splendid ball at Binghampton, April 24, which the Binghampton, N. Y. *Republican* refers to as follows:

The ball of the Firemen's Brotherhood at Firemen's Hall on Wednesday evening was numerously attended by members of the Brotherhood from the neighboring Lodges. It was one of the most successful and pleasant social events of the season and reflected the highest credit upon the young gentlemen in charge.

Brothers were in attendance from Lodges Nos. 228, 223, 242 and 71, as also from other Lodges and every one had a good time and went away delighted with the entertainment. Magnet Lodge is wide awake, and when the members try it again, as they will at no distant day, they promise their guests a still more enjoyable time.

WHAT has become of pretty Joe Farrell?

HANK RANDALL is the fly engineer on the I., D. & W. Passes every thing at Racoon.

BILLY LINDEMANN has quite forgotten old friends since he has made so many new ones among the fair sex.

CHARLIE N. ZEPP, of No. 14, does not care to go to California again, as he has taken the right hand side once more on the Bee line.

Vice-Grand Master Hannahan is requested to return the gray mule that has mysteriously disappeared at San Antonio, Tex., since his visit to that city. A word to the wise is assumed to be sufficient.

WM. J. MILLER, the popular Collector of Federation Lodge, No. 122, was wedded on April 18th, to Miss Maggie Gill, an estimable young lady of Flora, Ill. His many friends unite in wishing Bro. and Mrs. Miller a long and happy life together.

It would have afforded us great pleasure to have attended the crystal wedding of Bro. E. E. Pruyn and wife, which took place April 23d, at their residence in Rochester, N. Y. Bro. Pruyn is Secretary of Rochester Lodge, No. 90, and having lived to celebrate his crystal wedding, we hope the happy couple may live to celebrate their golden wedding.

A MESSAGE from Bro. J. J. Hannahan informs us that Bro. Jack Dodge, of San Diego Lodge, No. 90, has been elected Treasurer of that city by an overwhelming majority. Bro. Dodge is popular because those who know him have confidence in his integrity, and because he is every inch a man. The *Magazine* felicitates him upon his continued good fortune.

It is exceedingly pleasant for the *Magazine* to make mention of the fact that on May 22, Bro. Henry H. Burrus, led to the altar, Miss Dora Galbraith, daughter of Mr. and Mrs. M. A. Galbraith, of Honey Grove, Texas, and the *Magazine* most cordially wishes the bride and groom a delightful voyage on seas matrimonial, with every conceivable felicity that a union of hearts vouchsafes to mortals.

The industrial classes of Chillicothe, Mo., wanted a representative in the council of that important city, and wisely selected our esteemed friend and fellow workman, A. H. Tucker, and what is better, elected him by the largest vote received by any candidate on the ticket. Bro. Tucker is eminently qualified for the position and his triumphant election speaks volumes for the intelligence of the working men of Chillicothe.

The members of Enterprise Lodge No. 75 desire through the columns of the *Magazine* to extend their most sincere congratulations to two of their brothers, Charles W. Reeves and R. E. Williams, who have fallen victims to the wiles of Cupid. They have lately been united in the bonds of matrimony to two of Pennsylvania's fairest daughters. The boys desire to return thanks to Bro. Reeves for the cigars, but they are patiently waiting the same favors from Bro. Williams.

H. W. HALL, member of J. B. Maynard Lodge, No. 193, an old-time member, thoroughly imbued with the brotherhood spirit, has, for the present, abandoned the foot-board, and accepted the general state agency for the Magnar Publishing Co., Callard & Pope, and the Central Manufacturing Co., with headquarters at Spokane Falls, Washington Territory. The *Magazine* wishes Bro. Hall the largest possible measure of success in his new departure. He merits the realization of his most sanguine expectations.



Correspondence must in all cases be brief and to the point.

Subscriptions must begin with the January, April, July or October number and expire with the year.

Changes of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazine will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

JUNE, 1889.

IOWA, for purposes of taxation, assesses the railroad property of the state at \$43,556,156, of which \$43,269,608 is upon railroads proper, and \$286,538 is upon sleeping and dining cars.

A MAN in Finland, who owned some land, bequeathed it to the devil. It is the law in some countries that the father is the rightful heir of the child.

MISS JENNIE FLOOD, daughter of Bonanza Flood, is now said to be the richest woman in the world, and she is only 25 years of age. There hasn't been such a Flood, since Noah built the ark.

A FELLOW by the name of Chas. Weir, claiming to be a member of "Self Help Lodge, No. 80," Aurora, Ill., is traveling about the country. He is not a member of the Order, and is therefore an imposter, deserving of no consideration whatever.

MR. S. W. ROGERS, managing editor of the Denver *Patriot*, who fought the C., B. & Q., feeling justly indignant over the report that he "sold out to the 'Q.," takes occasion in the issue of the *Patriot* of March 16, to effectually stamp the life out of the malicious slander. It ought not to be heard of again.

THE *Frog* gives its experience in trying to exchange with the O. R. C. *Monthly*. The editor of the *Monthly*, Mr. Wheaton, thought he might like the *Frog* if he could only see a number of the publication. This frankness bothered the *Frog* not a little, owing to the fact that at the time the *Frog* articles were appearing in the *Monthly*, and were "commented upon at length by the editor."

S. E. WILKINSON, Esq., Grand Master of the Brotherhood of Railroad Brakemen, paid us a friendly visit in the early part of May. Bro. Wilkinson spoke cheerily of the outlook. He says the B. of R. B. is steadily moving forward and that it is in a most excellent condition. Such words coming from the chief executive of our sister organization afford us the greatest satisfaction.

It is stated that "the *Western Historical Magazine* has secured a fine photograph of W. R. McKeen, the pioneer railroad man and banker of the West, and it will appear in a lithograph in the coming publication, along with a sketch of his life." A well written sketch of Mr. McKeen's life will be a valuable contribution to history, and one which railroad men, without regard to position, will delight to read.

It affords us pleasure to acknowledge the compliment of a visit from J. A. Hall, Esq., Grand Organizer of the Switchmen's Mutual Aid Association. The local Lodge was reviewed by the Grand Organizer and good work was accomplished. We found Bro. Hall an advanced thinker on the subject of federation of which he is a pronounced advocate. The Grand Organizer had only words of good cheer to speak of the Switchmen's Association.

AMONG our correspondents who write for our own, or the eye of the public, we are glad to number Lewis Gleason, Esq., an engineer on the A., T. & S. F. He surveys the field of labor in a way that detects the ills which confront the wage-workers of the land, and measures, as with line and plumb, the obstacles in the way of advancement. His letters are incentives to study and we are always interested in the views he takes of things particular, or in general.

WE had the pleasure, a short time ago, of a call from Mr. W. D. Robinson, first Grand Chief of the B. of L. E., now residing at Vincennes, Ind. Few men are better posted upon labor subjects. He has watched the growth of labor organizations for more than a quarter of a century, and with rare intelligence, comprehends their mission. Mr. Robinson is an unqualified advocate of federation, and believes it to be in the line of solving some of the most serious problems that have confronted railroad employes. Mr. Robinson is now a candidate for a consular appointment, and should he succeed, as the *Magazine* hopes will be the case, he will reflect honor upon the office. He will be found capable, industrious and conscientious. We are glad to know the consular outlook is flattering.

It affords us pleasure to state that Chas. Conlick, Esq., agent Fidelity and Casualty, has his headquarters at Chattanooga, Tenn., where he will attend to all who want insurance against accidents. Mr. Conlick is a member of Division No. 372, B. of L. E., and a gentleman whom it is a pleasure to know in business or social circles. He deals in straight goods and has the confidence of all who have transactions with him.

* *

ACCORDING to the Chicago *Knights of Labor* the order in that city is in a bad way. It says: "There was a bare organization of the Knights of Labor left when Wheat struck the town; there is scarcely anything left now." This man Wheat appears to be the chief cause of the trouble and is terribly denounced, and Mr. Powderly is advised "that his friends in Chicago are assassinating him." It is unpleasant to read such things. We would greatly prefer to be advised that the great order of Knights of Labor is harmonious and prosperous.

* *

We are in receipt of information from a brother, member of Long Division Lodge, 397, Hoisington, Kansas, to the effect that the ball given by the Lodge, May 7th, was a splendid success, and it is most gratifying to know that the ladies are taking an interest in the welfare of the Lodge; as an evidence of this, the wives and sisters of the members of 397, presented the Lodge with a beautiful charter frame and a Bible. Such things are eloquent of devotion and most fortunate is a Lodge that has enlisted the work and sympathies of the ladies in its welfare. We congratulate 397 on its good fortune.

* *

It goes the rounds that "when the Prince of Wales and his wife wish to go to the theatre, notice is given to the manager, who prepares his largest box, or knocks two boxes into one for the royal party, and sets aside another box for their suite. If the boxes have already been sold, the persons purchasing are informed that they are wanted for royalty, and are requested to call and get their money back. Half a dozen programmes are printed on colored satin, a lot of bouquets are purchased for the ladies, and an immense amount of scarlet is used in decorating the house. The manager receives the party personally. The rising of the curtain is delayed until the royal party is seated and the orchestra plays "God Save the Queen." At intervals during the performance refreshments are sent up to the royal box. All this is at the expense of the management." That reads as if the "divine right to rule" idea, is deeply rooted in "old England," and, as there are now, two heirs to the throne on hand, business is likely to continue at the old stand indefinitely.

We are glad to know that our esteemed friend, A. W. Killmer, member of Division 25, B. of L. E., of Terre Haute, now located at Buffalo, N. Y., is meeting with success, in applying the Killmer metallic packing, for marine and locomotive engines. The packing answers every demand, is of unquestioned merit, and is destined, we are confident, to go into universal use. Mr. Killmer's numerous friends in Terre Haute, will be glad to know that his business prospects are good, and will wish him the success his genius and energy merits.

* *

THE employes on the Wabash Western, have received a circular from Auditor Hunt, of the system, in which that official remarks, that "any employé of this office known to be in the habit of frequenting pool-rooms, playing poker, or gambling in any of its forms, or in the habit of borrowing money at high rates of interest, or dealing in any way, shape or manner with the men who are engaged in this business, will be dismissed from the service, whatever his rank or capabilities may be." Certainly, that means business, and every thing appears *hunky dory* except the interest item; a poor fellow might have to pay a "high rate of interest" though he were a deacon in a church.

* *

In discussing rights and wrongs, as from time to time duty demands, we have always felt assured of the generous approval of the membership of the B. of L. E. In this we have not been disappointed. Our brethren have stood by us with a unanimity worthy of the highest commendation. But it is our good fortune to be assured that the course pursued by the *Magazine* is approved and applauded by engineers, members of the B. of L. E., and their words of cheer are in the highest degree encouraging, for they are reminders of the maxim that "Truth is might and will prevail." As an instance of this, we have from Florida, a letter from an engineer, a member of the B. of L. E., as follows:

"Find enclosed P. O. order for \$1.00 to pay for the *Firemen's Journal (Magazine)* for year 1889. I think it is a good one and well worth the money. Hope you will have all success possible and stand up for your rights. Yours truly, _____"

Such expressions contain a world of meaning. They come from practical men, and courageous men, who have convictions and dare express them. They are loyal to the right and will not keep silent when a wrong is being perpetrated.

Such letters should inspire the membership of the B. of L. E. to extend the circulation of the *Magazine*. They have but to show it to men of thought to obtain subscribers by the hundred.

THE BROTHERHOOD OF RAILWAY CONDUCTORS.

There were numerous reasons for the organization of the Brotherhood of Railway Conductors, the more important of which should have the widest possible publication. The organization of any large body of workers in any of the great industrial enterprises of the period, is a movement of such significance as to attract wide attention, and it should be borne in mind that this notice, this heedfulness is not confined to employes and employers. It extends far beyond such boundaries. The politician, the statesman, the banker, the political economist and the philanthropist, are all students of labor organizations, and their solicitude increases as the work of organization proceeds. No more healthful sign of progress could appear. It demonstrates beyond all controversy that a new element has made its appearance, and that the discussion of social, governmental, industrial and financial problems are to be forced out of the old ruts, that new highways of thought and progress have been and are being *blazed* over and mapped out; that old formulas are to be investigated and new ones introduced, and that wrongs and shams, however antiquated, have got to go.

It has been well understood for a good while that the great army of Railway Conductors of the United States were living on a plane vastly below that which their intelligence and services entitled them to occupy—that they were not exerting that healthful influence in the great family of wage-workers which their fellow-toilers believed was their due, and the organization of the Brotherhood of Railway Conductors proposes to remedy such accepted incongruities, such manifest mistakes and absurdities.

On the Pacific coast Railway Conductors were utterly powerless to protect their rights and interests. They felt that they had no organization to which they could appeal for help in times of trouble, and this led them into consultation for the purpose of devising some way for relief. For a man to be a member of an organization which he finds out is in alliance with his enemy, must of necessity arouse feelings of the deepest indignation. To ask for bread and be given a stone, to ask for a fish and be given a scorpion, and that, too, from his own Brotherhood, is enough to absolve a man from all allegiance, and to prefer the pangs and penalties of idleness rather than admit himself a member of such an organization.

To introduce a policy of self-respect, to elevate railway conductors to the influence and dignity which belongs to their responsible vocation, was the inspiring motive of the manly men who organized, last Novem-

ber, at Los Angeles, California, the Brotherhood of Railway Conductors. It has met with unprecedented success. It has been moving on an ascending grade from the first day of its existence. It is firmly established. Its Grand Chief is not a visionary. He indulges in no utopian theories. A practical railroad man from away back, he knows the rights of Conductors, and is observant of the wrongs to which they are subjected. He does not favor strikes. He favors arbitration with railroad corporations, but he believes, as does every other workingman who has self-respect, in upholding the right, of defending employes against all encroachments upon their prerogatives. Such estimates of the purposes of the Brotherhood of Railway Conductors are predicated upon a personal interview with Col. G. W. Howard himself, the Grand Chief Conductor of the Order.

The first annual convention of the Brotherhood of Railway Conductors will be held at Los Angeles, Cal., on the third Monday of September, 1889, at which time the Order will adopt an Insurance plan, which it is believed will meet with approval.

The membership of the B. of L. F. should do all in their power to promote the welfare of the B. of R. C. Its aims and purposes are the same as those which they advocate and which they are pledged to maintain. The B. of R. C. favors federation and unity, for the purpose of defending and maintaining the right.

The charge has been made that the B. of R. C. is made up from material rejected by another organization. This is not only puerile, but pusillanimous. The members of the B. of R. C. are the peers of the members of any other organization in the land. We know whereof we speak. We know them, have met them, and we know they are, in all regards, the equals of the most advanced advocates of the principles of right and justice. We do not hesitate to express great and abiding confidence in Col. Howard, the Grand Chief of the Brotherhood. Young, active and intelligent, full of vigor and aggressiveness, he is preeminently qualified for the responsible position he occupies. He has the unqualified confidence of his associates and of all who know him. Practical and methodical, painstaking and persevering, he is built upon plans renowned for going and for staying qualities. He will win. The Brotherhood of Railway Conductors has come grandly to the front, and has come to remain. The *Magazine* wishes it uninterrupted success.

A. W. CARR is representing himself as a member of Lodge No. 81. He has been expelled and is imposing on the credulity of the Order. He has some receipts, the dates of which he has altered, to show his standing. Look out for him.

NEW INTER-STATE COMMERCE LAW.

The *Washington Post*, in a recent issue contains the following;

Inter-state commerce has come to be a serious thing. The amendments adopted in the last hours of Congress make it possible to imprison as well as fine any official of a railroad who violates the laws in regard to discrimination in rates and charges. Under-billing also falls in the same category of prisonable offenses. Railroad managers are reading the law with a good deal of concern. They have paid the light fines hitherto imposed without hesitation and gone on violating the law systematically. The complainant against unjust charges now has a new weapon and is really alarming. There is a sort of commercial conscience which justifies the violation of law and the payment of a fine, but prison bars and damp cell walls have the terrors of disgrace for such offenders that nothing else can have.

Such legislation as the *Post* refers to, directed against railroad officials, is well calculated to make men, at all thoughtful, not a little despondent. The men who control the great railroad enterprises of the land, rank high in the social circles, rich, cultured and influential, it is never hinted that they belong to the law-breaking, the law-defying class, and yet, Congress found it necessary to suspend above them and over them, such penalties as felons pay, to accomplish the ends of justice. We take no pleasure in chronicling such facts as the *Post* brings into view. We should much rather it had been said of those who control the great railroad interests of the country that they were men of such inflexible integrity, that their transactions with the public were so unquestionably just, as to require no criminal statute in their case, but it appears that such is not the estimate of Congress, and hence, the penalty of imprisonment in certain cases. Working men are not likely to forget, when oppression has forced them to strike for justice a hue and cry has gone forth that the employes were "law breakers" and now the verdict of the nation's representatives is that severe penalties must be imposed to make certain railroad officials law-abiding citizens. Compensations are slow in coming, but the mills of the Gods grind on, and justice gets there after a while.

We acknowledge the receipt of a copy of a photograph, 8x10 size, handsomely framed, from the Queen City Portrait Company, of Sedalia, Mo., of which Messrs. Coe & Myers are proprietors. The photograph is of Bro. J. A. Leach, founder and first Grand Master of the Brotherhood of Locomotive Firemen, and is a beautiful work of art which does great credit to the gentlemen named, and ample justice to Bro. Leach. The art of photography is making rapid strides in the direction of excellence and all who can afford it, (and nearly every one has the financial ability) should secure a picture of the veteran, Bro. Leach, as they are most valued souvenirs. That this is true we sub-

join for the information of our readers, Messrs. Coe & Myers' price-list, which will, we think, be ample inducement.

PRICE-LIST:

Cabinets, per dozen \$ 3 00
Cabinets, single, by mail 30

INK AND CRAYON.

Ink and crayon, 8x10, G. frame \$ 4 50
Ink and crayon, 10x12, G. frame 6 00
Ink and crayon, 11x14, G. frame 9 00
Ink and crayon, 14x17, gold frame, 5 inch 14 00
Ink and crayon, 16x20, gold frame, 5 inch 16 00
Ink and crayon, 18x22, gold frame, 5 inch 18 00
Ink and crayon, 20x24, gold frame, 5 inch 22 00

PHOTO'S FRAMED.

8x10, gilt frame \$ 2 50
11x14, gilt frame 4 50
14x17, gilt frame 6 50

* * *

The Junction City *Tribune* furnishes an interesting report of the Union meeting at Parsons, Kan., April 10, under the auspices of Great Western Lodge, No. 24, B. of L. F. Speaking of the members of No. 24, the *Tribune* says:

The "boys," as genial and manly men as ever graced any order, on the said evening fulfilled their pledge, made on a previous occasion, in a truly pleasant manner, which was heartily appreciated by all their friends.

Pleasant reference is made to the decorations of the Opera House where the public meeting was held, and the address of Grand Master Sargent has the following generous notice:

The address of Grand Master F. P. Sargent, was very pleasant and instructive and carried with it the sympathy of his hearers. He gave special attention to the objects, necessities, and achievements of the Order, dwelling particularly upon the great advance made by firemen socially. He noticed the happy homes graced by the presence of the members of No. 24, as he had visited them in this city, in a very happy manner, but presented the picture in not too strong a light, as those who know the "boys" best can gladly attest.

Miss Mamie Pierce, whose recitation captivated the audience, is handsomely complimented, and in referring to the address of the first Grand Master of the Brotherhood, we find the following appreciative notice.

The address of Joshua Leech, the founder of the Order of B. of L. F., was well received, and showed that beneath the coat of one to whom educational advantages had been denied there throbs a kindly heart that awoke to the cry of humanity and brotherhood, not only to sympathize but to act. His good sense directed the tender impulses of his great nature, to the founding of a brotherhood that has already spent millions in charity, and made glad the heart of many sorrowing widows, mothers, and orphans. In the presence of such a work mere education—the result of surroundings—may well take off its hat and do obeisance. The heart of sympathy speaking, even in ungrammatical sentences, carries with a force that is thoroughly felt, where even glowing rhetorics falls as tinkling brass.

The boys of No. 24 have a good friend in the Junction City *Tribune* and its generous notice of the their meeting should not be forgotten, but on the contrary, remembered and rewarded.

WM. O'HERRON.

We desire, in a special way, to acknowledge the courtesies extended to the Grand Officers of the B. of L. F. during their recent visit to Parsons, Kansas, by Wm. O'Herron, Esq., General Master Mechanic of the M., K. & T. In saying this, the Grand Officers are fully aware that the urbanity of Wm. O'Herron, was not more a compliment to them than to the great Brotherhood, which in some measure for the time being they represent. Mr. O'Herron is a railroad man from the ground up, and having himself been a locomotive fireman, has not forgotten it, and therefore knows what is due his employes, and is prompt to accord them their rights and every proper privilege.

In a pleasant conversation with Mr. O'Herron, he said to us: "When I became General Master Mechanic of this road, I determined that a grievance should never go to the higher officials of the road. When complaints are made, I make it my business to investigate them. As a result, harmony exists and the men work for the prosperity of the road."

In this brief sentence is condensed a thousand carloads of wisdom. If every road in the country could be managed as Mr. O'Herron manages the M., K. & T., there would never be another strike. Harmony between employer and employe would prevail. Fair, honest treatment is all that is required by the great majority of railroad employes. This fact Mr. O'Herron comprehends, and as a consequence, things are lovely on the M., K. & T.

* *

In a previous number of the *Magazine*, we copied from the *St. Louis Globe-Democrat* a paragraph, relating to views, said to be entertained by Rev. Wilbur Crafts, on Sunday work, where-upon our esteemed contemporary, the *American Journal of Railway Appliances* takes the *Magazine* to task as follows;

We are surprised that our esteemed contemporary, which is usually so ready to defend the cause of the laboring man, and is doing such noble work in the interest of a special class of railroad employes, should have given publicity, without comment or rebuke, to an article so full of misstatements, and so hostile to a movement that has for its prime object the moral and physical good of all laboring classes, and especially that of railroad men. The movement for Sunday rest is one, we believe, that all railroad and labor papers should support.

This *Magazine* is on record with regard to over work, whether on Sunday or any other day of the week. The paragraph in question was sailing under its own proper flag and the G.-D., should have received the attention which the *Journal* bestowed upon the *Magazine*. We are not in the habit of commenting upon every selection we make from our "esteemed contemporaries." We seek to give the proper credit, permitting our readers to form their own conclusions. We intended

no injustice to Rev. Mr. Crafts, nor to the *American Sabbath Union*, which he represents. The G.-D., says Mr. Crafts "represents those who desire to christianize the constitution." This the *Journal* denies, and remarks that the constitution "is already christianized." The trouble seems to be to arrive at some understanding as to what the term "christianize" means, much less, evidently than some persons believe and much more than some others admit, and for the nonce we let the matter rest.

* *

The book of John A. Hall Esq., Grand Organizer of the S. M. A. A., on the "Q" strike is meeting with a steady and increasing demand. Grand Organizer Hall was a Yard Master in the service of the "Q" at the time the strike was inaugurated and was in position to survey the situation in all its details and hence his work is sought by all who desire a concise and accurate history of that historic conflict. The price is one dollar and orders should be directed to Room 77, Commerce Building, 14 and 16 Pacific Ave., Chicago Ill.

* *

The O. R. C. *Monthly*, for April, makes the assertion that the Brotherhood of Railway Conductors levied an assessment of \$8.00 on its members during the month of March. Grand Chief Conductor Howard, of the B. of R. C., pronounces the assertion of the O. R. C. *Monthly* false, and made for the purpose of injuring the B. of R. C. He says no assessment was levied in March, and that no assessment will be levied during the year. The O. R. C. *Monthly* undoubtedly feels sore over the rapid strides the B. of R. C. is making towards supremacy, but it ought to know, that mendacity will not prove a remedy for the misfortune of decrepitude and decay.

* *

We have received from John T. Wilson Esq., Secretary of the Railway Order of Trackmen of the United States, a copy of the constitution and by-law of the Order, which was established August 15th., 1887, at Demopolis, Ala. President Wilson in his annual address, August 15, 1888, said, "our order is based on benevolence and charity, making provisions for those who are unable to provide for themselves; administering to widows and orphans who are destitute of the actual necessities of life, and it at the same time proposes a school fund, that children who otherwise would be neglected, may be educated." These are noble objects and the *Magazine* wishes this new order of railroad employes the largest measure of success. It has been organized since August 1887, and is destined to become an organization of great benefit to members.

THE MINNEAPOLIS STRIKE.

Mr. Tom Lowry is the head man of a street car system of railroads in Minneapolis. Early in the month of April he concluded, as a means of increasing his profits, to reduce the pay of his employes. It is a favorite method. It is simple. Suppose a man in Mr. Lowry's position employs 500 men at an average of \$1.50 a day. He wants more spending money. He concludes to drop wages 25 cents a day. That nets him \$125 a day, which for 365 days gives him the snug sum of \$45,625. He takes \$91.25 from each man, and that sum taken from a workman means suffering. We don't say that was the amount which Mr. Lowry proposed taking from his employes, nor do we pretend to state the average wages. We simply suppose amounts for illustration. When men are receiving no more than will support them comfortably, it is a crime against humanity to reduce their wages—and the crime is all the more flagrant and monstrous if the necessity for such reduction of wages is created by watered stock, bogus bonds or other fraudulent evidences of investment upon which men seek to pay interest by deductions from the earnings of workmen.

To reflective men, the situation becomes all the more aggravated when men like Mr. Lowry assert that workmen can be found in large numbers who will accept starvation wages, and such other degrading bondages as employes may impose, even to signing away their rights as citizens, and thus become the cattle of the corporation. Of this, there are sad illustrations all over the country. Mr. Lowry required his men not only to accept a reduction of wages, but to sign an agreement not to belong to a labor organization. When men will not strike against such propositions, when they will accept such terms, and wear the brand of any self-constituted despot—they are as irredeemably gone as were the first Congo negroes in the grasp of their Portuguese masters. The workmen of Minneapolis revolted—they struck—they rebelled—they stood up and stood out for their rights, and for this they are deserving of monuments—for, when the spirit of resistance can no longer be aroused against such infernalism, then, no matter what may be the material advancement of our despot-cursed land, the genius of liberty and independence no longer walks with its people. They are as dead to every ennobling aspiration as an Egyptian mummy, and embalmed in their own cowardice, may desire to build monuments to perpetuate the names of their masters, or pyramid mausoleums for their carcasses.

The Mayor of Minneapolis issued a proclamation, one of those high-sounding pronouncements peculiar to Mexico or Cuba, and the Board of Trade, where bulls and

bears gamble in grain, applauded the Mayor's Russian recipe for wrongs inflicted upon those who dare resent oppression. But the *Minneapolis Tribune*—may its shadow never grow less, and may its tribe increase—was not awed into silence by such displays of loyalty to Lowry, and facts were stated right along. The police force was indefinitely increased, that clubs might be trumps, and soldiers, armed with instruments of death, were threatened, that a flagrant injustice might be perpetrated with success. In all of this workingmen who are not blind may see, not only events that have come, but the darker shadows of other events that are looming up in the distance. The great question which events is submitting to the workmen of the United States is, Will they federate for their own protection? If they will, the future has fruitions in store for them; if they will not, then more legibly than the skeleton finger wrote the doom of Nebuchadnezzar, their own is written by the iron pen of despots who are not the less despicable because they make long prayers and shout hallelujah every time they see an American eagle or any other bird armed with beak and claws. They are usually very patriotic men and go off half cocked when they see the stars and stripes fluttering in the breeze, but they believe the stars are for themselves and the stripes for the workmen they have enslaved.

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THE *Railway News-Reporter*, published at Omaha, remarks that "many times since the Burlington strike was declared off, we have heard expressed that the backbone of the Brotherhood of Locomotive Engineers and Firemen was broken. For the benefit of our many readers who may believe otherwise, the statement is made that the backbone in question was not even bent. The two Brotherhoods are stronger to-day than ever before; and if there is a railroad manager in this country who believes otherwise he is certainly hugging a delusion and a snare." The *News Reporter* states the fact, though it is true that the "Burlington strike cost the Brotherhoods the loss of many members. In this connection, it should be said of many who dropped out, that their abandonment of their Order casts no shadow upon their manhood. Circumstances were more powerful than convictions, but while pecuniary embarrassments determined, for a time, their action, they are still in principle Brotherhood men. But there is another class who lacked courage, conscience and conviction, calm sea sailors, dress parade soldiers. They went out and the Brotherhoods are stronger for their going. Their places have been a hundred times filled already by men whom the Brotherhoods can trust and put on guard.

MANLINESS VS. MEANNESS.

There is such a thing as manliness. Lexicographers define the term. It means "possessing the attributes of a man, especially boldness and courage; dignity; bravery." It is derived from the English word "manly." "Manliness," "manly," "manfulness," have the same meaning. They are the synonyms of bravery, courage, heroism, firmness, resolution, nobleness—of all qualities becoming a man.

"What of meanness?" It is the same as "mean," "meanly." It is the opposite of manliness. Meanness "is a want of excellence," it is "baseness," it is low mindedness.

Those who have a fondness for such things can extend the investigation. The foregoing sufficiently explains the terms for the purpose we have in view.

It is difficult to portray manliness, and quite as arduous a task to describe meanness. Manliness is human exaltation. Meanness is human degradation. Manliness is resplendent with all things commendable. Meanness is without one redeeming quality. And thus we might proceed in showing the inherent differences between manliness and meanness, the former universally applauded and the latter as unlimitably condemned and stigmatized.

In the every-day affairs of life manliness and meanness are encountered. There are degrees of manliness; the same is true of meanness, but manliness is always on the ascending grade and expands as opportunities offer; meanness is always on the down grade, and becomes more repulsive as occasion favors its development.

What form of meanness has to a greater extent aroused the indignation of railroad employes than the blacklisting iniquity? Who has ever sufficiently scourged those vile creatures who seek by bulldozing, by intimidation of any description, to compel workmen to do that which is repugnant to their sense of manliness, or accept the penalties of idleness? Do not railroad employes know of bosses, dressed in a little brief authority, who are so ineffably mean as to avail themselves of every opportunity to eliminate from work every element of cheerfulness, and make, to the extent of their power, life a burden? Have not locomotive engineers, in many cases had grievances growing out of such wrongs as we have named? Answers to the questions are interwoven in the history of the B. of L. E. from the date of its existence. And now, comes the question, do members of the B. of L. E. practice such wrongs upon the B. of L. F. We are loth to believe it. But we are receiving letters continually which make the charge. What is the character of the shameful wrongs thus complained of? The facts should be known, because they are

destitute of manliness. For instance, a fireman, a member of the B. of L. F., is promoted to the position of engineer. In numerous instances, the day he steps to the right hand side, the work of proselyting begins. The young engineer is told that if he will abandon the B. of L. F., apostatize, turn traitor to his parent Brotherhood, disrobe himself of manliness, of self-respect, of independence, he can be taken into the B. of L. E. "free of charge." Great God! To make a member of the B. of L. F. turn apostate, to commit moral suicide—his cupiditv is appealed to, he is offered an insufferable insult to his manliness. An effort is made to debauch his courage and convictions with a paltry sum of money, a few dollars, less than the "thirty pieces of silver" for which Judas Iscariot betrayed Christ. In offering such a consideration to a member of the B. of L. F., they virtually say to him: "You are without courage. You are destitute of manliness. You are such a devout worshipper of a dollar, or a dime, that you can be induced to sacrifice your honor for the privilege of entering the B. of L. E. as a mendicant, as a creature of charity." This is just what such an offer means, it is an honest interpretation of its meaning. Are there members of the B. of L. F. who can be caught with such bait?

In addition to this the charge is made that certain roundhouse foremen, where engineers remain loyal to their *parent Brotherhood*, to their *foster mother*, seek by various methods to hamper them, bulldoze and intimidate them; and the same charge is made against certain Master Mechanics. We know of no remedy for such meanness. There are diseases for which the only remedy is a miracle and meanness belongs to the catalogue. A mean man is worse than a leper, and the man who throws obstacles in the way of a workingman, who makes his pathway more laborious, no matter who he is, what may be his position, or where he is found, he is a moral monstrosity, and should be shunned.

But what of it all? This. Members of the B. of L. F., who succumb to such treatment, who have not the *courage*, the *pluck*, the *sand*, to stand and withstand such overtures and intimidations, are wanting in manliness. When members of the B. of L. F. can be driven by threats or intimidation from the Order, or can be coaxed or wheedled to do that which is repugnant to every manly instinct, and thus abandon their Brotherhood and all of its grand traditions—this *Magazine* wants them to go. We want to get down to rock bottom. We want to know our men—know who of them have *sand* in their craw. We want to know who will stand by our Brotherhood flag however fierce the battle—who will keep step to our drum-beat of progress.

We write this that the entire Brotherhood

may know some of the ordeals through which some of their brethren are called to pass. We write in no plaintive mood. We extol manliness and we scorn meanness. We admire courage and have an unmitigated contempt for cowardice. The flight of the weak, the spineless, the white-livered and chicken-hearted never hurt an advancing army. Victories are gained by veterans. If there are members of the B. of L. F. who can be frightened into submission, who can be swerved from the luminous pathways of honor, self respect and independence, whose hearts can be driven into their boots and their souls to take refuge behind their kid-neys, this *Magazine* will neither weep nor wear mourning when they go. It will turn to the true men of the Brotherhood, and in the future, as in the past, march on to victory.

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It was announced, April 24th, that on May 1st the Vanderbilt system of roads, east of Chicago, would "abandon a great proportion of their Sunday freight trains." Previously the number of Sunday passenger trains had been curtailed, by "giving up excursions and various other ways." In an interview with Mr. Chauncey M. Depew, President of the New York Central, we find the following:

It is not possible, of course, for us to stop all Sunday freights. There are certain kinds of freights which must be moved. We can not let perishable goods rot on the road; cattle and other live stock must be cared for and forwarded, and certain market trains cannot be abandoned. If some of our trains did not get to this city on Monday morning, there would be a famine here; that is, you know, a famine in some things. We expect to reduce the number of men employed in the Sunday traffic by from 33½ to 50 per cent."

"Are the reasons for this action religious or economical, or both?"

"Almost purely religious, although we do expect that it will improve the morale of the men and give them more time at home. The latter is, however, going to be a difficult matter to fix, that is, to arrange so that freight-crews will be at home at the end of Saturday's run."

"Are you in favor of the change, and who also besides Mr. Vanderbilt wanted it?"

"I am in favor of it, and so were nearly all the Presidents. The most serious trouble is to arrange it. We can't refuse to receive freight from connecting roads, nor can we afford to lose one day's business in the week—that would ruin us."

"But the men will have to lose one-seventh of their income, will they not? Are not freight-crews paid by the run?"

"Yes, they are so paid, and of course they will lose just so much money; but the men have repeatedly said that they did not want to work on Sundays. Now we will take them at their word. Perhaps they may not like it. I have known such cases. They clamor for a theory, but they realize a condition."

There are a few things in the foregoing worthy of note. The reason for abandoning Sunday freight trains is said to be "almost purely religious," but, owing to the necessities of transportation, only from 33 to 50 per cent, of employes will be benefited—say 45 per cent, that is to say, if there are

10,000 men employed, 4,500 would be idle on Sunday, and 5,500 employed—as a result the "almost purely religious" sentiment is more than counterbalanced by the purely financial sentiment. Again, Mr. Depew thinks it will be a difficult matter to fix, to arrange so that freight-crews will be at home at the end of Saturday's run, hence, the expectation that the "abandonment of a great proportion of the Sunday freight trains" will improve the morale of the men and give them more time at home," will be defeated. Suppose of the 4,500 men laid off on Sunday, one-half, 2,250, are away from home on Sundays, in that case, only 2,250 would be morally and religiously benefited—and of the supposed 10,000 employes, 7,750 would derive no benefit from the "almost purely religious arrangement"—the 2,250 men would simply lose their wages.

Again, it seems, from Mr. Depew's statement, that the men had said that they did not want to work on Sundays. He takes some of them "at their word." He thinks they may not like the arrangement. He has known of such cases. But the men having clamored "for a theory" he will give them an opportunity to "realize a condition." Mr. Depew broadly intimates that his men are not practical. Theory is speculative, conjectural—it may be right or it may be wrong, beneficial or injurious. Mr. Depew is not a theorist. He says "we can't afford to lose one day's business in the week—that would ruin us." The men who do not work, lose one day's work in a week, ruin or no ruin, and thousands of them on the Vanderbilt roads will lose the day, under the Sunday arrangement, away from home, subjected to expenses, and drawing no pay. It may be the best that can be done, but we are of the opinion that it is not "almost purely religious," and that it involves conditions which will make men abandon their "theory."

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JOHN A. HILL, ESQ., Editor of the *Locomotive Engineer*, the best paper of its class published in the United States, being on a Western tour of inspection of shops of Western railroads, took Terre Haute in his route, and was for several days in our beautiful city. His sojourn here afforded us a number of opportunities to enjoy his society and to hear his views upon a variety of important topics now up for discussion, and which are awakening solicitude in railroad circles and in which employes take a lively interest. The *Locomotive Engineer*, under Editor Hill's management, has already achieved marked success, and is steadily advancing in prosperity and influence. We wish its growth may realize every expectation. Brother Hill is always thrice welcome to our sanctum.

THE UNION MEETING AT PARSONS, KANSAS.

Parsons, Kansas, is a beautiful city in the southwestern section of the state, of about 8,000 inhabitants, and justly celebrated for the thrift, intelligence and morality of its people. It was the good fortune of the writer hereof, in company with Grand Master F. P. Sargent, to be the guest of Great Western Lodge, No. 24, B. of L. F., April 10th, the occasion being the holding of a grand union meeting under the auspices of No. 24.

The weather was superb. The vernal season had come, and sun and shower, in old-time alliance, had well advanced in decorating mother earth in holiday attire. From the first we fell in love with Parsons, and the more we saw of its people, the more we heard them talk, the more we observed their thrift and enterprise, the stronger became our attachment to the place. It is a city well supplied with everything to make life enjoyable, and besides, is blest with far more than an average share of common sense, the one thing needful for a city as well as for an individual.

Great Western Lodge, No. 24, B. of L. F., is a banner Lodge. It is a model Lodge. It has many noble and distinguished characteristics. In the first place, absolute harmony prevails among the membership and a perfect understanding between the members and the officials of the M., K. & T., brings into prominence the fact that where there is a will there is a way to make fair weather between employer and employé. The credit of the members of No. 24, stands high in Parsons. There are no dead beats among them. They neither chew, smoke nor drink. We should say that No. 24 had reduced vice to its minimum, and elevated virtue to its maximum influence. The men own their own houses. They are citizens in the best sense of the term. In Parsons, the purposes of the Brotherhood of Locomotive Firemen have developed in the largest degree the purposes for which it was organized. The members of 24 stand high in the esteem of merchants and bankers, who do not hesitate to speak of them in terms of unqualified praise. The members of No. 24 remind one of a family where each is devotedly attached to all and anxious to help one another, where jealousies and envies are exiled, and where the success of one, affords pleasure to all. The General Master Mechanic of the M., K. & T., said to us that he had "the best class of men in the country, and was proud of them." The *Magazine* felicitates the Master Mechanic, and congratulates the boys upon their good fortune. A leading banker remarked: "We are all proud of the Brotherhood of Locomotive Firemen. Its members are among our very best citizens, and in this community no man requires a higher certificate of good charac-

ter than to be a member of your Brotherhood"—and this was the splendid verdict of all the business men of the city we had the pleasure of meeting.

On Wednesday afternoon, a secret session of the membership was held, and in the evening there was a public meeting at the Opera House. The following was the programme of exercises:

Only a Fireman Killed—Song	Firemen's Glee Club
Address	Frank P. Sargent
Home Circle Overture	Prof. Chaffee's Orchestra
Abigail Beeker—Recitation	Miss Manile Pierce
Let Me Dream While Life Shall Linger	Firemen's Glee Club
Address	Joshua Leach
Drifting with the Tide	Fireman's Glee Club
Only a Switchman's Story—Recitation	Miss Anna Smith
Marabella Waitzes	Prof. Chaffee's Orchestra
Address	Eugene V. Debs
Midnight Fire Alarm	Firemen's Glee Club

The audience at the Opera House was large, and was made up of the very best people of Parsons. The programme was carried out to the letter, and the music, recitations and addresses, were received with appreciative applause. The address by Grand Master Sargent was one of the happiest of his life, brimful of thought and pertinent suggestions, doing great credit to himself and to the Brotherhood, of which he is the chief officer.

The Opera House was tastefully and elaborately decorated, a full sized locomotive was on the stage, fully equipped with head-light and bell for which the Lodge was indebted to the courtesy of the Master Mechanic, Mr. O'Herron.

Past and First Grand Master of the B. of L. F., Joshua Leach, known as "Pap Leach" among the boys, gave a history of the origin and early struggles of the Brotherhood, which was listened to with great interest.

General Superintendent Frey, and Master Mechanic O'Herron, are types of nature's noblemen, and there is not a fireman on the M., K. & T., who in any sort of a fight, would not make their cause his own. In the generosity of officials of the road, it was placed at the disposal of the Grand officers, who attended the meeting at Parsons, and a pleasant excursion into the Indian territory would have been made, if time had permitted. The hospitalities of the people of Parsons were boundless, and every table in the beautiful city was set for the guests of Lodge No. 24. The *Magazine* wishes the largest possible measure of success for the M., K. & T., whose Master Mechanic says, "no grievance of his men shall ever find way to the ears of the higher officials of the road."

An unusual amount of correspondence has been received this month, much of which, for the lack of space, we are unable to publish.

INSURANCE UNDER THE REGIME OF THE BROTHERHOOD OF LOCOMOTIVE MEN.

In the April *Magazine* we suggested for the consideration of the membership of the B. of L. F. the propriety of a change in the name of our Order, and said:

The title is defective, because it is not sufficiently, nor justly comprehensive. It is less than the facts require. Let us see. Who are members of the Brotherhood of Locomotive Firemen? 1st, firemen; 2d, hostlers; 3d, engineers. A hostler is not a fireman, nor yet an engineer. An engineer is not a fireman, and yet, the membership of the Order includes them all. Hence, the *Magazine* is fully warranted in saying the name of our Brotherhood conveys a meaning far less than is warranted by the callings of its membership.

The suggestion has met with hearty approval. We have received hundreds of letters, from every section of the vast jurisdiction of the Brotherhood, commending a change of name. Instead of the name of "Brotherhood of Locomotive Enginemen," the suggestion of "Brotherhood of Locomotive Firemen and Engineers" has been made as better suited to meet conditions. In the May *Magazine* a Brother writes as follows:

MR. EDITOR:—Noting your suggestion in regard to change of name of B. of L. F., permit me to say that you are doubtless aware that on many roads, the "Engineers" as you call them, or those who manage the engine are called "Enginemen" and those who manage the fire "Firemen." Your new title of "Locomotive Enginemen" would still have a restricted meaning. You know how fond I am of the Locomotive idea, and I suggest the name of "Locomotive Men."

It occurs to us that the name, "Brotherhood of Locomotive Men," meets the want and fills the bill, and we have adopted it in the caption of this article. But the question is still open, and we invite the further expression of views upon the subject.

In this article we discuss the Insurance question to meet exigencies when the change of name is adopted.

The present Insurance system of the B. of L. F. is conceded on every hand to be the most practical, the least expensive and the safest that can be derived—in a word, it is so near perfection that it is no longer a subject for discussion in the Lodges or in the conventions of the Order. Under our system, every member of the Brotherhood is insured. He has a policy of \$1,500 which costs him not exceeding \$16.00 a year, less than five cents a day—a cost so small that should he pay the amount for fifty years, and then die, his heirs would be the gainer by \$700.

Under the *regime* of the new name of the Brotherhood, membership would be composed, as at present, of Firemen and Engineers, and the question that arises is, how to arrange the Insurance system of the Order to meet requirements. To our mind this is not only practicable, but simple. The matter can be easily and satisfactorily disposed of. No new machinery is requir-

ed; no complications need be introduced. Engineers receive more pay than firemen, and are, therefore, in a position to carry a larger amount of insurance. In this regard, insurance is consequent upon wages. To express the idea in figures, we will say, the average pay of a fireman is \$50 a month, and that of an engineer \$100 a month. Manifestly an engineer can afford to carry insurance double the amount of a fireman. If a fireman takes out *one* policy for \$1,500, an engineer can take out *two* policies of \$1,500 each, amounting to \$3,000. If a fireman is annually assessed \$16 for his *one* policy, the engineer is assessed \$32 a year for his *two* policies, and that is all there is of it. You pay in proportion to the amount of the insurance. While every member has *one* policy for \$1,500, taking two policies remains *optional*. It is a, b, c work all the way through—simple, efficient, solid.

But there is still another feature, and an important one, to be discussed, one which relates to the welfare of the membership of the Order, and which, we think, will have weight and challenge consideration.

It is needless to say that the employment of railroad men is subject to change. It often occurs that engineers are relieved from their command of the throttle and are set back to the position of fireman. It is just here that the insurance plan we have suggested, without the slightest derangement of the system, works like a charm for his benefit.

While working as an engineer and receiving \$100 a month, he could carry two policies of \$1,500 each—\$3,000, and pay the assessments, amounting to \$32 a year. But, having been thrust back to the position of fireman, at \$50 a month, he finds the expense of carrying *two* policies too heavy for his changed financial condition—what then? Why he simply has *one* of his policies for \$1,500 *cancelled*, and thereafter pays assessments upon *one* policy of \$1,500. He does not surrender all—he is still protected to the amount of \$1,500.

Again, fortune smiles, and the engineer goes back to the throttle, and is again in receipt of \$100 a month. He now takes out *another* policy, and is again insured to the amount of \$3,000. In all of this adjustment of insurance to conditions, there are no complications, neither *red tape* nor circumlocution, simplicity marks and distinguishes every movement, and the welfare of the Brother is never lost sight of.

With the change of name to express the true *status* of our Brotherhood, the insurance plan we have suggested in this article, meets every requirement. It is convincing as well as convenient. It is fair, just, honorable and reasonable. It meets exigencies and will redound to the strength and prosperity of the Brotherhood of Locomotive Men.

RETROSPECTIVE, PERSPECTIVE AND RE-SPECTIVE.

In the May *Journal* of the Brotherhood of Locomotive Engineers, page 397, appears a communication dated at Pittsburg, and signed J. J. Clark, which is, from one or two considerations, worthy of notice.

Mr. Clark takes our correspondent, H. J. Fackenthall, to task for an article over his signature, which appeared in the *Firemen's Magazine* of February last, captioned "My Opinions." Mr. Clark refers to the article in question, as follows:

"In the first place, the *Magazine* is not exactly the official organ of the B. of L. E., no matter how ably it is conducted, and in the second place, such articles when viewed from the standpoint of common sense, are unworthy of publication; and further, such article does not show sufficient respect for the conclusions of the representatives of the B. of L. E. in convention assembled, nor does said article reflect the opinions of any sensible engineer, taken as a whole nor does it correctly state the position or future prospects of the B. of L. E. for the information of the intelligent readers of the *Magazine*."

Mr. Fackenthall is a locomotive engineer, a member of the B. of L. E., and was a delegate to the Richmond convention—a representative of his Division. Manifestly, his "opinions" ought to have some weight. Mr. Clark says, "viewed from a standpoint of common sense," they are "unworthy of publication." In this, we differ with Mr. Clark. We think Mr. Fackenthall's opinions, from a practical, common sense standpoint, are specially worthy of consideration. We give a few extracts. Mr. Fackenthall said:

In the first place, we, as representatives of the B. of L. E., at Richmond, failed to realize the fact that we are living in a progressive age, an age in which all manner of business enterprises are being pushed forward with a vigor and energy hitherto unknown. The great tidal waves of progress rush along with resistless power, requiring capabilities of a high order, if men would escape wreck and ruin.

All who attended the Richmond convention know that a very fair and perfectly safe plan of cooperation was carefully drawn up and offered to that grand body, and that it was flatly rejected. But a moment's reflection will convince those open to conviction, that revolutions force themselves upon the people, and now, mark the prediction, cooperation will come, whether we want it or not, and the grand mistake lies in not meeting necessity half way at Richmond, and by our action, trying to postpone the inevitable, to have it forced upon us in perhaps a less desirable form than was offered.

And yet that obnoxious law which compels a man to withdraw from the B. of L. E., to become a member of the B. of L. E., and which is destined to destroy the Brotherhood of Locomotive Engineers, was not sufficiently arbitrary in the estimation of the Richmond convention to be repealed. You may doubt that such a law will destroy the B. of L. E., but if you will study the lessons of physical vitality, you will find that the blood, which is the vitalizing agent of your physical body, becomes impoverished and fails to fulfill its purpose unless sufficient nourishment is given to it, and just so it will be with the B. of L. E. Any law that prevents the infu-

sion of young blood into our ranks is destructive to the system of our Brotherhood. That law is a deadly poison and its only antidote is repeal.

I am not a member of the B. of L. E., nor was I ever a member of that Order, but my acquaintance with the men satisfies me that the B. of L. E. is composed of men whose intelligence and character, wit and wisdom, would add greatly to the efficiency of the B. of L. E. if only this arbitrary and detestable element was true to its convictions and had the moral courage to repeal that law and bring members of the B. of L. E. in where they belong; and it is my opinion we will have to do it, or, in time, be called upon to rue the mistake.

In the foregoing extracts Mr. Fackenthall says that which would be no discredit to any publication in the land. Mr. Clark, nevertheless, deplores the misfortune of labor organizations "in having men who are so far behind the times and so dull in perception as to be guilty of writing such stuff."

We are in full accord with Mr. Clark, when he says the strike has not injured the B. of L. E. A strike, for a righteous cause, ought never, in any sense, to be an injury to the men who engage in it. To battle for the right never did and never will be a stigma upon the soldier, no matter what the outcome may be. The firemen on the C., B. & Q. who stood by the engineers in the fierce strife of the memorable strike, though offensively treated by an organization in whose interest they made a thousand sacrifices, are not dishonored thereby. Loyal and courageous, they did not disgrace their Brotherhood, nor their manhood.

But Mr. Clark puts forth some theories, that, to say the least, are curiosities. He does not wield a vigorous pen. Evidently, Mr. Clark makes the best showing possible against federation. And we are anxious that the readers of the *Magazine* shall be entirely familiar with his conclusions. For instance, he says:

"We are told that federation is the scheme by which workmen can get their demands granted, and the advocates of the plan tell us that we can compel employers to grant requests, if we adopt federation. Well, I hope we will not be driven to adopt such a measure, nor that we will be obliged to compel our employers to deal rightly with us in the future. We ought not adopt the principles of coercion, but rather strive to adopt the rule of 'doing unto others as we would have them do unto us.'"

Does the foregoing twaddle contain an idea worth a pea or a pin? Have engineers been making unjust and unreasonable demands upon employers? Have they not always been in favor of concession, and arbitration? Hasn't the strike, which is "coercion," always been the last resort? And when that came, was it not for the purpose of "compelling employers to deal justly? Why, now, this gabble, this wish-wash about "coercion," "being driven," and "obliged to compel," etc., in discussing a means whereby work-

ingmen may be able to secure just wages and honorable and fair treatment? Says Mr. Clark, "Let us aim to have our differences settled by square, honest dealing in a candid, true, Christian manner." Hasn't that been the motto of engineers from the first? Isn't it the weakest of flummery to say "let us try," when the Brotherhoods have always tried to avoid strikes? Such stuff is simply balderdash when applied to labor problems. And in nothing more than in the platitude about the "Christian manner" of obtaining honest pay for honest work. To show how Mr. Clark gets things mixed, and how much he stands in need of learning, after getting off his nonsense about "coercion" and compelling employers to act in a "true Christian manner," he says:

"How often do we notice employers who close their eyes to the rights of their employes, and forget that workmen are their fellow creatures, with feelings, aspirations and wants to be satisfied, and that usually they are susceptible to fair treatment."

What would Mr. Clark advise engineers to do when they are confronted with such employers? men who "close their eyes to the rights of their employes." Is Mr. Clark in favor of "coercion" in such cases, as a last resort? Would he "compel" such men to open their eyes and deal justly? If so, would not federation help in such a righteous cause? And here is more of it. He says: "It is the *entire absence of Christian dealing in this Christian country that we have to complain of as workmen—an entire absence of consideration for our position and needs, and the lack of fellow-feeling for us by those who control the avenues of existence.* Now, look at that picture, painted by Mr. Clark in such dark colors (we have italicised a few words to bring out the beauties of the painting), and then read Mr. Clark's protest against "coercion," and being "driven" to adopt federation, and to "compel our employers," etc.

For weakness, contradictions and insipidities, Mr. Clark is entitled to the blue ribbon, and this, *Magazine* is entirely willing for him to wear it until in a "Christian manner," "Christian dealing" in this "Christian country" ushers in the millenium.

Down goes wages on the "Q," owing to the demoralized condition of its business. The *Chicago Evening News* of recent date contains the following:

The Chicago, Burlington & Quincy road is and has been doing a poor business and a reduction in expenses all along the line is contemplated.

The cuts will come in the way of a reduction in the wages of employes. "The road has done a very poor business for some months," said a "Q" official to-day, "and it will be necessary to exercise the strictest economy at all points. What reductions are contemplated and where they will strike I cannot say. Business has been

dull and rates so low that the receipts have fallen off terribly. The Inter-state Commerce association has agreed to maintain rates, but they are now so low that that will do no particular good. Corn, too, is very low, and we are moving scarcely any of it."

"April 1 the hours of the shop men at Galesburg, 500 in number, will be reduced from ten to eight, with a proportionate cut in wages. The shops are overcrowded now, and we can get along very nicely with less repairing."

"Will not the reduction extend to other branches of the line and to the Chicago offices?" "Perhaps. I cannot state precisely what is contemplated, but it is in the nature of a reduction of expenses all around."

A nother official said that the reduction would strike the clerks and other employes of the road who did not belong to the unions. The "Q," he said, didn't care to have any more trouble with its union employes, and their wages would be maintained wherever possible.

"How about the salaries of the general officers of the road?"

"They will not be touched."

The C., B. & Q. has already lost millions. It has not only lost money, but it has lost business, character and credit. It is a stench in the nostrils of all honorable men. It is as scabby as a leper. To regain its lost prestige, to help it to pay dividends, interest, etc., it is compelled to reduce the pay of its scabs all along the line, and the reduction of wages will quite likely be more than its scabs can stand, for even a scab can be degraded to a kicking condition. It is this decrepit concern that proposes a "Relief and Insurance Association" for the benefit of its employes. The stupendous impudence of the thing could be equaled only by a proposition by wolves to form a relief association for lambs—or of foxes, to protect chickens and geese.

LABOR ORGANIZATIONS OF TEXAS IN CONVENTION.

A meeting of the delegates of Trade Unions and Knights of Labor was recently held in Dallas, Texas, the objects of which are fully set forth as follows:

WHEREAS, The necessity for unity of action among wageworkers has been fully demonstrated and we believe such unity of action can be best accomplished by an organization composed of delegates chosen by the various trade and labor organizations of the state; therefore,

Resolved, That we, the representatives of the various trade and labor organizations of Dallas, do hereby call a State Convention of all labor organizations and trade unions of Texas to convene in Dallas, July 3, 1889, for the purpose of perfecting a state organization, to further the eight-hour movement, and do whatever else the Convention may, in its wisdom, deem to be for the best interests of the wageworkers of Texas.

Such movements on the part of the workmen of Texas, mean business with a big B. They mean federation for the good of all. Such meetings should be held in every state and territory to further the eight-hour movement—a movement that has for its purpose the amelioration of the condition of workmen. We hope to hear that the Dallas Convention in July more than meets expectations.

HOWARD VS. WHEATON.

The Lafayette, Ind., *Courier*, of April 22d, contains the following:

There was held in this city yesterday, quietly and without flourish of trumpets a meeting, the result of which has been awaited with interest by railroad men from one end of the United States to the other. Star City Division, No. 137, of the Order of Railway Conductors, considered charges preferred by C. S. Wheaton, of Cedar Rapids, Iowa, Grand Chief Commander of the Order of Railway Conductors, against George W. Howard, Grand Chief Commander of the Brotherhood of Railway Conductors. Mr. Howard was the former well-known train dispatcher of the L., N. A. & C. railway, and at present residing at Los Angeles, Cal., where he is located as Chief Commander of the Brotherhood of Railway Conductors, and to which Order he is devoting his full time. The charges made by Mr. Wheaton are that Mr. Howard had violated his obligation in being a member of the Brotherhood of Railway Conductors, and that he was pushing the interests of the latter organization to break down the Order of Railway Conductors. Mr. Wheaton was not present in person, but sent as his representative Deputy Grand Chief Conductor J. W. B. Johnstone, of Cedar Rapids, Iowa. There were present in addition about thirty prominent representative of the Order from all parts of the United States. The charges made against Mr. Howard were discussed at length and a vote being taken he was acquitted by an almost unanimous vote. Mr. Howard came here from Los Angeles, expressly to answer the charges, and the result of the trial can not but be highly gratifying to his many friends everywhere.

We give the *Courier's* item in full because the increasing hosts of friends of Col. Howard, will be delighted to know that the scalp of the Grand Chief of the Brotherhood of Railway Conductors is not dangling from the belt of the Grand Chief of the Order of Railway Conductors. It is not the first time in the world's history, that envy and jealousy have brought their victims disagreeable consequences. It has been written that

"A wild Tartar, when he spies,
A man that vallant, hand-some wise,
If he can kill him thinks to inherit
His wit, his beauty, and his spirit."

Some such an idea probably inspired Mr. Wheaton to bring charges against Col. Howard. One class of people, learn only in the school of experience, and we are inclined to the opinion that Mr. Wheaton will for a time be content with the important lesson he has learned.

* *

WE have received the *Switchmen's Journal* for May, which comes to us on the third anniversary of its embarkation on the tempestuous seas of journalism, in a beautiful new cover, designed and engraved for it, having as frontispiece the yard of the Illinois Central Railroad at Chicago. It is very pretty, and shows that the *Journal* in art, as well as in articles, is keeping abreast of the demands of the times. Three years ago the S. M. A. A. had six Lodges; it now has eighty-four and is steadily increasing in numbers, power and influence. It affords us pleasure to make such statements and to wish the *Journal*, and the Order of which it is the organ, continued success.

CRUCIAL TESTS.

The Easton, Pa., *Daily Argus*, of April 18, prints the following:

There has been much excited comment and wild speculation at Reading over several matters in connection with the Philadelphia & Reading railroad company. The first thing to attract attention was the alternative given to an engineer to leave the Brotherhood or give up his engine. He chose to stick to the Brotherhood, and he was paid in full and his engine given to another engineer.

The second topic was the order issued by Reading officials that no fireman who belongs to the Brotherhood of Locomotive Fireman shall be placed in the line of promotion.

The *Magazine* applauds to the echo the engineer, who gave up his engine rather than his manhood, since, if he had abandoned his Brotherhood, he would have sunk himself to infinite depths of degradation. The information published by the *Argus* we are satisfied is correct.

* *

It takes a really great man to appreciate assistance and acknowledge the worth of others. To do this publicly adds dignity to the recognition and merits universal approval. A case in point is found in a "special notice" issued by the Manhattan Railway Company on the 3d day of May, as follows:

To Officers and Employees:

My warmest congratulations are hereby extended for the skill and care displayed in handling the unparalleled number of passengers during the "Centennial days," thereby excelling all your former achievements; this having been accomplished without accident.

LINES.	April 29.	April 30.	May 1.	TOTAL.
Second Avenue.	121,684	110,389	110,101	342,174
Third Avenue.	191,170	349,516	320,762	861,448
Sixth Avenue.	264,573	312,628	270,065	847,266
Ninth Avenue.	86,768	63,188	51,673	301,629
	764,195	835,721	756,201	2,356,117

F. K. HAIN, Manager.

The sum totals are astonishing. That 2,356,117 persons should have been transported on the elevated railways of New York in three days reads like some romance, and that this should be done "without accident," is still more wonderful: No higher testimony of efficiency could be furnished, and labor, skill and fidelity, if not amply rewarded by the Manhattan Railway Company would constitute a case of inordinate cupidity without a parallel in the world's history.

* *

ELSEWHERE in the *Magazine* appears the advertisement of the *Denver Patriot*, a paper devoted to the cause of organized labor, and under the editorial management of L. W. Rogers, of the B. of R. B., than whom few writers of the times wield a more vigorous pen. The *Denver Patriot* is worthy of the most liberal patronage, and the *Magazine* wishes for the enterprise a measure of success that will meet the most sanguine expectations of its publishers.

GEORGE GODING.

We are in receipt of a circular issued by Self Help Lodge, No. 80, signed by Frank Boomer, Hugo Paffenrath, and Wm. Mitchell, Committee, asking the members of the Brotherhood to contribute the whole or a part of the sum of \$500, the fine assessed against Bro. George Goding, recently convicted of participating in dynamite plots against the "Q" roads. The circular is issued by the Lodge of which Bro. Goding is the Master, and it speaks of him in the highest terms. It says: "This brother worked faithfully and honorably, with love and pride for our noble Brotherhood for long years. His whole devotion and time has been given to our cause, and he is above reproach, of good morals and intelligence, and is loved and respected by all who know him. This brother has been selected by the "Q" road as one of the victims in their infamous dynamite cases, and was convicted by the instrumentality of the Pinkertons, to pay a fine of \$500."

The readers of the *Magazine*, in the foregoing have Bro. Goding's case, as set forth by the brethren of his Lodge. At this distance from the scene, we have no means of arriving at conclusions, save the estimate of the men who are the daily associates of Bro. Goding, and are familiar with all the facts. They say Bro. Goding is the victim of a conspiracy to rob him of his good name, to take his hard earned property, and would have as quickly taken his liberty and his life.

Not long since the Rev. J. M. Caldwell, a Chicago clergyman who has lived in Chicago for fifteen years, preached the funeral sermon of Newton Watt, convicted of wrongdoing by professional detectives and sent to prison where he died. In the sermon Rev. Mr. Caldwell among other things said:

"Although it was true that he was convicted, many of the ablest lawyers in Chicago were astonished at the verdict. Not only because of the well-known character of the young man, but because of the notoriously bad character of the principal witnesses. Those who knew him all his life and his associates on the railroad believed him innocent, notwithstanding the unanimity of the jury. These friends united with his relative in raising hundreds of dollars in his defense and to pay for obtaining a new hearing and to have the matter brought to the attention of Gov. Oglesby. * * *

If I am rightly informed, and I think I am, his principal accusers were professional criminals and professional detectives. * * *

When I say Newton Watt was convicted on the testimony of professional criminals and professional detectives I use the same terms. The one is synonymous of the other. * * *

"It is never right to do wrong. I would not lie to an insane person. These professional detectives lie to catch a person, as they say. They live a lie, and are a lie, and will tell a lie to carry a point, and few men possessed of their reason and who will look at the thing in its right light but will believe that they will swear to a lie to carry their point. It is on their ability and willingness to live and tell a lie that they carry

on their profession. Don't you know that they will swear to that same lie as quickly as they would live it and tell it? * * *

It was right for the railway to offer the \$10,000 reward for the arrest of the murderer and robber; but they made a mistake in permitting the detectives, these professional men, to have the privilege of fastening the crime on any one in order to secure that money. You can see at once how such men could put you or me or any one behind the bars, and even on the scaffold, when such methods and such men are allowed to manipulate evidence.

We introduce the courageous sayings of a distinguished clergyman of Chicago, touching a case not dissimilar to that which enabled the "Q" to convict George Goding. The Brotherhood of Locomotive Firemen is not a dynamite organization. It upholds no form of lawlessness. It seeks to obtain its rights by honorable methods, but it has no confidence in verdicts secured by the testimony of Pinkerton detectives. They are an aggregated lie, a walking pestilence. They are what Rev. Mr. Caldwell says they are, and when a verdict is obtained by such testimony, it is always safe to believe the condemned man is the victim of perjury, professional infamy. Self Help Lodge believes that Bro. Goding has been a victim of this Pinkerton infernalism. Our personal knowledge of Bro. Goding makes us believe that he never contemplated the commission of any crime whatever, and that he is the victim of zeal exerted for the welfare of men who were nobly struggling to secure justice at the hands of a soulless corporation, a zeal which doubtless obscured all suspicion that he was surrounded by a gang of professional liars, who would damn their own miserable souls, by perjury, a thousand times a day for pay. By all means we hope the members of the Brotherhood will respond promptly, and nobly to help Bro. Goding in this hour of his need, and enable him to pass the ordeal, and save his wife and children from the clutches of the law.

[Since the foregoing was put in type we have been advised by Bro. Goding that the court has modified the charge against him from conspiracy to misdemeanor and reduced his fine from five hundred dollars (\$500.00) to one hundred dollars (\$100.00). We have no doubt the full amount of the fine, as reduced, will have been fully contributed by the several lodges long before this issue of the *Magazine* is delivered to our readers.—EDITOR *MAGAZINE*.] * *

DURING the month of April, we had the pleasure of a brief visit from Col. Howard, Grand Chief of the B. of R. C. He was the guest of the Grand Lodge B. of L. F., and the visit enabled us to know his views upon all current topics relating to railway employes. He impressed us as a close student of labor problems, and thoroughly equipped for the work before him.

"BEAUTIFUL GALL."

In the *Firemen's Magazine* for May, page 439, we find the following:

IN MEMORIAM.

[Lines in memory of John F. Crude, who was killed in a railroad accident near Lusk, Wyoming, on the F. E. & M. V. railroad. Deceased was a member of Smoky Hill Division, No. 141, B. of L. E., at Ellis, Kansas. Written by the fireman's brother, W. H. D.]

Following this is the poem which was written by the editor of this paper on the death of Geo. T. Mosley, published in the *Engineer's Journal* more than a year ago, and afterward copied and commented on by the *Firemen's Magazine*. We haven't the faintest idea who W. H. D. is, but we know pretty nearly what he is, but we are too modest to say it. He must have known when he claimed that poem that he was telling a falsehood and that he was stealing at the same time.

If he had stolen the poem as it was we might have forgiven him, but we never can forgive him for murdering it the way he did. In the first place he tries to make "heather" rhyme with "road," and he fails, of course. Why, a man with good sense and a soul full of poetry couldn't do that, and here we find a man trying it who hasn't sense enough to melt tallow. We shall republish the poem in our next issue, and if "W. H. D." will send us his address we will mail him a copy free.—*Frog*, May 1, 1889.

The editor of the *Frog*, Cy Warman, Esq., is entitled to be heard upon the subject he refers to, and he is not half as indignant as the case would justify. As a matter of course, we feel the point of Bro. Warman's lance and have no disposition to screen the *Magazine* from such censure as should be justly applied. The poor, miserable, driveling cuss, who copied and mutilated Mr. Warman's poem and palmed it off on the *Magazine*, will doubtless chuckle when he sees this notice of his theft. We do not pretend to derive consolation from the fact that the *Magazine* is not the only publication that is occasionally victimized by W. H. D.'s, still it is a fact which may be stated at such times, as misery desires company. As the *Magazine* is destitute of a poet editor, it has been the more easy to impose upon it stolen verses, but in the future, investigations will be a little more critical, and though we may not escape entirely the pusillanimous plagiarist, we shall hope to occasionally mash his muse.

* *

THE *Railway Service Gazette* of April 11, says:

Readers of the *Gazette* will notice that the issue of this week falls something below the usual standard of excellence we endeavor to maintain. We are inaugurating some radical improvements in the printing of the *Gazette*, and this work has claimed a considerable portion of the care usually given to the editorial department of the paper. In a little while we shall be able to present our readers with a paper greatly improved in every way.

This thing of "going on to perfection," is a St. Paul idea, which the *Gazette* seems to have taken for its text, and the meaning of which it comprehends. This *Magazine* notices its progressive strides, and feels assured that it will get there.

L. R. HEFFNER.

The readers of the *Magazine* will be glad to know that Bro. L. R. Heffner, member of Federation Lodge, No. 122, Pana, Ill., now located at Tacoma, Washington Territory, is running an engine and doing well.

It will be remembered that during the strike on the C., B. & Q., a conductor by the name of John Logston, pulled a revolver on Bro. Heffner, but before he could shoot, Bro. Heffner, in self defense, struck him with a club. At the time Logston was half drunk, and in about eight days died from the effects of the blow or from some other cause. At any rate, Bro. Heffner was indicted, and the trial came off in April, resulting in an acquittal by the jury in twenty minutes. The evidence that Bro. Heffner acted in self defense was convincing and overwhelming. The verdict was a righteous one, and the many friends of Bro. Heffner throughout the country will congratulate him upon his acquittal. The altercation which led to the unfortunate result occurred at Beardstown, Ill., where Lodge No. 122, was then located.

Fortunately for Bro. Heffner, two brakemen were with Logston at the time of the altercation, and their testimony vindicated his act. It was in self defense and therefore justifiable by all laws, human and divine.

* *

THE *Railway Conductors' Monthly* reproduces from the *Elmira Gazette* an article on the ubiquitous spotter, in which a story is told of the woes of a conductor near whose person the aforesaid "ubiquitous spotter" was always to be found. The conductor, who doubtless expected to be on the "top round of the ladder" in the sweet by and bye, or "near the throne," had a singular experience, in three chapters.

Chap. 1. "Say," said the man, "does this train go to Buffalo?" "You can bet your neck it does, if some one don't steal the engine." Reported by the spotter. "Laid off ten days."

Chap. 2. "Charge ten dollars?" "Change nothing. I've just been laid off ten days, and I can't change my shirt." The man asking for the change—a spotter—reported. "Laid off thirty days."

Chap. 3. "Passenger wants to know if he could stop off at Susquehanna?" Conductor wrote on a pad, "You can if engineer don't forget to stop the train. Excuse my writing, but this blamed company don't allow an employé to talk on his train while on duty." Reported by spotter. "Laid off indefinitely."

Conductor, now a brakeman, sent down the ladder several rounds, and removed from "the throne" about fifty miles. That conductor probably cries out in his sleep. "Oh! Ah! See!"

THE FREIGHT CAR SERVICE.

The May number of *Scribner's Magazine*, contains a well written and highly interesting paper on the freight car service of the railroads of the country, by Theodore Voorhees, Esq., Assistant General Superintendent of the New York Central Railroad. Mr. Voorhees starts out with showing the wanderings of a freight car, which starting from Indianapolis, December 14, 1886, was not at home again until April 17, 1888, having in the meantime traveled thousands of miles. This car nomadism grows out of conditions explained by Mr. Voorhees as follows:

In the early periods of railways in this country, when they were built chiefly to promote local interests, and the movement of either freight or passengers over long distances was a comparatively small portion of the traffic, it was customary for all roads to do their business in their own cars, transferring any freight destined to a station on a connecting road at the junction or point of interchange of the two roads. While this system had the advantage of keeping at home the equipment of each road, it resulted in a very slow movement of the freight. As the volume of traffic grew, and the interchange of commodities between distant points increased, this slow movement became more and more vexatious. Soon the railway companies found it necessary to allow their cars to run through to the destination of the freight without transfer, or they would be deprived of the business by more enterprising rivals. So that to-day a very large proportion of the freight business of the country is done without transfer; the same car taking the load from the initial point direct to destination. The result of this is, however, that a considerable share of all the business of any railway is done in cars belonging to other companies, for which mileage has to be paid; while, in turn, the cars of any one company may be scattered all over the country from Maine to California, Winnipeg to Mexico.

Mr. Voorhees' paper, to the general reader, cannot fail of being specially interesting and instructive, as it will enable him in some measure, to comprehend the *modus operandi* of railroads in moving their freight cars, which now number in the United States not less than 1,250,000. Necessarily, the Car Accountant's Department is one of great importance, and with regard to what a Railway Superintendent has to do, Mr. Voorhees says:

The Superintendent of a railway in this country who has, let us say, three hundred miles of road in his charge, has perhaps as great a variety of occupation, and as many different questions of importance depending upon his decision, as any other business or professional man in the community. Fully one-half of his time will be spent out of doors looking after the physical condition of his track, masonry, bridges, stations, buildings of all kinds. Concerning the repair or renewal of each he will have to pass judgment. He must know intimately every foot of his track, and in cases of emergency or accident, know just what resources he can depend upon, and how to make them most immediately useful. He will visit the shops and round-houses frequently, and will know the construction and daily condition of every locomotive, every passenger and baggage car. He will consult with his Master Mechanic, and often will decide which car or engine shall and which shall not be taken in for repair, etc. He has to plan and organize the work of every

yard, every station. He must know the duties of each employé on his pay-rolls, and instruct all new men, or see that it is properly done. He must keep incessant and vigilant watch on the movement of all trains, noting the slightest variation from the schedules which he has prepared, and looking carefully into the causes therefor, so as to avoid its recurrence. The first thing in the morning he is greeted with a report giving the situation of business on the road, the events of the night, movement of trains, and location and volume of freight to be handled. The last thing at night he gets a final report of the location and movement of important trains; and never closes his eyes without thinking that perhaps the telephone will ring and call him before dawn. During the day in his office he has reports to make out, requisitions to approve, a varied correspondence, not always agreeable, to answer.

The article in question, is elaborately illustrated by Herbert Denman, H. C. Edwards, H. D. Nichols, V. Perard, W. C. Fiten, and others, which, adds interest to the text. *Scribner's Magazine*, by its numerous articles on railroads and railroading has earned an enviable position in the esteem of the vast army of railroad men, from the intelligent employé to the most important official.

* *

THE *Switchmen's Journal* for April, says:

"With this number ends the third year of the existence of the *Switchmen's Journal*. It is gratifying to know that three ago the *Journal* started on its career of preaching the objects and aims of the Switchmen's Mutual Aid Association with a constituency of but a few hundred and but six Lodges of the Order in existence, while now our readers run away into the thousands, and seventy-seven good, substantial Lodges are engaged in teaching and upholding the great objects of our Association."

This *Magazine*, most cordially felicitates the *Switchmen's Journal* upon its splendid success and the Association upon its rapid and substantial growth. The *Journal* has been, from the first, bold, aggressive, and yet prudent in its championship of the Order of which it is the organ and is deserving of the popularity and influence it has achieved. We most heartily wish the *Journal* and the Order of which it is the official organ, a continuous and a still larger success.

* *

WE have received No. 1, Vol. 1, of the *National Economist*, published at Washington, D. C. The editor says the *Economist* is not, nor will it ever attempt to be a showy publication that catches the eye, tickles the senses or panders to the popular tastes and prejudices," on the contrary, "to perform its work it will of necessity be a plain, sober, solid home journal, dealing with the serious and vital problems of the age and submitting measures and policies to the crucial test of analytical dissection under the calcium light of historical experience, statistical deduction, and logical reasoning." There is a wide and inviting field for the work the *Economist* proposes to perform and this *Magazine* wishes it success from the start.

PATRICK McATAMNEY.

The New York *Herald* of April 18th, says:

He was a railroad switchman in greasy overalls. There was nothing remarkable about him as he stood at his post in the Pennsylvania depot in Jersey City yesterday—an ordinary, grimy workman, the bread-winner of a wife and seven children.

A ten year-old child stood in the track. Within a few feet of him was a moving train. Death was certain unless some hand snatched the child away.

Without a moment's hesitation Patrick McAtamney leaped forward and pushed the little one out of danger. Then the train rolled on and the headless corpse of the brave switchman was found.

There is no heroism nobler than this; no highertype of manhood or martyrdom. Probably the switchman never had any idea that he was a hero. It was a plain duty he saw before him. His mind was made up at once. One fierce bound, a quick thrust at the child, a sudden thought of home, wife and the babies. Then the sound of crunching bones, a dying shriek, a spray of blood, and it was all over.

The rarest marbles of Carrara are not too pure for the monument of this heroic man.

A New York dispatch of April 17th, says of the brave man:

He was standing in the door of his little house about 9:30 o'clock waiting for a single car to be backed by an engine on a side track. Just as the car reached him a little 10 year-old boy, who had been picking coals from an ash heap near-by, stepped on the track immediately in front of the car. McAtamney saw him, and, jumping to the track, pushed the boy violently from it. The next instant, however, the car struck the man, instantly killing him. The engineer of the train, ignorant that he had run over a man, went on, while a horrified group of employes gathered quickly about the remains. They were conveyed to the station, and the dead man's family were notified. The boy whose life had been saved hurried away before his name could be learned. McAtamney had been in the employ of the Pennsylvania Railroad for over twenty years.

Little can be added to the foregoing. Patrick McAtamney is spoken of as "a hero clad in the brown greasy overalls, checked jumper and cap of a switchman," and yet, who of all the richly costumed and bejeweled thousands, stands, or will ever stand a thousandth part as high in the book of God's remembrance as Patrick McAtamney? But he is a dead hero. How long will his heroic act be remembered? Will it bring any reward except words of generous praise? Simply words. Patrick McAtamney, an Irishman, was 42 years old and had a wife and a family of seven children. What will be done for the widow and orphans? The great Pennsylvania road is fabulously rich. 'Tis said that corporations have no souls. If the Pennsylvania Railroad corporation does not promptly rescue the family of Patrick McAtamney from want, there will be one more witness that the charge, that corporations are soulless, is true.

The number of streets in London is now upwards of 28,000, and new ones are added at the rate of 300 per year.

THE B. L. E. *Monthly Journal* for May, 1889, on page 338, contains an editorial article entitled "How Locomotive Engines Take Water Without Stopping." On page 6 of the N. Y. *Despatch*, of November 18th, 1888, appears the same article, which was originally written by the editor of this column. The writer feels highly flattered that his description has been deemed worthy of a square steal by a high railroad authority like the B. L. E. *Monthly*.

The B. L. E. *Monthly* must not, however, do it again, or gore may be shed. The distinguished editor, in making the transfer, might at least have done so in an accurate manner. The gentleman referred to was Mr. Charles "Lynch," not "Linch," as our esteemed contemporary has it.—*New York Despatch*.

We have read of grand larceny and petty larceny, but what kind of larceny the B. L. E. *Journal* was guilty of we should be at a loss to determine were it not for the fertile brain of the *Despatch* man, who calls it a "square steal"—hence, "square larceny." We readily imagine the delight experienced by the *Despatch* man, in discovering that anything he had written was worthy of stealing, and that he should feel "highly flattered" by the "square steal" is quite natural. But what can be said in extenuation of the theft? The "distinguished editor" referred to must have been suffering from an attack of kleptomania, which utterly destroys all idea of value and prompts its victim to steal to gratify a morbid impulse. At such times the kleptomaniac would steal from the *Despatch* as quickly as from a paper containing something worth stealing. But, since the *Despatch* man "feels highly flattered," we see no reason for "gore."

A FEARFUL collision was reported on the Inter-Colonial Railroad near Rimouski, Que., on the night of March 19, between a passenger train and a special freight train. It was the worst, as regards loss of life, that has taken place on the line. It took place while the trains were rounding a curve, north of Rimouski, and is attributed to the non-observance of orders by the down special, which, having lost time through sticking in the snow, should have stopped and sent out signals. The engine driver, Whitney, was found hanging in the debris by one foot, his left leg cut in two, his head smashed to jelly, and a board stuck into his spine. Fireman Fohey had part of his back torn out, and was almost unrecognizable. Whitney was a son of the Locomotive Superintendent of the line and lived in Moncton. Conductor Horace Michand and Firemen Levesque and Fohey lived at Riviere du Loup, to which place their bodies were forwarded.

Texas Siftings:—Mrs. Peterby—"Why did you bow so politely to that common-looking man?"

Judge Peterby—"He has got a brother who lives in Indianapolis and who knows Harrison personally."

LODGE ROBBERIES.

The thief and the liar are twin monstrosities. True, they are not all alike unnatural and hideous. The sneak-thief who steals chickens hasn't the colossal proportions of the thief Ives, the Young Napoleon of finance. The caricature of humanity who establishes the reputation of liar on general principles is not to be classed with the slanderer, the perjured villain whose lying blights like a desert wind. The embezzler is not as frightful to behold as the burglar and highway robber, the land-pirate and the sea-pirate, but they all belong to the same family—are actuated by the same motives—but probably, all things considered, the meanest thief the world has known or ever will know is the one who will rob a brotherhood of workingmen. He belongs to that tribe of thieves who wreck savings banks and rob widows and orphans. He belongs, though of a lower grade, to that class of jackal thieves who, under cover of darkness, rob graveyards of corpses and sell them for "stiffs." There is nothing emotional or spasmodic in such stealing. It is cool, calculating villainy. It is Judas Iscariotism. It is a combination of thief and traitor, and this kind of scoundrelism is all too frequently exhibited in the financial affairs of Lodges of the Brotherhood of Locomotive Firemen. Certain individuals are elected as custodians of money paid in by members of the Lodge. It is part of their hard earnings. It is paid in for the noble purpose of guarding against penury when misfortune overtakes them, a contribution paid in the hope if death overtakes them there will be something for wife and helpless children. Such payments of money are in a sense sacred, and a man who would steal the money so contributed is depraved body and soul to a degree to defy exaggeration, and yet such vile reprobates get into the Brotherhood and manage to become Receivers and Collectors of Lodges, and by stealing the funds wreck the Lodge. In such cases what is to be done? Little can be done after the money is stolen. Possibly the thieving wretch could be sent to prison, but that does not restore the lost cash, and members, who are the victims of the rascality, lose heart and surrender their charter. But there is a remedy, but what is better, there is a preventive. All that is required is for the Trustees of a Lodge to do their whole duty—promptly, regularly, thoroughly. There should be no timidity about the business. At stated times, as provided by law, *open and examine the books.* See that the funds of the Lodge are safe and that accounts are correct. If the custodian of the funds hesitates let the action be all the more prompt and vigorous. Safety and salvation is in such action and nowhere else. An honest custodian of funds of the Lodge will invite such investigation. He likes it. If an error ex-

ists no one is more anxious than he to find it and correct it. Only the rascal will hesitate, the man who has already stolen a part and contemplates stealing the remainder as soon as possible. We say, for such things there is but one remedy, one prevention, and that is for the Trustees of the Lodge to fearlessly and promptly do their duty. We know whereof we speak, and in all seriousness we ask the proper officials of subordinate Lodges to attend to this matter. There has been too much neglect. Let the future be characterized by vigilance.

ALL who desire a photograph of the father and first Grand Master of our Brotherhood, Joshua Leach, can be accommodated by applying to Messrs. *Coe & Myers, Photographers, Sedalia, Mo.*, whose price list appears elsewhere in our columns. Messrs. C. & M. are first-class artists and guarantee satisfaction. Every member of our Order should have a photo of Bro. Leach in the parlor of his home.

IN all cases of expulsions and withdrawals, the report must be made by the Secretary of the Lodge, in the prescribed form, and unless this is done, the reports cannot be recognized by the Grand Lodge. The proper forms have been prepared and should be used in all cases. To disregard such provisions involves endless confusion. In all such matters the proper form *must* be used, and the report *must* come from the Secretary of the Lodge.

THE majority of our railroad managers seem to unite in the resolve that spotters shall go. While there are yet some officials who seem to believe that the spotter is a necessity on the railroad, such believers are becoming fewer each day. We trust that the time is near when that contemptible whelp, the spotter, shall be forever banished.—*Railway News-Reporter.*

And in that "trust" we most heartily join. To designate a "spotter" as a "contemptible whelp" is altogether too complimentary, but considering the imperfection of our vocabulary, it will have to answer for the present.

THE AMERICAN WATCH CLUB CO.

[From Daily News, Denver, Colo., April 4th, 1889.]

The Hampden watch movements are receiving a great many compliments from the railroad boys. Mr. C. S. Grant, of the Denver & Rio Grande, who received his watch three months ago, says that it has not varied a second in that length of time as compared with the official time received daily. A new club is being organized again this week. Remember, these watches are only \$38 for Dueber 14-karat gold filled, payable \$1 per week. Five hundred persons who have already received their watches can be given as references. Call at office of the company, room 7, new Tritch block, over Joslin's.

A. KANOUSE, Manager.

GRAND LODGE

This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Dues and Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

JUNE, 1889.



Assessment Notice for June.

OFFICE OF GRAND LODGE, B. OF L. F. }
TERRE HAUTE, IND., June 1, 1889. }

ASSESSMENT No. 4, \$2.00.

To Receivers of Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified of the death and disability of the following members who were entitled to all the benefits of the Order, viz.:

CLAIM No. 76. Elmer E. Line, of Perseverance Lodge, No. 98, died of Typhoid Pneumonia, Dec. 10th, 1888.

CLAIM No. 77. Charles A. J. H. Miller, of Bee Hive Lodge, No. 179, died of Consumption, Jan. 29th, 1889.

CLAIM No. 78. Henry Leeshel, of Eclipse Lodge, No. 107, was killed by Fracture of Skull, Feb. 17th, 1889.

CLAIM No. 79. W. L. Clark, of J. K. Glibreath Lodge, No. 264, died of Mountain Fever March 3d, 1889.

CLAIM No. 80. M. F. Prescott, of Central Ohio Lodge, No. 299, died of Hepatization of Lungs, March 12th, 1889.

CLAIM No. 81. James Bracken, of Dominion Lodge, No. 67, died from injuries received by Bursting of Boiler, March 11th, 1889.

CLAIM No. 82. H. S. Whitney, of No. 144, was killed by Railroad Accident, March 19th, 1889.

CLAIM No. 83. H. C. Schwerdman, of Good Will Lodge, No. 52, died of Pneumonia, March 20th, 1889.

CLAIM No. 84. H. W. Champion, of Welcome Lodge, No. 72, died of Typhoid Fever, March 24th, 1889.

CLAIM No. 85. E. M. Swartz, of Altoona Lodge, No. 387, died of Perocarditis, March 25th, 1889.

CLAIM No. 86. George R. Knecht, of R. H. Wilbur Lodge, No. 384, was killed by a Falling Building, March 26th, 1889.

CLAIM No. 87. L. B. Chamblin, of Anchor Lodge, No. 54, was killed by Engine Turning Over, March 29th, 1889.

CLAIM No. 88. John C. Mahoney, of Peace Lodge, No. 109, was killed by Engine Turning Over, April 9th, 1889.

CLAIM No. 89. O. W. Foster, of Ohio River Lodge, No. 291, died of Apoplexy, April 11th, 1889.

CLAIM No. 90. Charles J. Machin, of Scioto Lodge, No. 202, died of Pneumonia, April 13th, 1889.

CLAIM No. 91. William North, of Mount Ouray Lodge, No. 140, was killed by Engine Turning Over, April 19th, 1889.

CLAIM No. 92. M. S. Hewes, of Tippecanoe Lodge, No. 36, was killed by Railroad Accident, April 20th, 1889.

CLAIM No. 93. A. G. Irwin, of Granite State Lodge, No. 306, died of Cancer, April 21st, 1889.

CLAIM No. 94. W. F. Thayer, of J. H. Selby Lodge, No. 243, was declared totally disabled, by Loss of Leg, April 29th, 1889.

CLAIM No. 95. John H. Battell, of Long Doubler Lodge, No. 334, was killed by being Run Over by Cars, May 1st, 1889.

An Assessment of Two Dollars (\$2.00) has been levied for the payment of the above claims and the Receiver is required to forward said amount for each member, whose name appears on the rolls June 1st 1889, as provided in Section 52 of the Constitution, said remittance to reach the Grand Lodge not later than June 20th, 1889. Any Lodge failing to make returns as above provided will stand suspended from all the benefits of the Order, as per Section 54 of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. & T.

Acknowledgments.

RAT PORTAGE, ONT., April 9, 1889.

To Miss May Simmons:

KIND FRIEND:—I am instructed to address you on behalf of the Officers and members of Unwin Lodge, No. 305, B. of L. F., in order to express our sincere thanks for the beautiful motto that you so kindly presented to our Lodge. We are gratified to receive this token of friendship from one who is as universally respected as yourself, and trust that the members of the B. of L. F. may so live that you may never regret the interest you have manifested in their behalf. Hoping that the time may soon come when we can in a measure return the compliment, I remain,

Yours respectfully,

CHARLES UNWIN.

ROCKBURN, QUEBEC, April 9, 1889.

To Mr. John Mills:

DEAR SIR:—I thank you for your promptness in sending the \$1,500 payment of insurance policy of my son, A. S. Craik. Enclosed please find the receipt, signed and witnessed as you requested.

Yours sincerely,
MRS JOHN CRAIK.

LIVINGSTON, MONTANA, April 5, 1889.

To the Officers and Members of Custer Lodge, No. 191:

DEAR SIR:—We desire to return heartfelt thanks to you all who so kindly assisted us in the hour of sorrow and affliction in the loss of our beloved little boy, Wilbur. Also for the beautiful floral offerings received from you and friends. May God bless and protect you all, is the wish of

MR. AND MRS. J. L. JAMES.

HAMILTON, ONTARIO, April 15, 1889.

To the Officers and Members of the B. of L. F.:

DEAR SIR:—I hereby acknowledge the receipt of my disability claim by draft for \$1,500. I also desire to tender thanks to the members of Pacific Lodge, No. 173, for their kindness and unflinching attention to me while at the hospital. Wishing you all good luck and prosperity, I remain,

Yours fraternally,
WM. FIELD.

PHILADELPHIA, April 22, 1889.

To the Officers and Members of Enterprise Lodge No. 73 B. of L. F.:

GENTLEMEN:—I hereby return my sincere thanks for the payment of a draft for \$1,500. I also wish to thank the officers and members of Enterprise Lodge No. 75 for their kind attention to us, and for the respect paid my husband after his death. Wishing the noble Brotherhood a prosperous future, I remain,

Yours respectfully,
MRS. BELLA B. KIRK.

WORCESTER, MASS., May 7, 1889.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

DEAR SIR:—It is with feelings of much gratitude that I acknowledge the payment of my disability claim, by draft, for \$1,500, from Bro. C. A. Smith, Receiver of Bay State Lodge No. 73. I also tender my thanks to the officers and members of Bay State Lodge for their kindness and attention to me during my prolonged illness. Hoping the Brotherhood may prosper in the future as it has in the past, I remain yours fraternally,

JOHN C. OPDIKE.

WILLIAMSBURG, May 5, 1889.

To the Officers and Members of the Brotherhood of Locomotive Firemen, and Members of River View Lodge No. 330:

DEAR SIR:—With feelings of gratitude I wish to acknowledge the receipt of \$1,500 due me on my disability claim. I also wish to return my sincere thanks to the members of River View Lodge No. 330, who took such great interest in my welfare, and I hope and trust that God will always hold a protecting hand and care over you all. With the best wishes of your disabled brother, I remain fraternally yours,

JOSEPH O'LOUGHLIN.

BUTLERVILLE, IOWA, May 4, 1889.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

DEAR SIR:—I herewith acknowledge the receipt of a draft for \$1,500 through John H. Howell, Receiver of Marvin Hughitt Lodge No. 132, due me on my disability claim. In accepting it allow me to return my heartfelt thanks to Eugene V. Debs for so kindly answering all my correspondence and to the brothers of Marvin Hughitt Lodge No. 132 for so kindly aiding me in my affliction. May God bless the order that it may ever prosper is the sincere wish of a disabled brother.

D. L. HARTSELL.

WILMINGTON, DELAWARE, March 24, 1889.

To Delaware Lodge, No. 231, B. of L. F.:

GENTLEMEN:—Please accept through me the sincere and heartfelt thanks of myself and family for the kindness and respect shown to my dear son, R. E. Lee Alexander, and also for the beautiful floral tribute presented by you, and believe me, your kindness will ever be held in grateful remembrance by his bereaved and sorrowing family, and also through you I would thank the road managers for their kindness extended to us at the time of his funeral.

Respectfully,
HIS MOTHER.

INDIANAPOLIS, INDIANA, April 26, 1889.

To the Officers and Members of the B. of L. F.:

DEAR SIR:—I hereby acknowledge receipt of draft for \$1,500 due me on my disability claim. Allow me in accepting it to return my sincere thanks to all the members of No. 29, and especially its present officers. Also to members of Division Nos. 131, 229 and 117, the last of which I am a member, for their many pleasant calls and encouragement during my fourteen months' sickness, which, I can assure you, did me more good than a "tank of medicine," and kept that terribly unpleasant feeling the "blues," which any sick person is subject to, away from our pleasant home. Also to Bro. F. P. Sargent for his prompt answer to all communications. With best wishes for the bright prospect of our noble child of which I feel proud to be enrolled as an honorary member, I remain,

Yours fraternally,
J. A. DUNN.

Unknown Addresses.

ALFRED OPITZ—Is requested to correspond with Lodge No. 90, San Bernardino, Cal.

J. PATTERSON is requested to correspond with the officers of Nickle Plate Lodge, No. 337.

FRANK EDGET, engineer; any one knowing his address will please notify the Master of Unwin Lodge, No. 335.

PATRICK RUSSELL—When last heard from he was firing out of Denver, Col., on the Union Pacific. He will hear something to his advantage if he will write to box 173, Bonner Springs, Kansas.

MAURICE LEAHY, when last heard from, was firing on the C. B. & N. out of St. Paul, Minn. Anyone having information of his whereabouts will please correspond with John W. Leathers, No. 2824, Bernard Avenue, St. Louis, Mo.

THEO. BRINKMAN, when last heard from, was on the Illinois Central railroad. His relatives are extremely anxious to hear from him. Anyone knowing his whereabouts will please make it known to Geo. Schaefer, No. 377 South Ionia street, Grand Rapids Mich.

Beneficiary Statement.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., May 1, 1889. }

To Subordinate Lodges:

MRS AND BROTHERS: The following is a statement of the Beneficiary Fund, for the month ending April 30, 1889:

RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	88	135	202	269	336	403	470	537	604	671	738	805	872	939	1006
2	89	136	203	270	337	404	471	538	605	672	739	806	873	940	1007
3	90	137	204	271	338	405	472	539	606	673	740	807	874	941	1008
4	91	138	205	272	339	406	473	540	607	674	741	808	875	942	1009
5	92	139	206	273	340	407	474	541	608	675	742	809	876	943	1010
6	93	140	207	274	341	408	475	542	609	676	743	810	877	944	1011
7	94	141	208	275	342	409	476	543	610	677	744	811	878	945	1012
8	95	142	209	276	343	410	477	544	611	678	745	812	879	946	1013
9	96	143	210	277	344	411	478	545	612	679	746	813	880	947	1014
10	97	144	211	278	345	412	479	546	613	680	747	814	881	948	1015
11	98	145	212	279	346	413	480	547	614	681	748	815	882	949	1016
12	99	146	213	280	347	414	481	548	615	682	749	816	883	950	1017
13	100	147	214	281	348	415	482	549	616	683	750	817	884	951	1018
14	101	148	215	282	349	416	483	550	617	684	751	818	885	952	1019
15	102	149	216	283	350	417	484	551	618	685	752	819	886	953	1020
16	103	150	217	284	351	418	485	552	619	686	753	820	887	954	1021
17	104	151	218	285	352	419	486	553	620	687	754	821	888	955	1022
18	105	152	219	286	353	420	487	554	621	688	755	822	889	956	1023
19	106	153	220	287	354	421	488	555	622	689	756	823	890	957	1024
20	107	154	221	288	355	422	489	556	623	690	757	824	891	958	1025
21	108	155	222	289	356	423	490	557	624	691	758	825	892	959	1026
22	109	156	223	290	357	424	491	558	625	692	759	826	893	960	1027
23	110	157	224	291	358	425	492	559	626	693	760	827	894	961	1028
24	111	158	225	292	359	426	493	560	627	694	761	828	895	962	1029
25	112	159	226	293	360	427	494	561	628	695	762	829	896	963	1030
26	113	160	227	294	361	428	495	562	629	696	763	830	897	964	1031
27	114	161	228	295	362	429	496	563	630	697	764	831	898	965	1032
28	115	162	229	296	363	430	497	564	631	698	765	832	899	966	1033
29	116	163	230	297	364	431	498	565	632	699	766	833	900	967	1034
30	117	164	231	298	365	432	499	566	633	700	767	834	901	968	1035
31	118	165	232	299	366	433	500	567	634	701	768	835	902	969	1036
32	119	166	233	300	367	434	501	568	635	702	769	836	903	970	1037
33	120	167	234	301	368	435	502	569	636	703	770	837	904	971	1038
34	121	168	235	302	369	436	503	570	637	704	771	838	905	972	1039
35	122	169	236	303	370	437	504	571	638	705	772	839	906	973	1040
36	123	170	237	304	371	438	505	572	639	706	773	840	907	974	1041
37	124	171	238	305	372	439	506	573	640	707	774	841	908	975	1042
38	125	172	239	306	373	440	507	574	641	708	775	842	909	976	1043
39	126	173	240	307	374	441	508	575	642	709	776	843	910	977	1044
40	127	174	241	308	375	442	509	576	643	710	777	844	911	978	1045
41	128	175	242	309	376	443	510	577	644	711	778	845	912	979	1046
42	129	176	243	310	377	444	511	578	645	712	779	846	913	980	1047
43	130	177	244	311	378	445	512	579	646	713	780	847	914	981	1048
44	131	178	245	312	379	446	513	580	647	714	781	848	915	982	1049
45	132	179	246	313	380	447	514	581	648	715	782	849	916	983	1050
46	133	180	247	314	381	448	515	582	649	716	783	850	917	984	1051
47	134	181	248	315	382	449	516	583	650	717	784	851	918	985	1052
48	135	182	249	316	383	450	517	584	651	718	785	852	919	986	1053
49	136	183	250	317	384	451	518	585	652	719	786	853	920	987	1054
50	137	184	251	318	385	452	519	586	653	720	787	854	921	988	1055
51	138	185	252	319	386	453	520	587	654	721	788	855	922	989	1056
52	139	186	253	320	387	454	521	588	655	722	789	856	923	990	1057
53	140	187	254	321	388	455	522	589	656	723	790	857	924	991	1058
54	141	188	255	322	389	456	523	590	657	724	791	858	925	992	1059
55	142	189	256	323	390	457	524	591	658	725	792	859	926	993	1060
56	143	190	257	324	391	458	525	592	659	726	793	860	927	994	1061
57	144	191	258	325	392	459	526	593	660	727	794	861	928	995	1062
58	145	192	259	326	393	460	527	594	661	728	795	862	929	996	1063
59	146	193	260	327	394	461	528	595	662	729	796	863	930	997	1064
60	147	194	261	328	395	462	529	596	663	730	797	864	931	998	1065
61	148	195	262	329	396	463	530	597	664	731	798	865	932	999	1066
62	149	196	263	330	397	464	531	598	665	732	799	866	933	1000	1067
63	150	197	264	331	398	465	532	599	666	733	800	867	934	1001	1068
64	151	198	265	332	399	466	533	600	667	734	801	868	935	1002	1069
65	152	199	266	333	400	467	534	601	668	735	802	869	936	1003	1070
66	153	200	267	334	401	468	535	602	669	736	803	870	937	1004	1071
67	154	201	268	335	402	469	536	603	670	737	804	871	938	1005	1072

Balance on hand April 1 \$30,107 75

Received during the month 2,199 00

Total balance on hand May 1, 1889 . . \$33,106 75

Respectfully submitted,
 EUGENE V. DEBS, G. S. AND T.

Grand Lodge.

F. P. SARGENT Grand Master
 Terre Haute, Indiana.

J. J. HANNAHAN Vice Grand Master
 Box 656, Englewood, Ill.

E. V. DEBS Grand Secretary and Treasurer
 Terre Haute, Indiana.

E. V. DEBS Editor and Manager of Magazine
 Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

F. P. McDONALD Chairman
 2131 South Eleventh St., St. Joseph, Mo.

C. C. SUTHERLAND Secretary
 Goodland, Kansas.

C. A. WILSON . 147 Pacific Ave., Jersey City, N. J.
 GRAND EXECUTIVE BOARD.

HARRY WALTON Chairman
 430 Wyoming St., West Philadelphia, Pa.

W. F. HYNES Secretary
 935 Eleventh St., Denver, Col.

J. J. LEAHY . . 2327 Fremont St., Philadelphia, Pa

SIDNEY VAUGHN . 5 Draper St., Toronto, Ontario

C. J. SINGLETON L. Box 835, Mattoon, Ill

Subordinate Lodges.**1. DEER PARK; Port Jervis, N. Y.**

Meets in Union Hall at 2 P. M., every Sunday.
James Fordyce, Box 395 Master
William Uhlman, 18 Crawford St. Secretary
William Uhlman, 18 Crawford St. Collector
Charles E. Barkman, Box 26 Receiver
W. H. Decker, 143 Pike St. Magazine Agent

2. SPARTAN; Monon, Ind.

Meets in Odd Fellows' Hall 1st and 3d Sundays at
 2 P. M.
Chas. N. Hill Master
Thos. Doran Secretary
Clint Williams Collector
Herman Crumbo Receiver
Thos. Doran Magazine Agent

3. ADOPTED DAUGHTER; Jersey City, N. J.

Meets in Germania Hall, 140 Newark ave., 2d and
 4th Sundays at 2 P. M.
C. W. Martin, 467 Grove St. Master
D. W. J. Mahoney, 421 Summit Ave. Secretary
J. B. Sweet, 125 Academy St. Collector
J. B. Sweet, 125 Academy St. Receiver
J. H. Voorhis, 421 Summit Ave. Magazine Agent

4. GREAT EASTERN Portland, Maine.

Meets in B. of L. E. Hall, 1st and 3d Sunday.
F. O. Mitchell, 12 Mountfort St. Master
C. D. Getchell, 9 Brattle St. Secretary
A. E. Dennison, 23 Merrill St. Collector
F. A. Huff, 47 Hanover St. Receiver
F. Howard Pember, 89 Lincoln
 St. Magazine Agent

5. CHARITY; St. Thomas, Ontario.

Meets in Engineer's Hall every Tuesday at 7:30
 P. M.
M. J. Blanch, Box 1273 Master
Wm. Dwyell, Box 1273 Secretary
James Bulloutyne, Box 1273 Collector
Frank Turill, Box 1273 Receiver
Joseph R. Odell, Box 1273 Magazine Agent

- 218. PIKES PEAK; Colorado City, Colo.**
 Meets every Sunday at 12:30 P. M.
 Richard Griffiths Master
 H. C. Chandler Secretary
 Amos Allen Collector
 Clayton Colvin, Box 60 Receiver
 William Walker Magazine Agent
- 219. SMOKY CITY; Allegheny, Pa.**
 Meets in Engineers' Hall, cor. Bidwell and Penn
 sylvania Aves. every Monday at 2:30 P. M.
 D. W. Triem, 171 Sheffield St. Master
 W. A. Walker, Jr., 215 Bidwell St. Secretary
 Samuel Overlander, 258 Allegheny Ave. Collector
 H. B. Shaffer, 237 Franklin St. Receiver
 John T. Sweeney, 227 Washing-
 ton Ave. Magazine Agent
- 220. PROVIDENT; Sunbury, Pa.**
 Meets in Masonic Hall, 3d St. 1st and 3d Sundays.
 Jos. E. Bowen, Box 212 Master
 J. S. Bowen, Box 212 Secretary
 H. W. Shoffstall, Box 212 Collector
 C. C. Bowen, Box 212 Receiver
 Hector Hughes, Box 212 Magazine Agent
- 221. HURON; Point Edward, Ontario.**
 Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at
 8 P. M.
 T. Elliott Master
 Ed. Everett, Box A Secretary
 J. McMillan Collector
 William K. Forbes Receiver
 D. Morrison Magazine Agent
- 222. WEBSTER; Fort Dodge, Iowa.**
 Meets in G. A. R. Hall, Child's Block. 1st and 3d
 Sundays at 2 P. M.
 Charles E. Taff Master
 O. G. Anderson, Box 49 Secretary
 Charles E. Taff Collector
 O. G. Anderson, Box 49 Receiver
 Joseph Kelly Magazine Agent
- 223. POTTAWATOMIE; Wamego, Kan.**
 Meets in Odd Fellow's Hall Sundays at 2 P. M.
 James Kennedy Master
 C. J. Burkholder Secretary
 Bina S. Quick, 734 Porter Ave., Kansas
 City Collector
 Jas. M. Sanders Receiver
 Jas. M. Sanders Magazine Agent
- 224. T. C. BOORN; St. Cloud, Minn.**
 Meets in Odd Fellow's Hall 2d and 4th Sundays
 at 3 P. M.
 Abe Vogel, L Box 944 Master
 J. A. Dickinson, L Box 1128 Secretary
 John Mournan Collector
 Abe Vogel, L Box 944 Receiver
 Marcellus Hill, Box 527 Magazine Agent
- 225. SUPERIOR; Fort William West, Ontario.**
 Meets in Smith's Hall every Monday night.
 Harry Poole Master
 Wm. Reid Secretary
 Isaac Maxwell Collector
 William Blannerhassett Receiver
 Burton Wheatley Magazine Agent
- 226. MAGNOLIA; Corsicana, Texas.**
 Meets 2d and 4th Wednesdays. 2d at 1 P. M. and
 4th at 7 P. M.
 J. H. Dunkin, 1,017 E Sixth Ave Master
 W. M. Nicol L Box 230 Secretary
 J. Barry Collector
 W. M. Nicol, L Box 230 Receiver
 W. L. Blount, 116 W 4th Ave Magazine Agent
- 227. MAGNET; Binghamton, N. Y.**
 Meets in Stevens' Hall, North Chenango St. 1st
 Wednesday and 4th Saturday at 7:30 P. M.
 William A. Wrigley, 23 Doubleday St. Master
 T. W. Campion, 42 Robinson St. Secretary
 William A. Wrigley, 23 Doubleday St. Collector
 Theodore Haskins, 3 Birdsall St. Receiver
 G. B. Warner, 80 Lewis St. Magazine Agent
- 228. ACME; Scranton, Pa.**
 Meets in G. A. R. Hall, No. 332 Lackawana Ave.,
 1st and 3d Sundays at 2 P. M.
 Albert J. Thomas, 317 S Hyde Park Ave.,
 Hyde Park Master
 J. G. Burnett, 405 N Main St., West
 Scranton Secretary
 C. S. Depew, 1014 Price St., Hyde Park Collector
 Ed. H. Beldin, 1239 Academy St., Hyde
 Park Receiver
 Wm. Frothingham, 342 Franklin
 Ave. Magazine Agent
- 229. RICKARD; Utica, N. Y.**
 Meets in Post Bacon Hall 2d and 4th Sundays at
 2 P. M.
 E. D. Russell, 124 Bleeker St. Master
 J. G. Agans, Box 383 Canastota, N. Y. Secretary
 John A. Weigand, 32 Hubble St. Collector
 Alonzo E. Pease, 42 Mohawk St. Receiver
 J. G. Agans, Box 383, Canastota,
 N. Y. Magazine Agent
- 230. ALBANY CITY; Albany, N. Y.**
 Meets at 206 Washington Ave., 1st, 3d and 5th
 Mondays each month, at 7:30 P. M.
 William H. Bagley, 687 Clinton Ave Master
 Courtland Maher, 11 Prospect Ave Secretary
 E. F. Markhart, 30 Lexington Ave. Collector
 George M. Jeffers, 36 Ontario St. Receiver
 L. C. Montague, 15 Hunter Ave, Magazine Agent
- 231. DELAWARE; Wilmington, Delaware.**
 Meets corner 3d and King Sts. 1st and 3d Sundays
 at 2:30 P. M.
 F. D. Mount, 117 King St. Master
 G. H. Larimore, 916 Poplar St Secretary
 L. L. Sargent, 618 W 4th St Collector
 E. M. Sargent, 618 W 4th St Receiver
 Jacob Z. Orr, 117 King St Magazine Agent
- 232. LUCKY THOUGHT; Middletown, N. Y.**
 Meets in K. of H. Hall 2d and 4th Sundays of
 each month, at 1 P. M.
 D. H. Smith, Box 1431 Master
 Tim F. Farrell, 19 West St Secretary
 H. B. Weeden, 281 North St Collector
 Sherman Gildersleve, Box 1431 Receiver
 James T. Hare Magazine Agent
- 233. GLAD TIDINGS; Moncton, New Brunswick.**
 Meets in Victoria Hall 1st Saturday evening and
 3d Sunday afternoon.
 George W. Speer Master
 Thomas McL. Rippey, Box 83 Secretary
 William H. Gay Collector
 Alfred Wood, Box 376 Receiver
 John Stewart, Jr. Magazine Agent
- 234. NORTH BAY; North Bay, Ontario.**
 Meets in B. of L. F. Hall. every Tuesday
 John Mitchell Master
 Adam Beattie Secretary
 James Devine Collector
 John Clemenson Receiver
 Adolphus Christink Magazine Agent
- 235. THREE BROTHERS; Pittsburg, Pa.**
 Meets at cor. 26th St. and Penn Ave., alternate
 Sundays, at 2 P. M.
 James Griffith, Burnett P. O Master
 Isaac Miller, 2512 Penn Ave Secretary
 William J. Adams, Jones Ave., above
 24th St Collector
 Henry B. Duff, 68 26th St. Receiver
 Henry B. Duff, 68 25th St. Magazine Agent
- 236. HINTON; Hinton, West Virginia.**
 Meets every Saturday at 7:30 P. M.
 Charles E. Tyler Master
 Thomas E. Cobbs Secretary
 Thomas E. Cobbs Collector
 R. P. Boyd Receiver
 W. E. Lyons Magazine Agent

237. CENTRAL PARK; Central Park, Ill.

Meets in Tilton Hall 1st and 3d Sundays.
 M. J. Kennedy, 549 W. Ohio St., Chicago . Master
 Fred N. Kelfer, 124 Crawford St., Chicago . Secretary
 Herbert L. Brink Collector
 Thaddeus Chew Receiver
 C. W. Warren Magazine Agent

238. PLAIN CITY; Paducah, Ky.

Meets every Wednesday at 7:30 P. M.
 Ambrose E. Mercier, 1,412 Broadway, Louisville . Master
 Jas A. Weeks, 1902 12th St., Louisville . Secretary
 Ambrose E. Mercier, 1,412 Broadway, Louisville . Collector
 Henry Kortz, 317 5th St. Receiver
 J. S. Hollingsworth, No. 1105 Broadway Magazine Agent

239. BUCKEYE; Delaware, Ohio.

Meets in Reed & Powell's Hall 2d and 4th Sundays at 1 P. M.
 Benjamin Dettleback, 381 E Central Ave. . Master
 T. E. Maloney, 219 E Central Ave. Secretary
 John Hirsch, 216 E Central Ave. Collector
 F. S. Volk, 16 Hammond St. Receiver
 John Keefe, Central Ave. Magazine Agent

240. GILBERT; Jackson, Mich.

Meets every Monday at 7:30 P. M.
 Frank H. Lederer, 211 Elm Ave., N. Master
 Fred K. Perrine, Box 1151 Secretary
 A. M. Henry, 327 Quarry St. Collector
 D. Green, 211 Orange St. Receiver
 Edward J. Coy, 523 E Main St. Magazine Agent

241. MOUNTAIN CITY; Hazleton, Pa.

Meets in Liberty Hotel, Laurel St. 2d and 4th Sundays of each month, at 1:00 P. M.
 John Gleam, Box 300 Master
 George W. Dipple Secretary
 Andrew Krapf, 200 N Church St. Collector
 P. C. Hagerty Receiver
 Magazine Agent

242. LIBERTY; Elmira, N. Y.

Meets in Redmen's Hall, 1st and 3d Sundays at 2 P. M.
 W. J. Drake, 351 Center St. Master
 Harry F. Millins, 851 Magee St. Secretary
 J. B. Carpenter, 714 E Oak St. Collector
 Judson Hungerford, 325 Norton St. Receiver
 Daniel Keefe, 360 W 5th St. Magazine Agent

243. J. H. SELBY; Texarkana, Texas.

Meets 1st and 3d Friday evenings over National Bank, State line.
 E. H. Christman, L Box 124, Texarkana, Ark . Master
 Louis Smith, Texarkana, Ark Secretary
 W. S. Allison, Texarkana, Ark Collector
 E. H. Christman, L Box 124, Texarkana, Ark Receiver
 W. F. Rowe, Box 210, Texarkana, Ark Magazine Agent

244. T. P. O'BOURKE; Chicago, Ill.

Meets at cor. 14th and Jefferson Sts. 1st Thursday at 8 P. M., and 3d Sunday 2:30 P. M.
 E. Atkins, 180 Maxwell St. Master
 Charles Naylor, 5520 Wentworth Ave. Secretary
 E. Atkins, 180 Maxwell St. Collector
 Louis Zunkle, 109 Johnson St. Receiver
 Elmer E. Crawford, 113 Canalport Ave. Magazine Agent

245. GEORGIA; Savannah, Ga.

Meets every Thursday at 7:30 P. M., and 3d Sunday at 2:30 P. M.
 George L. Kempf, Sims and Guerard Sts. . Master
 Adam Hutton, 271 Bull St. Secretary
 Adam Hutton, 271 Bull St. Collector
 Fleming Goolsby, 212 1/2 Harris St. Receiver
 Chas. Z. McArthur, 91 Gordon St., Magazine Agent

246. MACON; Macon, Ga.

Meets in M. & W depot every Sunday.
 I. M. Poole Master
 A. J. Vining, 364 Elm St. Secretary
 Jas. L. Davidson Collector
 J. G. Skinner, 816 Arch St. Receiver
 Chas. W. Seider, 1505 Third St. Magazine Agent

247. KENNESAW; Atlanta, Ga.

Meets in K. of P. Hall, every Sunday at 2 P. M.
 J. M. Baird, 194 Powers St. Master
 F. C. Adamson, 178 Luckie St. Secretary
 C. L. Bixby, care Atlanta Cotton Mill Collector
 Chas. W. Fisher, 106 E Simpson St. Receiver
 Ed. L. Milan, care W. & A. R. R. Magazine Agent

248. WESTERN RESERVE; Ashtabula, Ohio.

Meets in G. A. Hall, 1st and 3d Sundays at 1:30 P. M.
 William Rose Master
 J. S. Brown, Box 704 Secretary
 Charles D. Weisell, Box 530 Collector
 A. T. Hill, Box 355 Receiver
 Frank Bolmer, Harbor Magazine Agent

249. CALUMET; South Chicago, Ill.

Meets in Engineers' Hall, South Chicago 2d Sunday at 7:30 P. M., and 4th Sunday at 7:30 P. M.
 William Muldoon Master
 Alexander Melville Secretary
 Ernest Ingram Collector
 Alexander Melville Receiver
 John Hannon Magazine Agent

250. GOLDEN LINK; Wilkesbarre, Pa.

Meets in Senior Mechanic's Hall, 1st and 3d Sundays of every month.
 E. A. Reley, Ashley, Pa. Master
 R. H. Digory, Box 130, Kingston, Pa. Secretary
 G. P. Hanks, 5 Railroad St., S Wilkesbarre Collector
 Charles VanWhy, Ashley, Pa. Receiver
 Elmer E. Butz, Ashley, Pa. Magazine Agent

251. LEHIGH; Mauch Chunk, Pa.

Meets in Stahl's Hall, 1st and 3d Sundays.
 H. B. Fulton, East Mauch Chunk Master
 John McAlister, Box 275 Secretary
 Lafayette Wildonner, Box 275 Collector
 Charles Roberts, Box 275 Receiver
 Wm. H. Spencer Magazine Agent

252. COLUMBIA; Columbia, Pa.

Meets in Fendrich's Hall, 2d and 4th Sundays at 1 P. M.
 William Cobaugh Master
 Lafayette Friday, Walnut St. Secretary
 Joseph Dennison Collector
 Martin M. Hinkle Receiver
 H. A. Bennett, Box 531 Magazine Agent

253. TRENTON; Trenton, N. J.

Meets in Bayard Post, No. 8, G. A. R. Room, 24 E State St., 1st and 3d Sundays of each month.
 William C. Massey, 157 Passaic St. Master
 Robert Stackhouse, 697 Broad St. Secretary
 Thos. A. Decator, 45 Hart Ave. Collector
 Frank P. Parsons, 175 Brunswick Ave. Receiver
 Jno. R. Todd, 202 Academy St. Magazine Agent

254. CLIMAX; Missouri Valley, Iowa.

Meets in Masonic Hall, 2d and 4th Sundays at 7:30 P. M.
 W. T. Mahoney Master
 John T. Heatwell Secretary
 H. F. Reinebold, Box 524 Collector
 P. J. Farrell Receiver
 L. T. Nelson, Box 230 Magazine Agent

255. CANAL CITY; Arkansas City, Kan.

Meets in Odd Fellows' Hall, 2d Wednesday at 2 P. M., and 4th Wednesday at 7:30 P. M.
 James M. Zorn Master
 James Maher Secretary
 Frank Doan Collector
 Samuel S. Small Receiver
 Charles Stuart Magazine Agent

256. HIGH LINE; Como, Colo.

Meets in McFarlin Hall, every Thursday at 7:30 P. M.
 George W. McAleer, Box 47 Master
 M. D. Finn Secretary
 William Dunning Collector
 Alford L. Blanchard Receiver
 G. A. Miroy Magazine Agent

257. KIT CARSON; Raton, New Mexico.

Meets in Engineers' Hall, on 1st St., every Sunday at 2 P. M.
 John W. Cullen Master
 Alfred R. Cullen, L Box 129, Trinidad, Colo Secretary
 Charles Miller, Box 56 Collector
 James McPherson, Box 173 Receiver
 Jas. F. Campbell, Box 173 Magazine Agent

258. BENO; Nickerson, Kansas.

Meets in Odd Fellows' Hall every Thursday evening at 7:30.
 Frederick Shirk, Box 102 Master
 C. W. Arnold, L Box 29 Secretary
 William F. Smith Collector
 A. S. Ritenour Receiver
 Oliver Newland Magazine Agent

259. D. J. CHASE; Ashland, Wis.

Meets in K. of P. Hall, Allen Block, 2d and 4th Tuesdays at 8 P. M.
 William Buckley, 409 Prentice Ave. Master
 J. O. Mills Secretary
 Ferd Godfrey, Box 929 Collector
 William Buckley, 409 Prentice Ave. Receiver
 J. M. Rummel, 622 4th Ave. W. Magazine Agent

260. CALIFORNIA; Sacramento, Cal.

Meets in Red Men's Hall, Masonic Building, 6th and K Sts., 2d and 4th Tuesdays.
 E. Kunz, Box 107 Master
 G. E. Hanford, 1730 O St. Secretary
 Dan McIntyre, Box 107 Collector
 G. E. Hanford, 1730 O St. Receiver
 G. E. Hanford, 1730 O St. Magazine Agent

261. MAGDALENA; San Marcial, New Mexico.

Meets in Masonic Hall, 1st Sunday and 3d Tuesday.
 L. V. McLaughlin Master
 John J. McInnis Secretary
 W. G. Matthews, Box 52 Collector
 Frank Ewing Receiver
 Charles Martin Magazine Agent

262. QUEEN CITY; West Toronto Junct., Ont.

Meets in Carlton Hall 1st and 3d Thursdays at 8 P. M., and 2d and 4th Thursdays at 3 P. M.
 John Donaldson Master
 James Lewis Secretary
 William Hyndman, Box 61 Collector
 John Price Receiver
 T. R. Bain Magazine Agent

263. ALAMO; Taylor, Texas.

Meets in Alamo Hall every Thursday, 1st and 3d at 8 P. M., 2d and 4th at 3 P. M.
 John C. Askew Box 10 Master
 S. M. Bridgewater, L Box 10 Secretary
 Samuel D. Moore Collector
 W. S. Carter Receiver
 John McElroy Magazine Agent

264. J. K. GILBREATH; Butte City, Montana.

Meets in Cobban Hall, South Butte, Mont., every Thursday at 8 P. M.
 C. H. DeCamp, Box 190 South Butte Master
 George Cross, South Butte Secretary
 George Boomer, South Butte Collector
 J. S. Sweeney, South Butte Receiver
 Mac. Haskins, South Butte Magazine Agent

265. GRAND RIVER; Grand Rapids, Mich.

Meets in I. O. O. F. Hall, 1st and 3d Sunday at 2:30 P. M.
 E. E. Decker, 447 S Division St. Master
 George Schaefele, 377 S. Ionia St. Secretary
 H. E. Brown, 427 Cass St. Collector
 L. A. Ogden, 233 Center St. Receiver
 F. E. Mason, No. 83 Grandville Ave. Magazine Agent

266. JOHN HICKEY; South Kaukauna, Wis.

Meets 1st and 3d Tuesdays at 7:30 P. M., and 2d and 4th Sundays at 1:30 P. M., in Duggan Hall.
 Matthew Nilan, L Box 31 Master
 William H. Buntin Secretary
 Martin O'Donnell Collector
 Wilbur A. Francis, L Box 31 Receiver
 R. B. Nichols, Box 120 Magazine Agent

267. ENDEAVOR; Algiers, La.

Meets in Castle Hall every Thursday at 7:30 P. M.
 M. H. Brown, 78 Webster Ave. Master
 A. G. Donely, 68½ Pacific Ave. Secretary
 A. H. Flynn, 87 Pacific Ave. Collector
 Wm. T. Douner, 68½ Allix St. Receiver
 P. J. LeSueur, 56½ Verret St. Magazine Agent

268. CLIFTON HEIGHTS; New Albany, Ind.

Meets in Hadden's Hall, cor. State and Market Sts., 1st and 3d Sundays at 2 P. M.
 Harry McDougall, 78 W 2d St. Master
 J. B. Goedecker, E. 3d and Oak Sts. Secretary
 George M. Kohe, 239 Poplar St. Collector
 J. S. Keane, 106 W Main St. Receiver
 George L. Stein, 77 W 8th St. Magazine Agent

269. O. K.; Cincinnati, Ohio.

Meets in Eagle Hall, S. W. cor. 8th St., and Central Ave., 1st and 3d Sundays.
 J. S. Sheban, 1110 W 6th St. Master
 W. C. Conn, Hawthorne Ave., Price's Hill Secretary
 E. Hathorn, Loveland Collector
 George W. Snyder, 56 Storrs St. Receiver
 Ed. Cullen, 27 Budd St. Magazine Agent

270. MINNEAPOLIS; Minneapolis, Minn.

Meets in A. O. U. W. Hall, 2006 Cedar Ave. South, 1st Sunday of each month at 2 P. M., and 3d Saturday at 7:30 P. M. M.
 Oliver Johnson, 821 11th Ave. S. Master
 Patrick Perusse, 115 Cedar Ave. S. Secretary
 R. F. Humphrey, 22d St., between Cedar and 19th Ave. S. Collector
 George Cavanaugh, 2426 Fort Ave. Receiver
 Wm. Henderson, 2809 26th St S. Magazine Agent

271. BYRAM; Port Morris, N. J.

Meets at Wm. Weiler's residence, 2d and 4th Sundays at 2 P. M.
 R. A. Trezise Master
 William Weiler, Box 25 Secretary
 J. F. Schappell Collector
 William Weiler, Box 25 Receiver
 M. T. Dickerman, Box 31 Magazine Agent

272. WILSON; Junction, N. J.

Meets in Wells' Hall, 1st and 3d Sundays.
 John S. Eveland Master
 John E. Dineen Secretary
 James P. Butler Collector
 John B. Everett Receiver
 John S. Eveland Magazine Agent

273. DENVER; Denver, Colo.

Meets every Monday night in P. O. S. of A. Hall, cor. 14th and Arapahoe Sts.
 C. H. Curtis, 458 Clark St. Master
 Edgar F. Ballow, 1355 S 11th St. Secretary
 C. S. Hull, 1018 S 9th St. Collector
 Samuel Fowler, 1449 Larimer St. Receiver
 Geo. Cordingly, 1354 S. 10th St. Magazine Agent

274. JACKSON; Clifton Forge, Va.

Meets in Odd Fellows' Hall, 2d and 4th Mondays at 9:00 A. M.
 R. R. Johnson Master
 C. F. Jordan Secretary
 R. B. Donovan Collector
 A. P. Witt, Staunton, Va. Receiver
 James C. Eades Magazine Agent

275. LEE; Richmond, Va.

Meets in Thorn's Hall, cor. 17th and Main Sts., 1st and 3d Sundays at 1:30 P. M.
 William J. Bourke, C. & O. Round House, Master
 W. A. Demaine, C. & O. Round House Secretary
 W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va. Collector
 William J. Burke, C. & O. Rnd House Receiver
 W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va. Magazine Agent

276. REGINA; Vancouver, B. C.

Meets in Sullivan's Hall, 1st and 3d Wednesdays.
 D. A. Morton Master
 Angus Morton, Box 423 Secretary
 Angus Morton, Box 4.6 Collector
 Frederick Clutterbuck Receiver
 James Little Magazine Agent

277. ALABAMA; Mobile, Ala.

Meets in B. of L. E. Hall, every Sunday at 1 P. M.
 O. E. Adams, L. & N. Shops Master
 T. W. Kerns, L. & N. Shops Secretary
 T. W. Kerns, L. & N. Shops Collector
 C. W. Bernard, L. & N. Shops Receiver
 R. E. Williams, M. & O. R. R., Okolona, Miss. Magazine Agent

278. ANDERSON; Vicksburg, Miss.

Meets 1st and 3d Tuesdays at 2 P. M., and 2d and 4th Fridays at 7 P. M.
 H. V. Nevill, 1107 S Washington St. Master
 W. E. Stiener, 1107 S Washington St. Secretary
 D. P. Weaver, 1107 S Washington St. Collector
 C. H. Prince, 1107 S Washington St. Receiver
 E. R. Wright, 1107 S Washington St., Magazine Agent

279. METEOR; McComb City, Miss.

Meets in Odd Fellows' Hall, every other Sunday at 3 P. M.
 Samuel B. Devine Master
 Eddie C. Fordish Secretary
 Thomas A. Long Collector
 Isaac H. Martin Receiver
 George McIntyre Magazine Agent

280. OZARK; Thayer, Mo.

Meets alternate Sundays in Boyd's Hall.
 Charles McCarthy Master
 Chas. D. Crane Secretary
 James Kinney Collector
 Curtis D. Rice Receiver
 Mat Frith Magazine Agent

281. MISSION; Yoakum, Texas.

Meets in K. of P. Hall, 1st and 3d Sundays at 2:30 P. M.
 Geo. J. Flynn Master
 Rupert D. Corey Secretary
 Rupert D. Corey Collector
 Jerry T. Day Receiver
 Alph. L. McLendon Magazine Agent

282. BURNSIDE; Mt. Carmel, Ill.

Meets in Lotta Hall, on 1st and 3d Sundays at 2:30 P. M.
 J. T. Worsham Master
 Calvin Minniear Secretary
 William Murphy Collector
 Calvin Minniear Receiver
 J. T. Worsham Magazine Agent

283. LACKAWANNA; Great Bend, Pa.

Meets in Red Men's Hall, 2d Sunday at 9:30 A. M., and 4th Sunday 3 P. M.
 F. J. May, Box 139, Hulstead, Pa. Master
 E. Edenger, Box 67 Secretary
 W. B. Trowbridge, Hulstead, Pa. Collector
 H. P. Trowbridge, Hulstead, Pa. Receiver
 S. H. Wells, Hulstead, Pa. Magazine Agent

284. ELM CITY; New Haven, Conn.

Meets in Elk's Hall, 852 Chapel St., 1st Saturday and 3d Sunday afternoon.
 Edward A. Ferrell, 159 Rosette St. Master
 Eugene S. Alling, 123 Cedar St. Secretary
 Gilbert O. Hall, Box 1124 Collector
 William A. Pyle, 46 Arthur St. Receiver
 Charles A. Baldwin, 243 Greenwich Ave. Magazine Agent

285. CHARTER OAK; Hartford, Conn.

Meets in Bliss Hall, cor. Pratt and Main Sts., 2d and 4th Sundays.
 Henry L. Stearns, 4 Wooster St. Master
 Emery E. Bill, 27 Vine St. Secretary
 A. M. Porter, East Hartford Collector
 Henry L. Stearns, 4 Wooster St. Receiver
 J. H. Osmond, 40 Windsor St. Magazine Agent

286. SAGINAW VALLEY; East Saginaw, Mich.

Meets in B. of L. E. Hall, 2d and 4th Sundays at 2 P. M.
 John C. Kull, 313 Norman St. Master
 Will F. Carle, 609 S Washington Ave. Secretary
 Robert Steiner, 224 N 4th St. Collector
 Wesley Beck, 124 Sears St. Receiver
 Will F. Carle, 609 S Washington ave Magazine Agent

287. ALTOONA; Altoona, Pa.

Meets in Ramey's Hall, 12th St., 2d and 4th Sundays at 2 P. M.
 F. A. Davis, 1908 Union Ave. Master
 W. E. Burket, 2008 10th Ave. Secretary
 E. K. Gerhard, 1903 Union Ave. Collector
 F. A. Davis, 1903 Union Ave. Receiver
 W. E. Burket, 2008 10th Ave. Magazine Agent

288. EMMET; Estherville, Iowa.

Meets in Masonic Hall, 1st Sunday and 3d Monday at 7:30 P. M.
 George Godden, Box 76 Master
 P. J. Sullivan, Box 48 Secretary
 A. L. Houlthouser, Box 5 Collector
 R. S. Robinson, Box 102 Receiver
 Frank Little, Box 62 Magazine Agent

289. MT. LOOKOUT; Chattanooga, Tenn.

Meets in Odd Fellows' Hall, over Third National Bank, every Sunday at 2 P. M.
 Raimon Segasser, 1363 Market St. Master
 J. C. Gilbreath, 618 Cowart St. Secretary
 Patrick Wolf, 1907 Market St. Collector
 Thomas Harrington, 310 Long St. Receiver
 Samuel D. Doss, 214½ Montgomery Ave. Magazine Agent

290. MARION; Hannibal, Mo.

Meets in Emmet Hall, 2d and 4th Sundays at 7 P. M.
 William Edson Miles, 1101 Church St. Master
 John Kenna, 140 Market St. Secretary
 J. T. Hart, 412 Washington St. Collector
 William J. Kelly, 135 Riverside St. Receiver
 L. R. Bickel, 120 3d St., S. Magazine Agent

291. ATLANTIC; Brooklyn, N. Y.

Meets in Pythian Hall, 2d Saturday evening and 4th Sunday morning.
 Thomas H. Smith, 707 Madison St. Master
 Laurence Donehue, 210½ 22d St., S Brooklyn, L. I. Secretary
 Thomas J. Ricker, 40 Williams Ave., 26th ward Collector
 Thomas H. Smith, 709 Madison St. Receiver
 Ed. Locke, Sackman St. near Liberty Ave. Magazine Agent

292. POCAHONTAS; Poplar Bluff, Mo.

Meets in Masonic Hall, 1st and 3d Sundays at 1:30 P. M.
 C. N. Kidd Master
 F. H. Richards Secretary
 F. H. Richards Collector
 J. R. Phelps Receiver
 Wm. A. Grauneman Magazine Agent

294. OHIO RIVER; Huntington, W. Va.

Meets in Engineers' Hall, cor 3d Ave. and 8th St., 1st Saturday and 3d Thursday at 7 P. M.
 James T. Looney, 199 E Main St., Lexington, Ky. Master
 Lee A. D. Tate Secretary
 E. L. Newcomb Collector
 James T. Looney, 199, E Main St., Lexington, Ky. Receiver
 E. A. T. Watkins, Box 262 Magazine Agent

295. U. S.; Davenport, Ia.

Meets 1st and 3d Sunday of each month.
 Martin L. Mitchell, 801, Switz St. Master
 John J. Shehan, 522 Esplanade St. Secretary
 John J. Shehan, 522 Esplanade St. Collector
 Martin Gillin, 813 Switz St. Receiver
 F. W. Duncan, 506 Brady St. Magazine Agent

296. IRON RANGE; Duluth, Minn.

Meets in K. of P. Hall, Allen Block, 2d and 4th
Tuesdays at 8 P. M.

J. A. Dalgleish, 1916 W Michigan St. Master
Robt. R. Thomas, 425 Garfield Ave. Secretary
Alfred Dahl, 2132 W 2d St. Collector
John G. Defond, 719 3d Ave., W., Ash-
land, Wis. Receiver
Alfred Dahl, 2132 W 2d St. Magazine Agent

297. CLARK; Jeffersonville, Ind.

Meets in Beck's Hall, 2d and 4th Mondays.

George T. Shirley Master
C. E. Buehler Secretary
W. J. Hannan, cor. 27th St. and Gifford
Ave., Louisville, Ky. Collector
B. M. Bennett Receiver
M. S. Bennett Magazine Agent

298. SNOW FLAKE; Minot, Dakota.

Meets 2d Sunday at 7 P. M., and 4th Sunday at 8
A. M.

Joseph R. Key Master
Robert M. Gilkey Secretary
Robert M. Gilkey Collector
Henry Neate, Wileston Receiver
John R. Sieber Magazine Agent

299. CENTRAL OHIO; Crestline, Ohio.

Meets in Jenner's Block every Monday night.

W. W. Ogline, Alliance Master
George W. Reed, Box 93 Secretary
Henry B. Ellett, Alliance Collector
Charles H. Ridge, L Box 87 Receiver
J. W. White Magazine Agent

300. HARBOR CITY; Michigan City, Ind.

Meets in I. O. O. F. Hall alternate Mondays at 2
P. M.

William Campbell, Box 787 Master
W. H. Roe, L Box 644 Secretary
Charley Brown, Box 440 Collector
Wm. H. Williamson, Box 153 Receiver
Harry F. McLean, Box 831 Magazine Agent

301. GREEN MOUNTAIN; Lyndonville, Vt.

Meets in Engineers' Hall, 1st Sunday at 10 A. M.,
and 3d Friday at 7 P. M.

Samuel J. Norris Master
W. C. Baldwin Secretary
Frank W. Thompson Collector
William M. Weeks Receiver
W. C. Baldwin Magazine Agent

302. YOUGHIOGHENY; Connellsville, Pa.

Meets in Reisinger's Hall, Main St., 1st and 3d
Sundays at 2 P. M.

J. P. Smith, Box 261 Master
Louis Weihe, Box 365 Secretary
S. A. McPhee, Box 397 Collector
Louis Weihe, Box 365 Receiver
W. J. Keenan, Box 36 Magazine Agent

303. VILLA PARK; Streator, Ill.

Meets in Schlitz Hall, cor. Main and Vermillion
St., 2d and 4th Sundays at 2 P. M.

J. J. Corcoran, 5 Grant St. Master
T. W. White, 261 N Wasson St. Secretary
Moses Cantlin, 160 N Monroe St. Collector
James H. Nance, 118 N Everett St. Receiver
E. S. Manley, 35 Sterling St. Magazine Agent

304. THREE BRANCH; Argenta, Ark.

Meets in Lemmer's Hall every Saturday evening
at 7:30 P. M.

John E. Powers Master
Joseph J. Hicks Secretary
Jos. F. Burrus Collector
Robert G. Curtis Receiver
William R. Johnson Magazine Agent

305. UNWIN; Rat Portage, Ontario.

Meets in Garfield Hall every Wednesday evening.

William Burrage, Box 40 Master
Russell Woods Secretary
William Munt Collector
Charles Unwin Receiver
James Wilson Magazine Agent

306. GRANITE STATE; Concord, N. H.

Meets 2d Saturday at 7:30 P. M., and 4th Sunday
at 4 P. M., in Temple Hall, Sanborn Block.

E. B. Chandler, West Concord Master
M. F. Cleary, 26 Pearl St. Secretary
H. S. Mann, No. 15 Hill's Building Collector
H. W. Morrill, Box 381 Receiver
J. C. Muzzy, Bradford, N. H. Magazine Agent

307. HAMPDEN; Springfield, Mass.

Meets in Crescent Hall, 218 Main St., 1st and 3d
Sundays.

Chas. A. Chapin, B. & A. Engine House Master
J. A. Simons, Merrick Secretary
John Fenton, 685 Chestnut St. Collector
M. D. Newton, Merrick, Mass. Receiver
Frank H. Gero, 88 Greenwood St. Magazine Agent

308. SANTA ROSA; Porfiorio Diaz, Mexico.

Meets in B. of L. F. Hall every Sunday at 2:30
P. M.

John Holland, Box 109, Eagle Pass, Tex. Master
Frank B. Slater, Box 109, Eagle Pass, Secretary
Texas
Thomas Gleen, Box 109, Eagle Pass, Tex. Collector
S. R. James, Box 109, Eagle Pass, Texas Receiver
S. R. James, Box 109, Eagle Pass, Tex. Magazine Agent

309. BARTHOLDI; Long Island City, L. I., N. Y.

Meets 2d Mondays and 4th Saturdays in Schwal-
lenberg Hall.

George H. Stinman Master
John W. Brown, 181 Freeman St., Green
Point, L. I. N. Y. Secretary
John J. Galvin, 46 Clay St., Green Point,
L. I. N. Y. Collector
Hugh Riddle Receiver
W. J. Simon, 102 Third St. Magazine Agent

310. CHESTNUT RIDGE; Derry Station, Pa.

Meets alternate Mondays and Third Sundays in
Chosen Friends' Hall.

H. C. Martin Master
Joshua T. Cole Secretary
W. J. Toole Collector
Joshua Rhodes Receiver
Joshua T. Cole Magazine Agent

311. BELLE PLAINE; Belle Plaine, Iowa.

Meets 1st and 3d Sundays in V. A. L. Hall.

William B. Tidball Master
J. C. Hanby Secretary
Dennis E. Curran Collector
Ed. L. Condon, L Box 34 Receiver
Ed. L. Condon, L Box 34 Magazine Agent

312. MOUNT SHASTA; Danismuir, Cal.

Meets in I. O. O. F. Hall 1st and 3d Sundays, and
2d and 4th Wednesdays, at 2 P. M.

Harry L. Walther Master
Wm. McDonald Secretary
Arche De La Montanya Collector
Wm. McDonald Receiver
Arche De La Montanya Magazine Agent

313. KAW VALLEY; Armourdale, Kansas.

Meets alternate Mondays at 7:30 P. M.

Melvin S. Laughlin, L Box 54 Master
John M. Frain, 108 Missouri Ave., Kansas
City Secretary
Melvin S. Laughlin, L Box 54 Collector
E. C. Haddock, 120 N 5th St., Kansas
City, Kan Receiver
Wm. J. Myers, 9 N 8th St., Kansas City Magazine Agent

314. MUTUAL; Knoxville, Tenn.

Meets in Engineers' Hall, North Knoxville, 1st
and 4th Mondays, at 8:30 P. M.

J. C. Pickens Master
D. T. Thomas Secretary
William H. Booth, 5 E Depot St. Collector
W. T. Armstrong, 38 Florida St. Receiver
J. C. Pickens, 30 E Park St. Magazine Agent

315. TROY CITY; Green Island, N. Y.

Meets 1st and 3d Sundays in Odd Fellows Hall,
101 Hudson Ave.

Jas. M. Williams, 20 Canal St., Troy Master
H. A. Norton, 119 Hudson Ave. Secretary
Willis J. Spafford, 2252 5th Ave., Troy Collector
H. R. Peach, 54 George St Receiver
H. A. Norton, 119 Hudson Ave Magazine Agent

316. OMEGA; Buffalo, N. Y.

Meets in Siebert's Hall, cor. Jefferson and Bristol Sts., every Tuesday at 8 P. M.
 Wm. H. Walsh, 1903 Broadway Master
 Wm. H. Walsh, 1903 Broadway Secretary
 P. J. Donovan, 780 S Division St. Collector
 Joseph Kennedy, 811 Williams St. Receiver
 P. J. Donovan, 780 S Division St., Magazine Agent

318. IRON CITY; Glenwood, 23d Ward, Pittsburg, Pa.

Meets in Speck's Block, cor. 2d St., and Hazlewood Ave., 1st and 3d Mondays at 7:30 P. M.
 J. F. Wills, Glenwood, 23d Ward Master
 R. C. Chamberlain, Glenwood, 23d Ward, Secretary
 Clayton L. Wertz, Glenwood, 23d Ward, Collector
 W. B. Knepper, Hazlewood, Pa. Receiver
 J. E. Fox, Glenwood, 23d Ward . Magazine Agent

319. ORPHANS' HOPE; Dennison, Ohio.

Meets in I. O. O. F. Hall, every Tuesday at 7:30 P. M.
 Harry R. Brown, Jr. Master
 J. C. Faught Secretary
 John Roach Collector
 Harry R. Brown, Jr. Receiver
 J. H. Rowland Magazine Agent

320. ARBITRATION; East St. Paul, Minn.

Meets in Wilde's Hall, cor. 7th and Bradley Sts., 1st Sunday at 2 P. M., and 3d Wednesday at 7:30 P. M.
 D. Lordan, 471 Jenks St., St. Paul Master
 J. H. Salley, 616 Whitehall St. St. Paul . Secretary
 Thos. C. Hetherington, 738 Payne Ave. Collector
 St. Paul
 R. A. Hetherington, 738 Payne Ave., St. Paul Receiver
 P. Copeland, 468 Case St., St. Paul, Magazine Agent

321. SNOW DRIFT; Chapeau, Ont.

Meets in B. of L. F. Hall, every Monday at 8 P. M.
 John B. Dexter Master
 James McAdam, C. P. R. R. Secretary
 Kenneth McRea Collector
 James McAdam, C. P. R. R. Receiver
 Herbert D. Gave Magazine Agent

322. WISSAHICKON; Philadelphia, Pa.

Meets 2nd and 4th Sundays of each month at S. E. cor. 10th and Spring Garden Sts.
 C. W. Weidner, 708 Kohn St., Norristown, Master
 James Haas, 2183 Darien St. Secretary
 William Ashton, 1210 Oakdale St. Collector
 Joseph Harrison, 807 Fairmount Ave. Receiver
 L. D. Woodington, 1930 N 9th St. Magazine Agent

323. ANTHRACITE; Tamaqua, Pa.

Meets in Kern's Hall, 2d and 4th Sundays.
 Matthew Chester Master
 James McCabe Secretary
 Michael Schmauch Collector
 William J. Ditzinger, Box 347 Receiver
 Joseph Mucklow Magazine Agent

324. MOUNTAIN GROVE; Catawissa, Pa.

Meets in News Item Hall, 2nd and 4th Sundays at 2 P. M.
 James W. Fisher, Box 222 Master
 Jeremiah Haley Secretary
 Jeremiah Haley Collector
 James W. Fisher, Box 222 Receiver
 W. Bowman, Milton, Pa. Magazine Agent

325. SATILLA; Waycross, Ga.

Meets in Masonic Hall every Sunday at 2 P. M.
 Thos. M. Foran Master
 H. J. Smith, Box 24 Secretary
 H. B. Lee Collector
 Wm. L. Knox Receiver
 John W. Miller Magazine Agent

326. FOLWELL; Bradford, Pa.

Meet 1st and 3d Sunday evenings in G. A. R. Hall.
 G. P. Clough, 6 Allison St. Master
 M. W. Maybee, 7 Pike St. Secretary
 G. E. Lovelace, 8 Webster St. Collector
 G. P. Clough, 6 Allison St. Receiver
 M. W. Maybee, 7 Pike St. Magazine Agent

327. SILVER MOUNTAIN; Needles, Cal.

Meets in B. of L. F. Hall every Saturday evening.
 Charles Diffenbaugh Master
 Leonard Leutzing Secretary
 Charles Diffenbaugh Collector
 M. H. Smith Receiver
 F. B. Hardy Magazine Agent

328. SPANISH PEAKS; La Junta, Col.

Meets in Grand Army Hall, Mondays, at 2 P. M.
 W. H. Graham Master
 Charles Gray Secretary
 Chris Jacques Collector
 Willis J. Reed Receiver
 Leroy W. Gilbert Magazine Agent

329. SOLOMON VALLEY; Downs, Kansas.

Meets in Masonic Hall, 1st and 3d Sundays at 7:30 P. M.
 H. E. Wade Master
 A. Dillon, L Box 183 Secretary
 John Milheiser, Box 102 Collector
 R. J. Dunlap, Box 219 Receiver
 Gus Lind, Jamestown, Kan. Magazine Agent

330. RIVER VIEW; Kansas City, Kansas.

Meets in Melville Hall, 2d and 4th Sundays at 7:30 P. M.
 T. J. Birch, 1499½ Wyoming St., Kansas City, Mo. Master
 Frank Vaughn, 619 Wyandott Ave., Armourdale Secretary
 G. W. Smith, 838 Highland Ave Collector
 E. D. Root, 919 6th St. Receiver
 J. F. Casey, 617 W 7th St., Kansas City, Mo. Magazine Agent

331. CHICAGO BELT LINE; Auburn Junction, Ill.

Meets in in Foresters' Hall, cor. 81st St. and Vincennes Ave., Auburn, Ill., on 1st and 3d Mondays at 8 P. M.
 John J. McCarthy, 8 Englewood Master
 J. D. Flood, Box 34, S Englewood Secretary
 Abe. L. Leidich, Auburn Park Collector
 J. D. Flood, Box 34, S Englewood Receiver
 Frederick Wall, S Englewood . Magazine Agent

332. STONE MOUNTAIN; Augusta, Ga.

Meets alternate Sundays in hall corner of Broad and Jackson Sts.
 Wilkie B. Hawes, 819½ Brave St. Master
 W. F. Clary, C. R. R. Shops Secretary
 James I. Roney, 320 Pine St. Collector
 B. W. Furber, Ga. R. R. Shops Receiver
 J. S. Downing, Ga. R. R. Shops . Magazine Agent

333. FAIRMOUNT; Philadelphia, Pa.

Meets in in Erickson's Hall, 3947 Lancaster St., alternate Wednesdays at 8 P. M.
 P. J. Lawton, 746 N 36th St. Master
 R. L. Tomlinson, 3837 Linwood St., W Philadelphia Secretary
 C. H. Maul, 830 N 40th St. Collector
 Harry C. Ewing, 830 N 40th St. Receiver
 H. C. Ewing, 830 N 40th St Magazine Agent

334. LONG DOUBLER; East Syracuse, N. Y.

Meets in A. O. U. W. Rooms every Tuesday night.
 George F. Allen Master
 George M. Shaffer Secretary
 E. T. Terry Collector
 Jas. H. Fitzgerald Receiver
 Joseph Gale Magazine Agent

335. SAINT ADOLPHUS; Hochelaga, Canada.

Meets in B. of L. F. Hall, 11 Moreau St.
 Alfred Pring, 20 Roch Lane, Montreal . . Master
 Jno. Langstreth, 158 Colborne St., Montreal Secretary
 Patrick McFall, 305 Logan St Collector
 J. G. A. Brazeau, 83 Moreau St Receiver
 J. G. A. Brazeau, 83 Moreau St . Magazine Agent

336. FALL RIVER; Neodesha, Kansas.

Meets in Pierce's Hall, 2d and 4th Saturdays.
 R. C. McClellan Master
 L. N. Baker, Box 178 Secretary
 Charles Koehler Collector
 R. C. McClellan Receiver
 Matthew J. James Magazine Agent

337. BIG FOUR; Kansas City, Mo.

Meets in Summerwell's Hall, 21st and Drupp Sts., alternate Tuesdays at 7:30 P. M.
 Homer Howard, 1210 Reservoir Ave . . . Master
 Charles T. Largent, 1873 Madison Ave. . Secretary
 Charles T. Largent, 1873 Madison Ave . Collector
 N. F. Clough, 1812 Holly St Receiver
 J. W. Leonard, 1641 Bellevue Ave., Magazine Agent

338. WEST BRANCH; Renovo, Pa.

Meets in Spangler's Hall, cor. 6th St. and Huron Ave., alternate Sundays at 1:30 P. M.

Frederick Kerby Master
R. C. McFarland Secretary
W. C. Robinson Collector
G. B. McManigal Receiver
James Campbell Magazine Agent

339. WHITE BREAST; Charlton, Iowa.

Meets in Woodman's Hall.

T. H. Sanford, Box 620 Master
A. M. Williby, L. Box 781 Secretary
James C. Beck, Box 349 Collector
A. M. Williby, L. Box 781 Receiver
M. Dunn Magazine Agent

340. STAR OF THE WEST; Newton, Kansas.

Meets in Odd Fellows' Hall, alternate Thursdays at 7:30 P. M.

William Gilpin, 403 W 5th St Master
J. S. Wood, 227 W 5th St Secretary
Charles S. Druce, L. Box 169 Collector
James W. Miller, 401 W 3d St Receiver
Charles T. Brant, L. Box 169 Magazine Agent

341. GOLD RANGE; Donald, B. C.

Meets in Firemen's Hall 1st and 3d Wednesdays, 2d and 4th Sundays.

Arthur Randall Master
Willis J. Armstrong Secretary
George B. Govett, Box 49 Collector
Thomas B. Clench Receiver
H. J. McSorley Magazine Agent

342. CASCADE; Medicine Hat, North West Terr.

Meets in Masonic Hall, 2d Wednesday and 4th Thursday.

Burley Wallis, Box 66 Master
James Hawthorne, Box 66 Secretary
William Rutherford, Box 66 Collector
Leonard Dobbin, Box 66 Receiver
Leonard Dobbin, Box 66 Magazine Agent

343. NEW STATE; Spring Hill, Montana.

M. C. Cavanaugh, Allerdice Master

Thos. J. Low, Allerdice Secretary
E. J. Marchbanks, Allerdice Collector
Albert E. Jones, Allerdice Receiver
E. J. Marchbanks, Allerdice Magazine Agent

344. LAS ANIMAS; Trinidad, Colo.

Meets in Odd Fellow's Hall, N. Commercial St., 1st and 3d Sundays at 1:30 P. M.

Mike C. McNulty Master
E. E. Perry, Box 470 Secretary
S. W. Hoage, Box 470 Collector
Jas. M. McLaren, Box 531 Receiver
S. W. Hoage, Box 470 Magazine Agent

345. FRONT END; Paris, Texas.

Meets every Saturday at 8 P. M.

W. H. Dickinson, Box 24 Master
L. F. Tobin, Box 24 Secretary
A. E. Hitt, care G. C. & S. F. Shops, Dallas Collector
James Lyons, Box 24 Receiver
J. N. Ballew Magazine Agent

346. FLOWERY LAND; Pensacola, Fla.

Meets in Odd Fellows' Hall 1st and 3d Mondays.

F. T. Martin, 107 E Wright St Master
Geo. B. McArthur, 201 Gregory St Secretary
Geo. S. Walker, 300 E Wright St Collector
James I. Sizer, 416 E Wright St Receiver
J. W. Chrisholm, 1012 E Laura St, Magazine Agent

347. OLD FORT; Dodge City, Kansas.

Meets in I. O. O. F. Hall 1st and 3d Thursdays at 3 P. M.

William C. Fadel, Box 416 Master
John Husser, L. Box 535 Secretary
Augustus Falkner Collector
B. S. Williams, L. Box 21 Receiver
James B. Carothers Magazine Agent

348. BLUE MOUNTAIN; La Grande, Oregon.

Meets every Wednesday at 3 P. M. in K. of P. Hall.

E. A. Stephens, L. Box 18 Master
F. E. Herr, L. Box 37 Secretary
J. G. Enstam, L. Box 52 Collector
John Walker Receiver
F. E. Herr, L. Box 37 Magazine Agent

349. HUDSON RIVER; Union Hill, N. J.

Meets in Concordia Hall, 2d Saturday at 8 P. M., and 4th Sunday at 2 P. M.

H. E. Hamblen, New Durham, N. J. Master
L. T. Burns, New Durham, N. J. Secretary
L. T. Burns, New Durham, N. J. Collector
Harry Poynton, New Durham, N. J. Receiver
Joe Lewis, New Durham, N. J. Magazine Agent

350. JAMES DONNELLY; Perth Amboy, N. J.

Meets in K. of P. Hall 2d and 4th Sundays.

Joseph B. Hoffman Master
W. J. Ditzler Secretary
Christopher Groenwall Collector
Theodore R. Mertz Receiver
Levi M. Landis Magazine Agent

351. HOME; White Haven, Pa.

Meets in Runkey's Hall, 2d and 4th Sundays at 2 P. M.

James N. Deterline Master
Edward T. McNally Secretary
Amos Flowers Collector
Charles Prutzman Receiver
Charles Deal Magazine Agent

352. CHAMPLAIN; St. Albans, Vt.

Meets in Engineer's Hall, 1st and 3d Sundays at 1:45 P. M., and 4th Mondays at 7:30 P. M.

John McAllister, 104 Lake St Master
Charles E. Preston Secretary
Frederick A. Mailloux Collector
C. P. Kelly, 89 Foundry St Receiver
George Hobart, 177 Main St. Magazine Agent

353. MARBLE CITY; Rutland, Vt.

Meets in E. A. U. Hall, 1st and 3d Sundays.

John Grady, 8 Pine St. Master
C. F. Whitehouse, 77 River St Secretary
C. F. Underhill, 8 Pine St Collector
C. F. Underhill, 8 Pine St Receiver
Wm. H. Murray, 17 Franklin St. Magazine Agent

354. HOBOKEN; Hoboken, N. J.

Meets in Burnett's Hall 2d Sundays and 4th Saturdays.

John Hotten, Troy St. and Summit Ave., Jersey City, N. J. Master
John Gademan, 7 Nelson Ave., Jersey City, N. J. Secretary
Patrick Ash, South Orange, N. J. Collector
Emmons C. Williams, Morristown, N. J., Receiver
Hudson Blanchard, Boonton Magazine Agent

355. STONE CITY; Joliet, Ill.

Meets in B. of L. F. Hall, 222 Jefferson St., 1st Tuesday at 7:30 P. M., and 3d Sunday at 2:30 P. M.

W. W. Brooker, 134 S Hickory St Master
Christopher Nolan, 123 Grover St Secretary
Harriison McPeck, C. S. F. & C. R. R. Collector
T. F. Hannan, 411 S Desplaines St Receiver
W. H. Brooker, 117 John St. Magazine Agent

356. CHAUNCEY M. DEPEW; Albany, N. Y.

Meets 1st and 3d Sundays at 2 P. M.

Frank C. Wilson Master
R. J. Lilly, 57 1st St. Secretary
R. J. Lilly, 57 1st St. Collector
E. J. Kelley, 94 Livingston Ave. Receiver
F. Degroff, 160 Clinton Ave. Magazine Agent

357. JUSTICE; Vanceboro, Maine.

Meets in A. O. U. W. Hall, at Vanceboro and Main Sts., 2d and 4th Saturdays.

J. E. Shea Master
Whitfield Nobles Secretary
C. J. Tabor, Woodstock, N. B. Collector
Walter E. Dresser Receiver
E. L. Hagerman, Woodstock, N. B., Magazine Agent

358. COOKE; West St. Paul, Minn.

Meets in I. O. O. F. Hall, cor. Fairfield and Dakota, Ave., 2d and 4th Sundays at 2 P. M.

Christopher McKay, 154 Isabell St Master
W. R. Perrin, 1015 Washington Ave., South Minneapolis Secretary
W. R. Perrin, 1015 Washington Ave., South Minneapolis Collector
Peter Anderson, 1428 Washington Ave., S Minneapolis Receiver
W. H. Bronson, 1902, cor. 19th Ave. and S. E. 4th St., E Minneapolis Magazine Agent

- 359. BIG FLINT; Wellington, Kansas.**
Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M., and 2d Fridays at 7:30 P. M.
T. M. Brown, E Lincoln Ave Master
H. E. Hansen, E Harvey Ave Secretary
Charles Weddle, 522 E 4th St Collector
J. N. McCarty, 517 E 4th St Receiver
H. E. Hansen, E Harvey Ave Magazine Agent
- 360. COLD SPRING; Springfield, Ohio.**
Meets in Engineers' and Firemen's Hall 1st and 3d Sundays.
Joseph A. Taylor, care Schlenk House, Sandusky, O Master
A. W. Binns, E High St Secretary
E. E. Leonard, Forest House, E High St Collector
A. W. Binns, E High St Receiver
Jos. Gretham, Sandusky, O Magazine Agent
- 361. TRIED AND TRUE; Washington, Ind.**
Meets alternate Sundays in Arcade Hall.
William H. Cunningham, O. & M. Shops Master
M. J. Cunningham, O. & M. Shops Secretary
B. Mix, O. & M. Shops Collector
John H. Kernan, O. & M. Shops Receiver
Wm. Koster, O. & M. Shops Magazine Agent
- 362. CATARACT; Niagara Falls, Ontario.**
John Rogers, Suspension Bridge, N. Y. Master
T. E. Swallow, Niagara Falls, N. Y. Secretary
J. W. Francis Collector
John C. White, Suspension Bridge, N.Y., Receiver
J. W. Francis Magazine Agent
- 363. METROPOLITAN; New York, N. Y.**
Meets at 490 8th Ave., 1st and 4th Sunday afternoons.
J. M. Reilly, 204 E 112th St Master
Fred R. Elliott, 140 3d Ave., 2d Flat Secretary
A. W. Eggleston, White Plains, N. Y. Collector
M. J. Lynch, 206 E 45th St Receiver
M. J. Lynch, 206 E 45th St Magazine Agent
- 364. SINGERLY; Philadelphia, Pa.**
W. G. Staats, 6311 Woodlawn Ave Master
A. J. Lawton, 1311 Hanover St., Baltimore, Md Secretary
G. W. Gregg, Jr., B. & O. Round House Collector
J. I. Way, 305 Tome St., Baltimore, Md., Receiver
F. G. Dennis, 60 W. St. and Chester Ave Magazine Agent
- 365. VIOLET; Bellows Falls, Vt.**
Meets in G. A. R. Hall 1st and 3d Saturday evenings.
Andrew E. Angier Master
A. E. Wells, Box 568 Secretary
F. L. Darling, Windsor, Vt Collector
A. G. Firman, Windsor Vt Receiver
F. E. Keech, 7 S Main St., Brattleboro, Vt Magazine Agent
- 366. HAGERSTOWN; Hagerstown, Md.**
Meets in Red Mens' Hall, cor. W and P Sts., 2d and 4th Sundays.
S. R. Hacker, 218 High St Master
S. R. Hacker, 218 High St Secretary
Christopher E. Rohrer, 307 High St Collector
D. A. Wallace, 20 Salem Ave. Receiver
S. R. Hacker, 218 High St Magazine Agent
- 367. MORGAN CRANE; Somerset, Ky.**
Meets in Engineers' Hall, 1st and 3d Saturday evenings.
George L. Peffer Master
John Dikeman Secretary
Martin B. Conniff Collector
James Ford Receiver
M. J. McCabe, Box 200 Magazine Agent
- 368. DEEP WATER; Springfield, Mo.**
Meets in K. of P. Hall 1st and 3d Tuesday at 7:30 P. M.
B. S. Chinn, 802 W Elm St Master
Jno. Gallagher, 603 N Campbell St Secretary
Charles Hall, 957 N Cammel St Collector
C. W. Henry, Rooms 9 and 10, Denton Block, College St Receiver
C. W. Hall, 903 Union St Magazine Agent
- 369. WALNUT VALLEY; Eldorado, Kan.**
Meets corner Main St. and Central Ave., 2d and 4th Tuesdays at 7:30 P. M.
Frederick Staley, Box 196 Master
E. S. Mead, Box 422 Secretary
M. Fitzgerald, Box 185 Collector
J. C. Wickham Receiver
C. J. Lester, 109 S Margrave St., Fort Scott, Kan Magazine Agent
- 370. NEOSHO VALLEY; Council Grove, Kan..**
Meets in A. O. U. W. Hall, 1st and 3d Wednesday evenings.
Charles Torrence Master
Clarence G. Stone Secretary
Charles M. Leeman Collector
Charles Torrence Receiver
Clinton Howard Magazine Agent
- 371. COVENANT; Nevada, Mo.**
Meets 1st and 3d Fridays at 7:30 P. M.
W. M. Calkins, Box 335 Master
J. E. Kinzie, Box 335 Secretary
J. C. Fletcher, Box 335 Collector
John Dandy, Box 256 Receiver
J. E. Kinzie, Box 335 Magazine Agent
- 372. SIGNAL MOUNT; Big Springs, Texas.**
Meets in Engineers' Hall, 1st Wednesday afternoon and 3d Wednesday evening.
R. J. Bible Master
G. H. Smith Secretary
S. E. Ord Collector
R. J. Bible Receiver
W. L. Simpson Magazine Agent
- 373. J. T. HABAHAH; Birmingham, Ala.**
Meets in Reen Hall, Allen Building, Morris Ave., 1st and 3d Sunday at 9 A. M.
W. F. Young, 1731 Ave. A. Master
J. W. Durman, Ave. E, bet. 25th and 26th Sts Secretary
R. K. Long Collector
S. E. Livingston, 1731 Ave. A, 18th St Receiver
A. W. Ansley Magazine Agent
- 374. McALLISTER; Herrington, Kan.**
Meets in Masonic Hall, 1st Thursday at 1:30 P. M., and 3d Thursday at 7:30 P. M.
H. Gay Master
H. S. Smith Secretary
W. W. Campbell Collector
E. L. Aument Receiver
Jesse L. Brown, Box 24 Magazine Agent
- 375. FRIENDSHIP; Dayton, Ohio.**
Meets in K. P. Hall, 1st and 3d Sundays at 2 P. M.
N. W. Rose, 109 LaBelle St Master
John H. Deweese, 22 Webb St Secretary
Frank G. Stillwell, 28 N Van Lear St Collector
John F. Hoban, 635 E 2d St Receiver
John Ryan, 120 Crane St Magazine Agent
- 376. J. H. KIRK; Horton, Kan.**
Meets 1st and 3d Saturdays at 7:30 P. M.
A. W. Brown Master
R. J. Sandidge Secretary
E. S. Strahan Collector
Thomas Sheahan, L Box 39 Receiver
James E. George, L Box 39 Magazine Agent
- 377. NICKEL PLATE; Conneaut, Ohio.**
Meets in Harrington & William's Block, 1st and 3d Tuesdays at 8 P. M., and 2d and 4th Tuesdays at 8:30 P. M.
H. A. Belding, Box 220 Master
C. S. Ellinwood Secretary
S. Mehaffey Collector
C. A. Wilcox, Box 301 Receiver
C. S. Ellinwood Magazine Agent
- 378. HOLBROOK; Chartiers, Pa.**
Meets every Sunday in Christian Hall, McKees Rocks, Pa., at 1 P. M.
George James, 406 Henry St. McKeesport, Pa. Master
D. W. Scott, McKees Rocks, Pa. Secretary
John Ainor, Point Bridge Toll House, S S, Pittsburg, Pa. Collector
Frank J. Thomer, 3709 5th Ave., Pittsburg, Pa. Receiver
John O'Rourke, McKees Rocks, Pa. Magazine Agent

379. WEAVER; Sayre, Pa.

Meets in K. of H. Hall, Cornell's Block, 1st and
3d Sunday at 11 A. M. Master
John Durkin, Box 437 Secretary
James Denton, Box 290 Collector
Wm. J. Stewart, Box 216 Receiver
William E. Preston, Box 498 Magazine Agent
Archie C. Burr, Box 218

381. J. W. WALKER; Conemaugh, Pa.

Meets in B. of L. F. Hall 2d and 4th Sundays at
1:30 P. M. Master
J. W. Walker Secretary
J. L. Williams Collector
Harry M. McFeaters Receiver
J. C. Hess Magazine Agent
C. R. McDowell

382. BETHESDA; Waukesha, Wis.

Meets in Engineers' Hall, 1st and 3d Sundays at
2 P. M. Master
Alex. Turner, Box 830 Secretary
Arnold J. Gude, Box 897 Collector
John M. Dowd Receiver
Otto W. Hanke, L Box 897 Magazine Agent
Otto W. Hanke, L Box 897

383. PETROLEUM; Oil City, Pa.

Meets in C. M. B. Hall, 1st and 3d Mondays.
Thomas Martin Master
John H. Quirk, Box 330 Secretary
Allison W. Judd Collector
John Davis, Box 763 Receiver
John Davis, Box 763 Magazine Agent

384. R. H. WILBUR; Leighton, Pa.

Meets in Reaber's Hall, 1st and Bank Sts., 2d and
4th Sundays.
Alfred Dreisbach, Weissport, Pa. Master
Alvin A. Miller, Weissport, Pa. Secretary
A. T. Henry, Weissport, Pa. Collector
Alvin Rex, Weissport, Pa. Receiver
John J. Walters Magazine Agent

385. MOUNTAIN DIVISION; Keyser, W. Va.

Meets in I. O. O. F. Hall, 2d and 4th Mondays at
10 A. M. Master
M. S. Tucker Secretary
L. Burkhalter Collector
L. Burkhalter Receiver
Henry Montgomery Magazine Agent
Frank B. Simmons

386. RAMONA; National City, Cal.

Meets 2d and 4th Sundays at 2 P. M., in Firemen's
Hall.
E. Ware Boyd Master
Alfred T. Washington Secretary
Jas. L. Stearns Collector
E. Ware Boyd Receiver
John M. Davis Magazine Agent

387. RED ROCK; Schrieber, Ontario.

Meets in B. of L. F. Hall, 1st and 3d Sundays.
John Gardiner, C. P. R. Master
W. H. Wadland, Box 104 Secretary
Philip A. McAllen, Box 111 Collector
Alfred Bilbe, Box 53 Receiver
M. E. Hartry, Box 21 Magazine Agent

388. PHIL. H. SHERIDAN; Milwaukee, Wis.

Meets in Firemen's Hall, 170 Reid St, 1st and 3d
Sundays.
Thomas Tanner, 431 Barclay St. Master
John M. Grobhen, 942 Kinnikinnie
Ave Secretary
Elmer Knapp, 286 Jefferson St. Collector
Peter F. Fox, 426 Virginia St. Receiver
G. E. McCosker, 349 Scott St. Magazine Agent

389. LIVINGSTONE; Chillicothe, Mo.

Meets in I. O. O. F. Hall, 2d and 4th Sundays at 2 P. M.
Edward E. Stockton Master
E. A. Dix Secretary
George Zugschwerdt Collector
T. H. Hennessey Receiver
Mike Cunningham Magazine Agent

390. SILVER STATE; Carlin, Nevada.

Meets in Engineers' Hall Tuesday evenings.
C. H. Oliver Master
Price E. Davis Secretary
William M. Wickel Collector
George English Receiver
S. S. Stoll Magazine Agent

391. NAUVOO; Ft. Madison, Iowa.

Meets in K. of P. Hall, N W cor. 2d and Pine Sts.,
2d and 4th Sundays at 2 P. M. Master
John C. Schafer Secretary
William Hamilton Collector
Harry R. Kinne Receiver
O. L. McClellan, Box 83 Magazine Agent
O. L. McClellan, Box 83

392. WEST PENN; Blairsville, Pa.

Joseph T. Daugherty, Apollo, Pa. Master
Charles C. Henderson, 284 Lacock St, Al-
legheny City, Pa. Secretary
Luther H. Martin Collector
William R. Ranson, Cokeville, Pa. Receiver
J. D. Davis Magazine Agent

393. DIAMOND VALLEY; Harrisburg, Pa.

Meets in Sible Hall, 3d and Cumberland Sts., 2d
and 4th Tuesday at 7 P. M. Master
William K. Drake, 1531 N 6th St Secretary
S. M. Myers, 506 Kelker St Collector
Frank Snyder, 1223 N 7th St Receiver
Amos Brenneman, 1843 N 7th St Magazine Agent
William C. Taylor, 1506 N 5th St

394. PLEASANT VALLEY; Beatrice, Nebraska.

Meets in I. O. O. Hall, Cor. 5th and Court Sts., 2d
and 4th Sundays at 2:30 P. M. Master
B. A. Downer, Riverside Hotel Secretary
Charles E. Harris Collector
Charles E. Harris Receiver
E. K. Cole, Riverside Hotel Magazine Agent
E. K. Cole, Riverside Hotel

395. MILLARD FOSTER; Belleville, Kansas.

Meets in A. O. U. W. Hall 1st and 3d Tuesdays at
7:30 P. M. Master
K. L. Dresser Secretary
Charlie M. Mills Collector
Samuel Jackson Receiver
Charlie M. Mills Magazine Agent
Clarence G. Sanborn, Combination
Box 115

396. TIP TOP; Goodland, Kansas.

Meets in K. of P. Hall 2d and 4th Mondays at 7:30
P. M. Master
Joseph H. Shaw Secretary
Harry H. Dickson Collector
John J. Mieble Receiver
C. C. Sutherland Magazine Agent
Charles C. Hamlin

397. LONG DIVISION; Holington, Kansas.

Meets in the School House 1st and 3d Wednesdays
at 8:30 P. M. Master
George M. Bagley Secretary
Ed. L. Brown Collector
Alonzo C. Shaffer Receiver
H. F. Arnold Magazine Agent
Frank J. Farnell

398. PINE MOUNTAIN; Columbus, Ga.

Meets in Odd Fellow's Hall, 1st Ave., opposite city
market, every Sunday at 2 P. M. Master
Wm. M. Reeves, 944 Fifth Ave Secretary
Walter K. Mahone, 1232 Third Ave Collector
Edgar T. Hara, 944 Fifth Ave Receiver
A. B. Moore, 944 Fifth Ave Magazine Agent
W. D. McIver, 944 Fifth Ave

399. CRESCENT CITY; New Orleans, La.

Meets corner of Custom House St. and Exchange
alley, 2d and 4th Thursdays at 7:30 P. M. Master
James Gordon, 536 N Rampart St. Secretary
Harry H. Dodson, 572 1/2 Dauphine St. Collector
Jas. C. Dupre, 153 Urquhart St. Receiver
George Perry, 159 Spain St. Magazine Agent
Wm. A. O'Donnell, 164 Laurel St.

400. MARIAS DES CYGNE; Osawatimie, Kan.

Meets in Odd Fellow's Hall every Saturday at 7
P. M. Master
George P. Reed Secretary
W. A. Bedell Collector
S. L. Keith Receiver
A. P. Coppens Magazine Agent
George P. Reed

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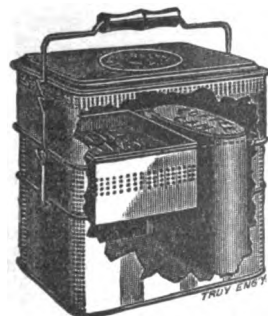
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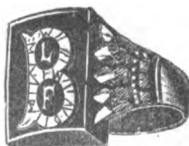
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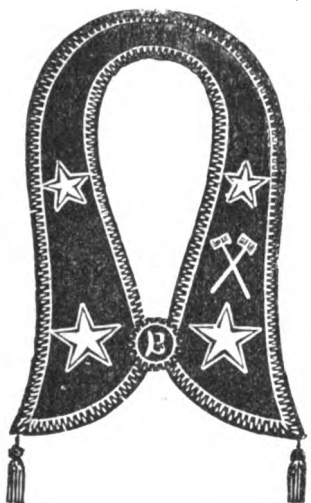
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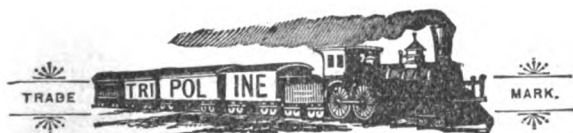
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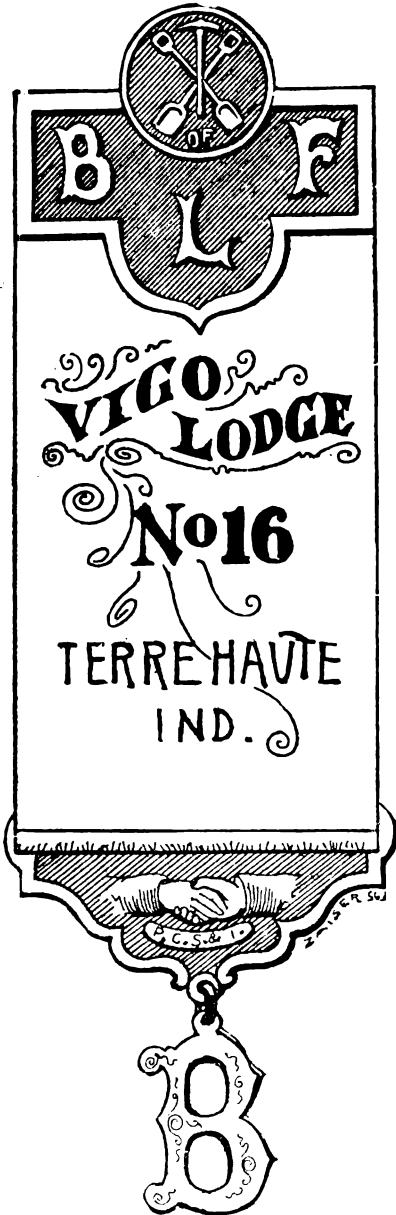
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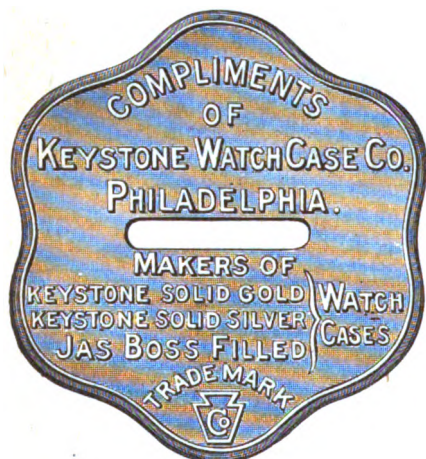
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Having contracted a kidney difficulty while serving in the army in 1864, I was enabled to serve out my time only through the assistance of our regimental surgeon. Returning home in the fall of 1865, I found my old enemy [the kidney trouble] still clinging to me. I placed myself under the treatment of several successive physicians, who gave me temporary relief, but were unable to effect a permanent cure. I paid large sums of money to the different physicians whom I consulted, and tried all the various remedies which promised relief, but to no avail. I continued my efforts until the spring of 1875, my malady in the meantime increasing to such an extent that on several occasions I became unconscious and was confined to my house for several weeks at a time. I was then induced, through the earnest solicitation of a friend, to consult an old and learned practitioner of Chicago, then temporarily located in Birmingham. This physician gave me a prescription in liquid form, of which I used two bottles. The lameness in my back disappeared and I was relieved of the severe pains I had previously suffered. Having experienced such happy results, and feeling my utter helplessness in case of a recurrence of an attack of a similar nature, I decided, if possible, to purchase the recipe for compounding what is now so favorably known as "Dimmick's Kidney and Bladder Cure." The old physician, who was about removing to the Southwest, after some hesitation, consented to dispose of the recipe to me on payment of a considerable sum of money. About two years after the purchase, while acting in the capacity of a railway engineer, I became affected with a prickling sensation in the face, arms, right side and right leg extending to the knee, followed by numbness, or a partial paralysis. This gradually made such inroads that I practically lost the power of locomotion and had no use of my right arm. I was compelled to relinquish my position as an engineer, ran down physically, and became a mere shadow of my former self. The best medical talent abandoned my case as hopeless, and it was the commonly expressed opinion among my associates and acquaintances that I would soon pay the debt of nature. In my extremity, and not knowing the efficacy of the remedy I had purchased, a relative wrote to the physician from whom it had been obtained, for advice, and received the answer that I had in my possession a recipe that was a specific for that difficulty. I at once commenced taking it, and in 75 hours experienced a sense of grateful relief. I continued its use for about one year, taking in that time fifteen of the large sized bottles. This was two years ago and now I am as well and strong as I ever was and run my engine 110 miles a day. I feel that it has saved my life, and I heartily commend it to my fellow sufferers.

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Keystone Case Opener

LOCOMOTIVE FIREMEN'S MAGAZINE



VOL. XIII.

JULY, 1889.

No. 7

OFFICIAL ORGAN OF

The Brotherhood of Locomotive Firemen.

PUBLISHED MONTHLY AT TERRE HAUTE, IND.

TERMS:—ONE DOLLAR PER YEAR IN ADVANCE.

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EUGENE V. DEBS, . . . Editor and Manager.

JULY, 1889.

THE READING RAILROAD AND MANAGEMENT.

The officials of the Reading railroad have determined, so far as it lies in their power, to overthrow labor organizations. In the course of this article we shall introduce a letter containing the following declaration, made by the Vice President and General Manager of the road:

"Our policy is now, and will hereafter be, that in making promotions and employing new men, the man who does not belong to a labor organization will have the preference over the one who does."

That settles the question. The decree has gone forth. The penalties for being a member of a labor organization are, first, no employment; and second, if in the employment of the road, no promotion.

This autocratic decree concerns locomotive firemen, members of the Brotherhood. Not only those who are, or who have been, em-

ployés on the Reading, but of the entire membership of the Order, and of all orders of railroad employés; at least, those who regard themselves as workingmen.

Under such circumstances, every consideration demands that firemen, members of the Brotherhood, and all organizations of railroad employés, should have correct information concerning the Reading and its management. Fortunately, this is within easy reach, and as it comes from a report of a Congressional committee, is of unquestioned authority.

According to the testimony, the Philadelphia & Reading Railroad Company and the Philadelphia & Reading Coal and Iron Company, are one corporation; the railroad company owning all the stock in the iron and coal company, the latter helping the former, and *vice versa*, to swindle the public, stockholders and workingmen when opportunities offer, and the chief concern of the officers of the twin monstrosities is manifested in creating opportunities for swindling right and left, all the time. The two corporations are engaged in mining coal, and in the transportation of coal, other freights and passengers. To show the magnitude of their enterprises, it is in the testimony that the Reading railroad has 1,700 miles of track, and employs from 13,000 to 15,000 hands, of whom from 7,000 to 8,000 are employed in transporting trains.

These two corporations own and control

95,000 acres of anthracite coal lands, and when all their mines are in operation, employ about 21,000 men. It is seen, therefore, that in railroading and mining, the two corporations employ 36,000 men and boys.

It is not required to write of two corporations, since the two are practically one—the Reading. This Reading railroad was at one time the best paying railroad property in the country, paying dividends ranging from 10 to 20 per cent. This magnificent property finally fell into the hands of robbers, pirates; men who feared neither God nor man; men who saw an opportunity, or opportunities for gigantic schemes of knavery, and they at once set about the work of spoliation and plunder. The Reading, representing an investment of \$40,000,000, was soon loaded down with debts amounting to from \$160,000,000 to \$200,000,000, and in 1881 was declared bankrupt and went into the hands of a receiver. It got out of this condition for a time, but was again declared bankrupt in 1885, and was again placed in the hands of a receiver. To get out a second time it resorted to methods bearing the impress of rascality, such as was practiced by Ives, “the young Napoleon of finance,” and is now being operated by men who are known as sharks; men who have no more conscience than hungry wolves. They are men who make war upon their associates in business, rob indiscriminately rich and poor, until it is in proof, that men who owned stock in the concern were glad to get 22½ cents on the dollar. So monstrous and unblushing had become the villainies of the Reading, that Congress was compelled to appoint a commission to investigate its methods, and if possible, devise ways and means to arrest its career of outrages, which the commission say were adopted “in order to rob the public.”

This is the corporation that is making war upon the Brotherhood of Locomotive Firemen and upon all labor organizations. This is the corporation which, to obscure its rascalities, makes “crooked” reports, as was repeatedly proven before the Congressional Commission. It was charged with “dishonesty,” with the suppression of the truth, and this was done that it might swindle stockholders. Glaring falsehoods involving mil-

lions, were officially put forth to mislead the public, that colossal depravity might escape rebuke.

These statements are made, that Brotherhood firemen, and all orders of railroad employes, and all organized workmen, may have an approximately correct idea of a corporation which proposes to annihilate labor organizations.

The Congressional Committee says that “there are many suspicious facts; in truth, almost satisfactory internal evidence, that the authorities of the Reading road deliberately brought about the strike of 1887, both among its miners and among its railway employes.” It *deliberately* produced a reign of terror. It *deliberately* brought about idleness, want, poverty, privation and wretchedness that defies exaggeration, that it might advance the price of coal, and finally compel its employes to submit to such terms as it might propose, or starve. And among the terms proposed is for men operating its railroad trains to abandon their organizations.

That this was the purpose of the officials of the Reading road, information came to the knowledge of the Grand Lodge B. of L. F., by letters received from members of the Brotherhood in the employ of the road.

In so far as the Brotherhood of Locomotive Firemen was concerned, it was not known that any disagreement had ever occurred that should warrant the officers of the road in making war upon the members of the Brotherhood. On the contrary, it was the conviction of the Grand officers of the B. of L. F., that rumors to that effect were premature and not founded in fact. To remove such matters from the field of conjecture, F. P. Sargent, Grand Master of the B. of L. F., addressed a letter to A. A. McLeod, Vice President and General Manager of the Reading, upon the subject, of which the following is a copy:

GRAND LODGE, BROTHERHOOD OF }
LOCOMOTIVE FIREMEN, }
TERRE HAUTE, IND., April 17, 1889. }

A. A. McLeod, Vice President and General Manager Philadelphia & Reading R. R.:

MY DEAR SIR:—I have been advised that the management of the Reading Railroad Company have informed the firemen in their service that they must withdraw from the Brotherhood of Locomotive Firemen or sever their connection with the company.

I am not prepared to believe this report, and, from my acquaintance with the management,

cannot believe that it is their wish to compel men to act against their own interests or contrary to their own desires, so long as they are faithful servants of the company and work to its interest.

Not being aware of any time, that the organization for which, I am, in a measure, responsible, has antagonized the Reading Company, I take the liberty of writing to you for information that I know will be positive and reliable.

Trusting that I shall be favored with an early reply, I am,

Yours very truly,

F. P. SARGENT,
Grand Master.

Grand Master Sargent received the following reply to his letter of April 17:

PHILADELPHIA & READING RAILROAD CO.,
VICE PRESIDENT & GEN'L MANAGER'S OFFICE,
PHILADELPHIA, April 26, 1889.

Mr. F. P. Sargent, Grand Master, Brotherhood of Locomotive Firemen, Terre Haute, Ind.:

SIR:—I am in receipt of your letter of the 17th instant, stating that you have been advised that the management of the Reading Railroad Company have informed the firemen in its service that they must withdraw from the Brotherhood of Locomotive Firemen, or sever their connection with the company.

In reply, I have to say, that in view of the action taken by Labor Organizations during the last few years, we consider the Firemen's Brotherhood an organization which would, in an emergency, undertake to enforce its views upon a corporation by compelling its members as a body, regardless of their individual interests and wishes, to abandon their duties without notice, and leave their employers and the public's business to its fate.

We believe in absolute freedom on the part of the men to work for whom they please, and for such wages as are satisfactory to them. An employé has the right to terminate his connection with the company when his employment does not suit him. On the other hand, this company has always exercised the right, and will continue to do so, without dictation from anybody, to employ such men as it believes will render it and the public good service.

Our policy is now, and will hereafter be, that in making promotions and employing new men, the man who does not belong to a labor organization will have the preference over the one who does—a policy we are compelled to adopt to enable us to perform our duties to the public as common carriers, as well as for the protection of those of our employés who choose to remain independent, and to hold themselves aloof from all organizations.

Respectfully yours,

A. A. McLEOD,
Vice President and General Manager.

The letter of Vice President McLeod tells the story. It sharply defines the policy of the Reading road towards labor organizations; it is a policy of annihilation. A labor organization man can never have employment on the Reading railroad, and if one is now in the employ of that road, he can never hope for promotion. This man, McLeod, has discovered that Locomotive firemen, in case of an emergency, would act as their judgment and convictions might dictate; that even on the Reading, they would be men, independent men, knowing their rights and daring to maintain them, and that class of men Mr. McLeod don't

propose to employ. If any of them are in his employ, and will not surrender their manhood, they must step down and out. If members of the Brotherhood will cower under his lash and crawl at his feet, like Poles and Huns and Dagos, they can remain. The issue is squarely made, and men can contemplate it at their leisure.

About the time and immediately subsequent to the correspondence between Grand Master Sargent and Vice President McLeod, we were in the receipt of letters from members of the Brotherhood employed on the Reading, stating that Mr. M. F. Bonzano, superintendent of the Bround Brook Division of the Reading road, had stated that the hostile attitude of the officers of the road, or, perhaps more properly, his own feelings of hostility to Locomotive firemen, members of the Brotherhood, was owing to the fact that the *Firemen's Magazine* had made offensive allusions to himself. Knowing that the *Magazine* had never alluded to Mr. Bonzano disrespectfully, either as an individual or as an official, we took occasion to address him a note, of which the following is a copy:

GRAND LODGE BROTHERHOOD OF
LOCOMOTIVE FIREMEN.

TERRE HAUTE, IND., April 29, 1889.

M. F. Bonzano, Esq., Superintendent P. & N. Y. Division P. & R. Railroad, Philadelphia, Pa.:

DEAR SIR:—The Grand Lodge of the Brotherhood of Locomotive Firemen is in receipt of information, the authenticity of which is not doubted, and yet, it is of such extraordinary character as to warrant, in simple justice to you, that final conclusions as to matters involved, should be postponed until you could have an opportunity for explanation, denial or confirmation.

The information referred to, places you in hostile attitude to members of the Brotherhood of Locomotive Firemen employed on the Bound Brook Division of the Reading railroad, of which you are the superintendent, because you take exceptions to certain utterances of the *Locomotive Firemen's Magazine*, of which I am the editor. The information is to the effect that you take exceptions to certain allusions to you personally.

I do not write this to you in any apologetic spirit, but to say, that I do not remember to have written of you either in a defamatory nor in a depreciating manner, nor has the charge been verified by calling my attention to any instances of the kind. This being true, I fail to see wherein or wherefore, you should seek to justify any severity of discipline toward members of our Order by an assertion, direct or implied, that the *Firemen's Magazine* has treated you either unjustly or rudely as an individual or official. But if it were possible for you to sustain such a charge, if the *Magazine* had assailed you, the members of our Brotherhood under your jurisdiction could in no wise be justly held responsible for utterances any more than yourself; hence the information, that you propose to hold them responsible for unfounded errors charged against the *Firemen's Magazine*, is most extraordinary, and even were the charges true, the men upon

whom you propose to inflict serious penalties, would be absolutely innocent of having any knowledge of them, or of being participants in any sense.

The information is that you propose a policy of non-promotion of members of our Order as long as they maintain their connection with it. This would be an assertion of authority so repugnant to the rights and privileges of American citizenship that I am loth to believe that you will resort to its exercise, and certainly not for what you deem an offense, and for which, did it really exist, you must know they are in no wise responsible.

I write to place myself in direct communication with you, and shall be greatly obliged if you will reply to this communication at your earliest convenience.

I am very respectfully, your obedient servant,
EUGENE V. DEBS,
Editor Firemen's Magazine.

It will be observed that we disclaimed having written of Bonzano disrespectfully. The charge was without foundation and false, and yet, he had made it repeatedly to Brotherhood firemen to justify his hostility towards them. In fact, Bonzano had no authority at all to institute a policy. He could simply do as he was ordered, but, like many other subordinates, he could obey orders in a gentlemanly manner, or like a bully. Being totally unable to substantiate any charge against the *Magazine*, he replied to our note of April 29th as follows:

PHILADELPHIA & READING RAILROAD CO.
NORTH PENN. AND BOUND BROOK DIV.,
GERMANTOWN & NORRISTOWN BRANCH,
PHILADELPHIA, May 4, 1889.

Mr. Eugene V. Debs, Terre Haute, Ind. :

DEAR SIR:—I beg to acknowledge receipt of your letter of the 29th ultimo in reference to certain information which you say the Grand Lodge of the Brotherhood of Locomotive Firemen is in receipt of.

I think that I can best answer your letter by enclosing you a copy of a letter addressed to Mr. F. P. Sargent, Grand Master of your organization, by Mr. A. A. McLeod, Vice President and General Manager of this Company.

It gives me much pleasure to inform you that I concur with Mr. McLeod in his views.

Yours truly,

M. F. BONZANO,
Superintendent.

The letter of A. A. McLeod to which Bonzano refers, is the one which follows the letter of Grand Master Sargent.

Knowing full well, from information in our possession that Bonzano must be nothing more than a swaggering catiff, one of those creatures suited by nature and associations, instinct and education for a subordinate position in a corporation saturated with perfidy, we addressed him a note in reply to his letter of May 4th, of which the following is a copy:

GRAND LODGE, BROTHERHOOD OF
LOCOMOTIVE FIREMEN,
TERRE HAUTE, IND., May 17, 1889.

*M. F. Bonzano, Esq., Sup't., P. & N. Div. P. & R. R.
R., Philadelphia, Pa. :*

DEAR SIR:—I acknowledge the receipt of your favor of the 4th inst., and note particularly the absence of the information, which my letter to you of the 29th ult., respectfully solicited.

I informed you that the Grand Lodge of the Brotherhood of Locomotive Firemen was in receipt of information, that you had threatened men in your employment with severe penalties, because of improper allusions to you in the *Firemen's Magazine* of which I am the editor. I wrote you for an "explanation, denial or confirmation" of the charge of such a threat based upon any improper reference to you personally or officially. You decline answering. As no allusion to you of an improper character had ever appeared in the *Firemen's Magazine*, I am left to conclude that in the absence of justifiable cause for improper treatment of firemen, members of the Brotherhood of Locomotive Firemen, in your employ, you trumped up the charge about the *Firemen's Magazine*; in other words, you made a false charge. To justify a proposed policy totally unworthy of the industrial enterprise you represent. You proposed to punish men in your employ for a wrong charged against another, and for which, had the charge been true instead of deliberately false, they could have been in no wise responsible.

Unable to reply directly to my letter, afraid to deny the charge made against you because of its truthfulness, and too cowardly to make honorable reparation, you skulk behind a superior and send me a copy of a letter written by Mr. A. A. McLeod, Vice President of your road, to Mr. F. P. Sargent, Grand Master of the Firemen's Brotherhood, which proves beyond controversy, that your charge against the *Magazine* was knowingly and flagrantly mendacious, and that the policy of the officials of your Road, is to make open, direct and vindictive war upon the Brotherhood of Locomotive Firemen and organized labor.

The report of the Congressional Committee which investigated the Reading Railroad has placed before the country the condition of the road which you in part represent. That report makes your road and the men who control its affairs, a monumental fraud; an organization of villainy; a monstrous mass of corruption; a stench in the nostrils of all honest men. That such a mass of agglomerated knavery, of nefarious practices generally, should make war upon workmen, is as natural as that a fox should steal a goose, a wolf a lamb, or, that a professional cracksmen would demolish a safe to appropriate its contents; and that you should be in the employ of such a road, would seem to be in the line of the fitness of things.

The report to which I have referred furnishes abundant data relating to what your road has accomplished in debasing, degrading and swindling workmen. In such directions it has been as successful as it has been in defrauding its stockholders and in robbing widows and orphans. It has Russlanized the Anthracite coal regions and made a portion of the proud old state of Pennsylvania an accursed portion of God's footstool. It has created poverty, squalor, starvation, rags, filth and crime, where prosperity, happiness and contentment should have had a secure abiding place, and that you should be a part of the machinery to bring about such conditions, seems to be as proper as that a cobra or an asp should have fangs.

That you would have played a conspicuous part in the time of the Spanish Inquisition I do not doubt. That you would have been nimble with the thumbcrew, rack and wheel is evident; even now you are willing to see men in enforced idleness who have the manhood to spit upon your decree to abandon their Brotherhood organization.

There are men who will cower under your lash, crawl on their reptilian bellies and lick your boots, that they may live the abject things they are. Never, in old plantation days, did the descendants of Congo savages exhibit greater degeneracy. Your Poles, Hungarians and Italians, and—God save the mark—your Americans, who cringe in your presence, constitute to-day a picture of abasement such as it would be difficult to duplicate any where within the boundaries of Christendom.

I desire to assure you that the *Firemen's Magazine* will not hesitate with such ability as it can command, to give the Reading Railroad and its managers such prominence as they merit. And should it suit your pleasure again to refer to the utterances of the *Magazine*, it will be my purpose to have it contain such information regarding the Reading and its officials as will relieve you and your associates from the necessity of making false statements as an excuse for the exercise of despotic authority.

Respectfully,

EUGENE V. DEBS.

Manifestly, Bonzano is entitled to little consideration, and it is possible that we have given him undue prominence. He is not the Reading dog, but he does a deal of barking for the kennel. It was this Bonzano who repeatedly charged that the *Magazine* had attacked him, and who intimidated that firemen, members of the Brotherhood, must be the victims of vicarious punishment for our temerity.

It is not surprising that members of the Brotherhood should feel no little anxiety on account of the outlook and write to us upon the subject. In this connection we introduce two letters, written to members of the Brotherhood in reply to letters reciting Bonzano's threats, and very clearly intimating that they were getting ready to acknowledge his authority. We introduce these letters chiefly for the purpose of showing the views the *Magazine* takes of such matters as called them forth. We were told that Bonzano threatened to discharge men because they belong to a Brotherhood; that he would not promote firemen to be engineers who maintained their allegiance to their organization, and that firemen were getting ready to yield obedience to Bonzano's bull-doing method. For prudential reasons we do not publish the letters calling forth replies, and for the same reasons we suppress the names of the firemen addressed:

GRAND LODGE, BROTHERHOOD OF }
LOCOMOTIVE FIREMEN, }
TERRE HAUTE, IND., May 1st, 1889. }

MY DEAR SIR AND BROTHER—I have yours of April 19th, and assure you that contents are particularly noted.

There are periods in every man's life when his courage, his manhood, his independence, his self-respect, everything that constitutes him a man, is put to the test. It is the supreme mo-

ment of his life. It rarely comes but once in a lifetime, but it comes in different forms. It has, I conclude, from the way you write, come to you and to members of your Lodge.

On the one side is the imperious dictator, Bonzano. He possesses a little brief authority over employes of the Bound Brook Division of the Reading road, he has, metaphorically, a whip in his hand. On the other side stand the members of the Brotherhood of Locomotive Firemen. Look at Bonzano, and then take a survey of the great Brotherhood to which you belong. Its membership has been composed of sturdy American citizens, men who knew their rights and dared maintain them—that has been my view of them. They joined the B. of L. F. because they wanted to join it—because it was their right to do so; a right guaranteed not only by constitution and statute, but by the genius of American institutions, and because a man is himself a sovereign citizen, endowed with unalienable rights, with which, when any other man interferes, ought to be resisted, and if necessary to the death.

What does Bonzano propose? He tells you and your comrades that you must get down and out of your Brotherhood, or you shall not be promoted. This narrows down the fight to a point, and my God! what a point it is; on the one hand the dazzling prize of the throttle, and on the other, degradation so deep that a cannon ball would not reach bottom in a century. Can Bonzano drive you and the members of your lodge to accept his terms? Can you disrobe yourselves for a consideration? As a matter of course, I can not answer—you must. Were it me—had I the privilege of deciding such a case for myself and for my wife, it would be done in the twinkling of an eye. I would not be a slave; I would not bend. No, no! fetters should be welded on me. No, no! by all the sacred traditions of progress that have marked the advance of working men from oppression to independence, I would not yield one single right nor prerogative that belongs to me as a man. But every man must decide for himself. Your lodge can disband—can surrender its charter—can obey the behests of Bonzano, or it can meet its courage, its manliness, the spirit that has animated men to stand and to withstand, and teach Bonzano that he is not dealing with Dagos or Hungarians, but with men—Americans, who still possess the spirit of '76, without which corporations and monopolies, trusts and syndicates will count their men as the owner of a Texas ranch counts his cattle, even if they do not brand them.

I have written to Bonzano, and shall write him again if he does not respond to my first letter. I am anxious to hear from him.

You seem to think the condition of your Lodge is critical. I fully comprehend the situation, but were it worse an hundred fold than you represent, the stars should fall before I would submit to the lash of Bonzano.

Fraternally yours,

EUGENE V. DEBS, G. S. & T.

In the foregoing letter, it will be observed, as in the one that follows, that we refer particularly to Bonzano, who had sought to impress upon the firemen that he was the fellow who held in his hand their destiny, instead of being the creature who, by the direction of superiors, wielded the lash or operated the guillotine. The following letter, as well as the foregoing, serves to show our estimate of the Reading executioner:

GRAND LODGE, BROTHERHOOD OF }
LOCOMOTIVE FIREMEN, }
TERRE HAUTE, IND., May 4, 1889. }

MY DEAR SIR AND BROTHER:—Your favor of the 1st inst., is at hand and contents particularly

noted. Your statement of Mr. Bonzano's estimate of myself is of no particular consequence, except as he may be able to impress his views upon those whom he expects to degrade by processes which any man who is capable of appreciating liberty and independence ought to resent.

At this distance I can only judge of Mr. Bonzano by his acts and utterances. I have no personal acquaintance with him. Men of his style are usually pretty good judges of men. They have little else to do but to study character, and when they step forth for the purpose of degrading their employes, with a sandwich in one hand and a whip in the other, it is because they have concluded that one or the other, or both together, will bring about the desired result.

I note that Mr. Bonzano compliments the firemen upon his division by saying they "are gentlemen." A gentleman is a man of honor, of courage, of high self-respect, who, under no conceivable circumstances, will permit any other man to make a degrading proposition to him without quick rebuke and indignant resentment. When Mr. Bonzano tells the firemen on his division that they must abandon their Brotherhood or accept the penalty of quitting his service, he does not treat them as "gentlemen." He treats them as serfs; and all the more offensive is the treatment when he tells them "he likes the principles of the Order," the objection being that the "head officers are no good." He seeks to flatter the firemen, that he may slander men who, in every condition, in sunshine and storms, have sought to promote the welfare of the members of the Brotherhood, and who, with a courage born of conviction, and a high sense of duty, have denounced every wrong which firemen have been required to endure.

I appreciate the desire of firemen for promotion, but there is something better than promotion; better than station, however exalted, and that is for a man to maintain his independence and his self-respect. There is not, in the wide world a more humiliating spectacle than that of a man disrobing himself of his manhood that he may wear the badge of a master. He may obtain for the sacrifice what the world calls "promotion," but it is not promotion; it is degradation.

It is not for me to tell the members of your Lodge what they *shall* do or what they *shall* not do. I can only hope that there are men among you who, though few in numbers, will illustrate to the world that they cannot be *enslaved*. That they will not bend their necks to Bonzano's yoke; that they will not kneel for the purpose of accepting burdens that ought not to be laid upon their backs, but that, on the contrary, they will deport themselves like free, independent men, ready to work for fair wages, but determined to maintain at all times their rights, privileges and prerogatives as American citizens.

I note the clippings you send and see the drift of their logic. I neither overestimate nor underestimate the power of Mr. Bonzano. I fully appreciate his policy. He doubtless thinks he can win—whether he can or not depends entirely upon the estimate the men in his employ place upon their manhood. It is the old, old story; only the weak, the yielding, the timid can be enslaved; only such will accept stripes. The strong, the courageous may suffer, but they will not wear the collar of a master. I am, most fraternally, your friend and brother.

EUGENE V. DEBS.

We make no apology for introducing the Reading railroad in the columns of the *Magazine*, or for the space we devote to the subject. The fight is on. The alarm bell is sounded. Labor organizations may look facts square in the face. The dark shadows of coming events lie athwart the pathways of labor organizations. We would have all

labor organizations federate for the welfare of labor, and especially would we have all organizations of railway employes federate to maintain their rights.

Such questions are up for debate and settlement. Time will reveal the verdict.

THE Vanderbilts have a brother-in-law by the name of Elliott F. Shepard. This Mr. Shepard doesn't tend sheep, but he has lots of mutton. This brother-in-law of the Vanderbilts is known to be a crank of a religious turn, who finds in the Bible special causes for the collapse of railroads, which moves the *New York Standard* to remark that "there were a good many reasons assigned for the failure of the West Shore Railroad at the time it went into bankruptcy, but it has been reserved for Mr. Elliott F. Shepard to discover the true and only cause of the collapse. He says: 'The Lord blew upon it, and it failed!' It is curious that the Lord should have blown the road so directly toward the Vanderbilt family. The fact must have done much to confirm Mr. Shepard's faith." This thing of introducing the Lord as a blower up of railroads is a new departure in railroad affairs, and it is pretty safe to say if the officers of the road could get wind of such catastrophies they would speedily take in sail. Shepard, for a consideration, might be induced to take notes, and warn railroads of coming blows.

THE Minneapolis *Journal* is of the opinion that "both capital and labor have duties and responsibilities, and neither is justified in acting hastily or arbitrarily. Both owe something to the public and to each other. Cooperation, and not contention, is necessary in order to fulfill this public duty satisfactorily, and the sooner both employers and employed learn that more can be accomplished by reason than by force the better it will be for each." Capital is the child of labor, but under the educational influences of the times it has become anything but filial. It runs away from home, sets up business for itself, and becomes exceedingly heartless. Labor is trying to teach it better manners, and compel it, if possible, to regard its obligations.

THE JOHNSTOWN HORROR.

In writing of the indescribable horrors that befell the people residing in Johnstown and other villages situated in the Conemaugh valley, no effort will be made to introduce pen pictures of the awful scenes that transpired. In due time, the camera, the photographic art, will supply, in some measure, the demand for pictures of death, destruction and desolation brought about by the deluge of water, but, when the most, in that line, has been done, the half will not be presented to the eye or to the mind. Graphic pens have been at work from the first. Men of fervid imaginations, having at their command the wealth of all languages will find their descriptive powers totally inadequate for the task of portraying incidents of the mountain tide of desolation, as it rolled, in awful majesty, down the valley of death.

The Johnstown catastrophe, for such it is to be known, is to be monumental. It is to pass into history, and will be referred to when centuries are gone. There is nothing to compare with it in modern times. Nor does fancy conjure up anything more horrifying, in the contemplation of the overthrow of Pompei, Herculaneum or Sodom. The rain of ashes and the storm of fire could not have been more sudden or overwhelming, and had an earthquake lent its earth-splitting force to the mad wave of the mountain reservoir the horrors of the hour could scarcely have been more appalling.

Occasionally some one refers the awful visitations of Providence; to the mysterious ways of Providence; to Jehovah's inscrutable will. When such things can be saddled upon an Omniscient God, the convenient verdict, "no body to blame," is natural, and always in order.

The Conemaugh river was subject, like all mountain streams, to sudden floods. The people living along its banks were familiar with its eccentricities, and though frequently giving them trouble and inconvenience, was not regarded as specially dangerous, but in the mountains, a few miles distant, was a reservoir, originally constructed as a feeder to a canal. Its elevation above the bed of the Conemaugh was at least one hundred and seventy-five feet. When the canal was abandoned a number of rich persons ob-

tained possession of this reservoir, extended its area until it became a lake, three miles long, one and a half miles wide and of a depth of from forty to one hundred feet. It was for private sport, fishing, duck shooting and sailing; elegant residences and club houses adorned its banks. It was a place for elegant, luxurious leisure. It was known to be dangerous, and the millionaires who owned it had been required to give bond in the sum of \$3,000,000 to make the banks of the lake safe, and keep them in that condition, but the bond was never executed. Millionaires have a happy way of avoiding responsibilities; it is so much easier and less expensive to make Providence responsible. The cry had often been heard, "the dam has broken," or some similar warning, but as the dam did not give way, the people were lulled into security. The storms of the week preceeding the fatal Friday, May 31, created alarm. The pleasure lake was often referred to, but men had heard such things before, and went about their business. But the rains had swollen all the mountain streams, and they poured their floods into the lake far above the doomed valley. The Conemaugh had risen rapidly, but the people were familiar with its tantrums. It would rush and roar for awhile and then subside, and they pursued their avocations. The mountain streams continued to pour their floods into the lake. The pressure increased, until finally its banks collapsed. Then the desolating tide began its march. One man mounted his steed and sped down the valley, crying "the dam has broken, fly to the mountains!" A few heard the alarm and fled for their lives—only a few. A bank of water forty feet high, descending from an altitude of one hundred and seventy-five feet, gathering momentum as it flowed, swept down the valley of the Conemaugh. Its roar was the "voice of many waters." In its pathway were villages, hamlets, towns, cottage homes, palatial homes, massive public buildings, churches, school-houses and factories, shops, stores and warehouses, depots, and industries too numerous to mention: splendid triumphs of labor and capital were on every hand. It was the abode of enlightened civilization, of education, art and culture. There was wealth and

luxury. It was a busy valley—one company, the Cambria, employed from 5,000 to 6,000 workingmen. Other industries employed hundreds of men. It was a highly favored locality. There was iron and coal in the surrounding mountains. It is not difficult to fancy such a valley—such a hive of industry. It requires no effort of the imagination to picture the towns or villages of Conemaugh, Woodvale, Kernville, Ninevah and the thriving city of Johnstown. The mind readily grasps the picture. The Conemaugh is rising, but the swelling river gives wild beauty to the scene. It whirls and foams and roars, but it sounds no death notes. Occasionally, some one refers to the reservoir in the mountains, but no special solicitude is aroused. Now, suddenly, like thunder from an unclouded sky, comes the cry, "The dam has given way!" "Fly for your lives!" In the near distance, the moving mountain of waters is seen, and in twenty minutes—hamlet, village and town have disappeared, and in the track of the flood there is desolation and death, and thousands of men, women and children are dead. The millionaire pleasure lake has done its work.

We could fill the *Magazine* from cover to cover with harrowing details of the flood. This is not required, our readers are familiar with the story, as it has been flashed over the country and under the ocean. Referring to the force of the wave we note its effects upon the railway tracks. A special from Johnstown, June 5, says: "Every one has seen the light iron beam shafts and rods in a factory lying in twisted, broken and criss-cross shape after a fire has destroyed the factory. In the gap above Johnstown the water has picked up a four-track railroad covered with trains, freight and passenger, and with machine shops, a round-house and other heavy buildings with heavy contents, and has torn the track to pieces, twisted, turned and crossed it as fire never could. It has tossed huge freight locomotives like barrels, and cars like packing boxes, torn them to pieces, and scattered them over miles of territory."

Railroad men will readily comprehend that only incomprehensible power could do

such things. The dispatch adds that "thirty-three locomotives were in and around the round-house and the repair shops near. Of these twenty-six have been found, or, at least, traced, part of them being found scattered down into Johnstown, and one tender was found in Stony creek. The other seven locomotives are gone; not a trace of them has been found up to this time. It is supposed that some of them are in the sixty acres of debris at Johnstown, above the bridge. All the locomotives that remain anywhere within sight of the round-house, all except those attached to the trains, are thrown about in every direction, smashed, broken and useless, but for old iron. The tenders are all gone. Being lighter than the locomotives they floated more easily and were quickly carried away. The engines were apparently rolled over and over in whichever direction ran the current which had hold of them, and occasionally were picked up bodily and slammed down again, wheels up or whichever way chanced to be most convenient to the flood. Most of them lie in five feet of sand and gravel, with only a part showing above the surface; some are out in the bed of the river." Such a catastrophe staggers credulity, and fiction sits dumb in the face of the horrifying facts. As we write thousands are engaged in exploring the miles of debris to rescue and bury the dead. The great heart of the nation is touched, and contributions are flowing in from all directions. The estimated loss in money is placed at \$25,000,000—and another estimate is that the flood made hundreds of orphans. As we have said, the loss of life reaches thousands; some of the survivors have gone insane, and finally, comes the fears of the physicians that a scourge will set in, the ravages of which must be a matter of conjecture.

After a time inquiries as to the cause of the unparalleled catastrophe will be in order. It need not be protracted. The final conclusion will be that a select number of rich men wanted a pleasure lake in the mountains—they wanted a place to fish and shoot, and sail their pleasure yachts. Their ambition was gratified and the world knows the result.

FEDERATION INAUGURATED.

A new era has dawned. Federation is an accomplished fact. The *Firemen's Magazine*, animated by a fraternal spirit, sends cheerful greetings to all railroad employés.

The *Firemen's Magazine*, long ago, placed itself on record in favor of the federation of the various organizations of railway employés. Since the first article appeared in its columns, the subject has been widely and searchingly discussed. The proposition did not escape criticism, nor was exemption from the severest analysis desired. The friends of federation had nothing to fear from honest opposition, nothing to fear from the logic of history, of events, of facts, conditions or worthy ambitions. The grand old maxim, "In unity there is strength," embodying a truth that develops vitality as time speeds on, blooming and fruiting as centuries come and go, is the central truth of all federations. To make headway against federation, as a principle of action, finds its parallel in antagonizing an axiom in mathematics, in science and philosophy. Federation is "E pluribus unum," one composed of many. Without federation, the great American Republic would not exist to day. Its foundations were laid in federation. Federation, whatever it has done for others, is preëminently American; and the motto, "United we stand, divided we fall," hackneyed though it be, embodies the principles and the truth which holds all the States, like stars of a constellation, in their rightful places, and when Sumpter's gun obscured the skies by its smoke, and its roar awakened a nation from a lethargy born of fancied security, the one terrible truth confronted millions of patriots, that division would produce a downfall, compared with which the fall of Rome is but an idle tale. As a result, the "more perfect union," born of federation, stands to-day; and more than ever before, the "land of the free and the home of the brave,"—and what is more, new States are constantly entering the confederacy adding to its strength and glory, and wherever its coins are seen, and wherever its flag waves, they speak more eloquently than words, of the strength and influence of federation.

Federation, wherever found, means an effort to increase in power. True, it may be

said for the purpose of doing wrong, or, of perpetuating the wrong, bad men federate. We make no estimate of the wickedness of men. We need not be told of schemes concocted by bad men to multiply and intensify human ills. Nor are we required to read history, ancient or modern, sacred or profane, to arrive at rational conclusions upon such matters. The present is prolific of schemes productive of woe to men, women and children, for which the past furnishes no parallels, and it is such facts that have prompted workingmen to organize and to federate in the holy hope that to some extent, at least, artificial wrongs may be reduced in number and virulence. And here let it be said—here it must be said—if organization and federation on the part of workingmen cannot mitigate the wrongs under which they suffer—cannot ameliorate conditions, which, like the mills of the gods, grind exceedingly small, then within the entire realm of vagary, no such colossal sham as our "boasted civilization," ever lured men on to destruction. No such Dead Sea fruit ever tempted the eye, to turn to ashes on the lip.

But we do not take such a view of the subject. If there are bad men in the world, there are also good men in the world, and we believe the good are in the majority—and in that majority we believe are included the great body of workingmen—and included in the body of workingmen are the organizations, known as the Brotherhood of Locomotive Firemen, the Brotherhood of Railroad Brakemen and the Switchmen's Mutual Aid Association. We believe there are other organizations of railroad employés included in the majority, but we name those which on the 6th day of June, A. D. 1889, federated in the city of Chicago for the high and honorable purpose of "Mutual Justice."

What of these federated orders? How do they stand in the full glare of the noon-day sun of the centuries? What do they demand? What is the measure of their federated ambition? These are pertinent questions and demand answers. They are workingmen, whose extreme demands are fair pay for honest work, and fair treatment at the hands of their employés. With fair

pay they can rear their families in respectability, to lives of usefulness and honor. With fair treatment they can maintain their independence and maintain the dignity of American citizenship. If such rights are denied, they believe, and have a right to believe, that federation will help them to secure their rights. Not necessarily, by resorting to strikes, but because united for mutual justice, they will be more potent than by acting singly. But, should arbitration be denied, and concession and compromise set aside, and a strike result from a stubborn resistance to all reasonable demands, in that case it is held—and the logic is invulnerable—that a strike by all the federated orders would introduce a convincing logic well calculated to secure victory.

We believe that federation is based upon an immutable principle, and in the case under consideration only good can result, because only good is intended; and no law enacted by virtue of which a wrong can be perpetrated, can escape detection. The federation consummated at Chicago, by the three orders we have named, contemplates, ultimately the federation of all orders of railway employes. The laws of the federated body are framed with a view to that desirable end. No overestimates of the consequence of the federated body are made. Nor are misgivings to result from underestimates of its power and influence. It is not an organization of Utopians. No idle dreaming forms the basis of action. It deals with practical problems in a practical manner, and the good anticipated in its utmost reach, is embodied in "fair dealing." We bespeak for the new departure a fair trial. Attacks may come, but we are not apprehensive of danger. That defects may be found, we do not doubt, but we do not believe they will be pronounced fatal. At any rate, there is no exclusiveness. The door for admission is broad, and the invitation to other organizations of railroad employes is generous and manly. To them the latch string is within reach, and when they come they will be received with a true brotherhood welcome, and should they come, then as certain, as that:

"Truth crushed to earth shall rise again,"
the era of strikes will have disappeared.

We believe that reason will in due time triumph over prejudice, and that fortified by the practical workings of federation as inaugurated at Chicago, the victory will come at a much earlier day, than the most sanguine now anticipate.

THE PHILADELPHIA & READING RAILROAD COMPANY.

The Firemen's Magazine, to the extent of its ability, is disposed to do the public a favor, by devoting some of its space to the

TESTIMONY

brought out, concerning the operations of the Philadelphia & Reading Railroad Company, by the Congressional Committee, appointed specially to investigate that rotten and rascally corporation. In doing this, the *Magazine* will give extracts from the testimony of witnesses called, giving names and the page of the report where such testimony may be found, as also the conclusions arrived at by the committee.

Mr. Charles E. Smith, President of the Reading Railroad, from 1861 to 1869, was a witness. (See testimony; pages 219 to 234.) He says he made an investigation and that the reports were "dishonest, and I therefore resigned."

The reports were dishonest because of the "suppression of the truth."

"The value of the debt had been suppressed."

"A dividend had been declared and the money had not been earned; and the accounts had been made up so as to represent that the money had been earned."

"The object was to make a fine showing" and "plunder."

The cash investment is \$40,000,000, and the indebtedness "\$160,000,000 to \$170,000,000."

The debt accumulated "by doing a losing business and borrowing money right and left."

"They changed the character of the business and by crooked means" the debt accumulated.

The value of the stock is "22½."

The road has been twice in the hands of a receiver, in 1881 and 1885.

"What is the value of the Reading stock

and bonds, since this reorganization?" "I would not own one of them."

The foregoing is the testimony of an ex-president of the Reading. He charges its managers with dishonesty and crookedness for the purpose of speculation and plunder. Bankrupt, rotten, dishonest, crooked. This is the vile concern that makes war on organized labor. Take all the thieves, and embezzlers in the country, in or out of penitentiaries and their boodle all combined, would scarcely constitute a "vulgar fraction" of the amount the Reading corporation has stolen from innocent parties by "dishonest and crooked" practices—indeed so exceptional have been its nefarious practices that congress deemed it advisable to make a record of them for the purpose of arresting its robberies.

The committee, in making their report, say:

"It was by getting possession, almost without regard to cost of nearly all the routes of transportation by water or rail from the mines to market and then freezing out the private mine operators, either by putting down the price of coal at the mines or by limiting the supply of cars or by charging high freights, that the Philadelphia & Reading Railroad Company has been enabled, within, say, the last eighteen years to obtain practical control of the Schuylkill Canal & Navigation Company, also of the Susquehanna Canal and of about 1,700 miles of railroad, as well as about one-third of the whole anthracite coal fields of Pennsylvania, and at the same time to put up the average price of coal at least 50 per cent. to the consumer."

"It is true a few private coal operators still doggedly cling to their property and their business, but the testimony taken by your committee abundantly shows that the '*Reading devil-fish*,' as Congressman Prunum calls it, has been steadily branching out throughout the whole region, absorbing both coal mines and railroads, in order to rob the public by controlling the price of coal through limiting its output and charging an exorbitant freight for its transmission."

"In this way, the bonded debt of the Reading railroad has been increased to \$160,-

000,000, although the capital stock of the company is only about \$40,000,000."

"It has not paid any dividend for twelve years, although its average annual dividend for a long while, immediately preceding the time it commenced to mine coal, was over 10 per cent., frequently 15, sometimes 20 per cent."

"The avaricious grasping at a monopoly of both carrying and mining by such a gigantic concern as the Reading railroad and coal and mining company causes it to treat the miners and their help *with gross injustice in many ways.*"

"The railroads which both carry and mine anthracite always retain an abundant supply of help on hand, which help they *purposely* keep in *ignorance* as to when operations will be suspended, and for how long."

"Nearly all the houses at nearly all the mines belong to the mine operators, and not to the laborers, which latter are mere tenants at will * * *. Rent goes on all the while against employes, but wages are paid only in proportion to work actually done in short time, and of course no wages are paid during a lock-out or strike."

"This, together with other expenses next to be mentioned, serve largely to keep the miners in *debt slavery, as so many Mexican peons.*"

"Each miner, or mine laborer, who has a house for his family is charged and has the charge deducted from his wages for one ton of coal per month during the whole year, whether he uses the coal or not."

"Another abuse existing at most of the mines is the practice of compelling miners to fill underground coal cars of a larger capacity than the size agreed upon; * * * but a still more abominable practice, to make sure of deducting enough for slate, dirt and light loading, is to dock every car so much."

"The greatest outrage inflicted upon the workmen in and about the mines is the *pluck-me-store* system of paying wages."

* * * Several of the witnesses swore that some of the men get no money at all.

"Two ex-members of the state legislature testified that within their personal knowledge, several hard-working, sober miners, had toiled for years, or even a life time,

without having been able to draw a single dollar, or but few dollars in actual cash."

"These and other abuses detailed in the testimony precipitated the great anthracite strike of 1887-88."

"As already indicated, there are many suspicious facts, in truth almost satisfactory internal evidence, that the authorities of the Reading road *deliberately brought about the strike both among the miners and among its railway employes.*"

"Tramps are to be seen on every hand; vagabond squads of Italians, Poles, and Huns, many of whom cannot speak English, throng the mines to compete with Americans for work."

"The Reading Company alone has over 20,000 miners and about 15,000 railway employes in its service. Will these employes dare defy its behests at the ballot box?"

"In entering upon such a policy the corporations had to employ tens of thousands of laborers, most of whom *live in the lowest scale of existence.*"

"Mr. Austin Corbin, president of the Reading Railroad Company, while under examination before your committee in February, 1888, admitted that his railroad had then in employ, probably 300 of these domineering policemen, (armed with revolvers, sometimes with Winchester rifles, or both) and from reliable information, the number of coal and iron policemen alone in commission last October, was 412. These aggressive policemen tend to overawe, not only the local civil police, but the people themselves."

"From the *cautious and anxious* manner in which some of the witnesses testified, and from the *bated breath* in which they privately discussed their wrongs, and from the *subdued appearance* of the population generally, there was a forcible reminder to an intelligent man of the status of affairs in Russia or of other despotisms."

In the foregoing the congressional committee photographs the Reading Railway Company, an aggregation of pirates, which has a record of plunder for many years, and which under its present management its vicious methods are without one redeeming feature. There is not a gambling hell in this or in any other country which for infamous practices compares with it; viewed from

any point it is a colossal lie—a stupendous fraud. Such is the testimony, and such are the conclusions of the congressional committee, and yet the public robbers and enemies of men, women and children, have in their vile clutches the destiny of not less than 200,000 human beings who are forced to live "in the lowest scale of existence," reminding every "intelligent man of the status of affairs in Russia." This is the company that makes war upon labor organizations. Working men can contemplate the facts at their leisure and determine how they will deport themselves when some other devil-fish seeks to reduce them to the degraded level of men in the employ of the Reading.

SPEAKING of the most important and intellectual period of human history the *Homiletic Review* remarks that "within this half century the following inventions and discoveries have been made: Ocean steamships, street railways, elevated railways, telegraph lines, ocean cables, telephones, phonograph, photography and a score of new methods of picture-making, aniline colors, kerosene oil, electric lights, steam fire engines, chemical fire extinguishers, anesthetics and painless surgery, gun cotton, nitroglycerine, dynamite, giant powder, aluminum, magnesium, and other new metals, electro-plating, spectrum analysis and spectroscopy, audiphone, pneumatic tubes, electric motor, electric bells, typewriter, cheap postal system, steam heating, steam and hydraulic elevators, vestibule cars, cantilever bridges. All positive knowledge of the physical constitution of planetary and stellar worlds has been attained within this period." And yet the annoying fact remains that the science of the world is unable to fathom the mystery relating to building the pyramids of Egypt. Those old fellows who lived, say, 5,000 years ago, knew a thing or two as well as we moderns, and the period between building the pyramids and the time when the Egyptians were monkeys or tadpoles must have been immense.

PARNELL has sued the London *Times* for £100,000—\$500,000, and is likely to get it too.



JULY, 1889.

SUNDAY TRAINS.

The *Journal of Railway Appliances*, says: "We give on another page an article showing the opinion of a large number of railroad men as to the necessity of Sunday trains. The movement is bearing fruit, and it is gratifying to chronicle in this connection the recent action of the New York Central, the Lake Shore, Michigan Central, and the Boston and Albany roads. These roads have notified all connecting lines that on and after Sunday, April 28th, they will not offer for interchange at any junction point any freight (live stock and perishable alone excepted) from 6 a. m. Sunday, to 6 a. m. Monday, nor will they be prepared to accept any from their connections during the same hours. It is hoped that all the trunk lines will soon join the movement."

The article above referred to, says:

The first installment of replies by railway officials to a series of questions sent them by the field secretary of the American Sabbath Union is printed in *Our Day* for April, from which we make brief extracts. The principal question as stated is: *What obstacle, if any, do you see to prevent the complete suspension of inter-state Sunday trains (leaving out of account, as belonging to State jurisdiction, the question of local summer excursions?)*

Of over sixty-four managers and other practical railroad officials whose replies are the first installment of answers to a series of questions, of which the above inquiry is the last, *thirty-one declare there is no real obstacle to the complete suspension of Sunday trains*. One would make exception only for perishable freight, another only for live stock, and several others only for these two kinds of trains. *All except eight admit that more Sunday work is done by railroads than is necessary*, and favor a reduction—most of them would stop more of the Sunday work than they would continue. Only seven deny the statement that the same amount of work that is now done in seven days could be done in six. Some think this would require either a slight increase of employees, or of their hours of work, or of increase of expenses, but most of these railway officials think such condensation would result in no loss either to the roads or to the public. Some are confident it would be a gain. Only seven deny the assertion of the engineers that the work would be done *better* in six days than in seven, because of the better condition of railroad employees. Of this seven, two believe it would be done as well, but think the "better" an overstrong statement. In short, nearly all these railway officials favor a great reduction, and thirty-one of them the total suspension of Sunday trains.

"We run no Sunday trains." Fletcher D. Proctor, superintendent C. & R. Railroad.—"We do not turn a wheel on the Sabbath, and believe if all other than perishable freight were held for the remaining six days of the week, that railroad interests would be promoted thereby. Shall watch with deep interest results following the recent order to the above effect on the Pennsylvania Railroad." C. C. Woolworth, President,

New York Central, Hudson River & Fort Orange Railroad.—"Not any: A Sunday train is run on our road because a competing road runs trains—that is all. There is no need of it at all." F. M. Dean, General Foreman, Dakota Division C. & N. W. Railroad.—"None except the law of the United States requiring all railroads to do so (that is, for mails)." A Vice President and General Manager.—Same. J. H. Garride, Chief clerk, A., T. & S. F. Railroad.—"None at all, if exception were made for rare emergencies, and the general government would sanction the delay of the mails." A Division Superintendent.—"No unsurmountable obstacle if suspension was enforced on all lines by law." C. H. Platt, Division Superintendent, Hartford, Ct.—"There are many which could be overcome gradually in time." J. A. Spielmanns, Roadmaster, B. & O. Railroad.—"None but what can be adjusted by the people or commerce if willing or required." J. Houston, General Superintendent, P. O. & P. A. Railroad.—"Nothing in the way but the habits and customs of the people." If all Sunday trains were suspended all business and travel would soon conform to it, and a very happy condition of things would be the result. Sabbath desecration is wrong, and evil results must come from it in many ways. I have had a railroad practice of forty-four years in almost every capacity, and so have had opportunity to judge closely of the effects of Sunday work upon men and railroad interests, and I believe Sunday work is a losing business. I have charge of a road that does no work on Sunday. It works well, and it will work everywhere." Norman Beckley, General Manager, Cincinnati, Wabash & Michigan Railroad.—"None except the habit which has grown upon the nation. The boon to the laboring man on the railroad would be far greater than is generally realized." E. H. Mumford, District Foreman, Leavenworth, Kan.—"There are some serious difficulties in the matter of the transportation of fruits and other perishable articles in extreme hot and extreme cold weather. It is probable that some reduction in passenger service could also be made on Sundays by a concerted action. I strongly favor the Sunday rest so far as it is practicable to have it." J. Thomas, Superintendent C. & P. Division of the Pennsylvania Railroad.—"The only obstacle I can see is, that on long, through lines, in order to avoid laying over on Sunday, so large a portion of travelers would start on the same day—that on three days the facilities would be overtaxed, while on the other days they would be in excess of the requirements." L. W. Palmer, Superintendent, Providence, R. I.—"The railroads have revolutionized methods of transacting business to such an extent that trade, commerce and travel by these roads cannot be *entirely* suspended for one day." C. M. Hobbs, General Passenger Agent, D. & R. G. Railroad.—"Public necessity requires the running of at least one through mail and passenger train each way daily." C. A. Wright, General Manager and Superintendent Mineral Range Railroad.—"I do not believe in the entire suspension of either freight or passenger business, but in running as few trains as reasonable—transcontinental, fruit and live stock to feeding points." A Division Superintendent.—"The necessity for prompt delivery of the mails—the extra work that would come on the following Monday—the preachers must get to their congregations when they serve more than one place—it is contrary to Republican ideas and the constitution." A Railroad Officer. [The constitution protects the President against Sunday work—why should not others who are under its jurisdiction have the same protection?—Ed.] "None. I believe through traffic can be so arranged as to avoid loss or serious inconvenience. In fact, I believe in the Divine Law—"Six days shalt thou labor and do all thy work; but the seventh day is the Sabbath—in it thou shalt not do any work." L. L. Lincoln, Superintendent, Portland, Me.—"I see no objection to stopping all trains on Sunday. I would not run a train even for religious purposes. I believe that was the stepping stone from the good old way. One

kind of Sunday work follows another. Let us show up around the curve, or as a nation we shall go into the ditch." L. D. Berry, Master Mechanic, Osceola, Ia.

While it appears (as one of our exchanges says,) "that the curtailment of Sunday trains now seems to be the watchword of the leading managers of our great railway lines," it is evinced, that there is no good reason why we cannot have as total a cessation from labor on Sunday on the railroads, as is enjoyed by all other trades and occupations, and we rejoice in the above recorded actions and opinions, and in the actions of other roads as follows:

General Manager Hickson of the Grand Trunk Railway has ordered that no freight trains be run on Sunday with the exception of those carrying live stock and perishable goods. It is stated that the Delaware & Hudson road is also in sympathy with the movement.

It has been stated that the Delaware & Hudson road intended to stop running freight trains on Sunday. President Olyphant said last evening that they had stopped running Sunday freight trains some time ago in the sense that the Central has decided to do so, that is, stopping all trains except those carrying perishable goods and live stock. In Pennsylvania the Delaware and Hudson moves no trains at all on Sunday.

The Delaware, Lackawanna & Western R. R., has all along been very conservative in the observance of the Sabbath, and for many years business was almost totally suspended from midnight of Saturday to midnight of Sunday; very few second-class trains coming in between 12 and 6 a. m. Sunday, and only two or three starting out between 5 and 12 p. m. Sunday, while only one first-class train (a paper and milk train) passes over a portion of the road between those hours. Of late, however, it would appear as if, in the competition with other roads for the through passenger and stock traffic, the rule of keeping Sabbath has been somewhat relaxed, and we have more passenger trains arriving at their termini by 8 a. m., and leaving by 7 p. m. Sunday, besides a number of stock and meat trains, which seem to be run in upon us on Sunday more heavy than the average. It is admitted by all that it is possible to do away with much of the Sunday work, but it is also obvious that the greatest difficulty comes in at the attempt to fix a line at a certain point, and then through yielding a point here, and another there, find that the line has been broken so often as to be obliterated entirely. On most roads they claim that the mail service demands a train each way on Sunday; this rule does not seem to be universal, for on some roads there are no mail trains run on Sunday at present. So that if it is possible for these sections of country to get along, and even to flourish, without a Sunday mail, it is to be presumed other sections can do the same.

While it might be a hardship to some persons to be stopped over Sunday at some point before reaching the end of their jour-

ney, it would be a God-send to many if they were to be reminded that there is a day when others rested, and that they might go and do likewise. I have found a Sunday's rest in the midst of a long journey a good thing, and could go on Monday refreshed and strengthened for the rest of the trip.

Now, in regard to stock trains. They are used as a lever to raise objections with, and to show the necessity of forwarding them to their destination, under the plea of being guilty of cruelty to animals unless they were rushed through to their death. We sometimes speak of executive clemency in granting a respite from death, and while we are not prepared to say that stock would appreciate a day's respite given them by a Sunday's lay-over, yet if they had been kept shut up in some of the old fashioned stock cars without food or water for a day or two, it would be a relief from suffering to be allowed the freedom of a suitable yard and a good feed and drink. Instead of cruelty, it would thus become an act of mercy to lay the train over for a day.

If the new classes of stock cars are used, cattle and stock can be fed and watered while in transit, and, of course, could be attended to in the cars while laying over at some point for Sunday.

For perishable freight, refrigerators are being so extensively used, and they are so well supplied with ice, that much of it is often found in the ice-boxes on the return trips, hence, a day more on the road with these cars would not be a serious danger.

The only question that remains is one of money, after all, for the common cry, "If I don't somebody else will," is as true in this, as in some other evils. If the roads, however, all agree on the point, no one will be enlisted at the expense of the other, or enhance their position by the so-called superior accommodations afforded by their Sunday traffic. The question, can we earn as much for the stockholders in six days' work as we do in seven, has been answered in the affirmative in another greatly similar occupation, which was the forerunner of railroads, and from which railroads have already learned some valuable points, and may perhaps learn another. I allude to the teams which used to haul the goods, now carried by railroads, back and forth over the mountains. We learned from them that if we wished to ascend a heavy grade, we could make it easier by twisting back and forth in the road, thus virtually making the road longer, and the ascent so much less in proportion. The other point, which was tested by actual experience, was this, that a team of six horses attached to an "ark," would go farther in six days, and keep in better condition, than if driven every day without the seventh day rest. Not only this, but it used to be a matter of necessity with those who drove

every day, to lead a spare horse along so as to make a relief, as was often demanded, while those that drove only six days in the week and rested on the seventh day, found, in the course of time, that their team kept up so well that it was no longer necessary to keep a spare horse in attendance. If there is any doubt in the minds of any of our readers about this matter, let them apply the case to themselves, for they may have been there, or if they have not, let them ask some of their friends who have had an every-day job, and even if it be an easy one, the invariable reply will be that it is too much of a good thing. No one, however, can adequately describe the languor and listlessness which will eventually overtake and bring into subjection the most robust body and most energetic mind, if subjected to a never-ending routine of daily tasks for weeks, months and years at a stretch. Life becomes a mockery, and it is hardly worth an effort to prolong it. Men who have been in this treadmill for years, become surly in nature, jealous in disposition, and irritable in temper; thus feeling unpleasant themselves, and making others feel so too. Many a man may thus be blamed for being a crank when he is only doing what ninety-nine out of every one hundred men would do, and be, if placed in the same circumstances. A man in this condition is not to be compared with another one who has had his regular recurring days of rest and has made proper use of them, and there is no doubt in my mind, that the other will do as much in six days as he will in seven, and have some energy to spare. Fully realizing this it has no doubt prompted this action for the reason given.

"The leading Vanderbilt lines have given notice that they will not handle any freight on Sundays except stock and perishable goods. This is a practical movement to reduce as far as possible the running of trains on Sundays, so that employes may enjoy that as a day of rest."

It is no use asking what the men themselves think about the matter of having no work on Sunday and probably a proportionable smaller pay, for, as a rule, railroad men, are not so grasping after the "almighty dollar" as to wish to work on Sunday for mere gain, unless a loss of a job was likely to follow a refusal to work on Sunday. We have only viewed this matter from the physical and pecuniary standpoints, leaving out of consideration any higher law commanding us to keep a Sabbath, but this should also be taken into the account, for as no one can dispute the wisdom of the Creator, no one will be bold enough to say that He who created did not know enough to make laws to properly govern His creatures. Some nations in the past have tried to abolish the Sabbath, and during a short period of its suspension,

the whole nation degenerated so rapidly, crime became so rampant, murder and outrage so frequent, and licentiousness so shameless, that to save the nation from destruction, it was thought prudent to reestablish the Sabbath.

In this connection the example of some of our Lodges of fixing the time of meeting on other days of the week than Sunday is to be commended, for while there need be, and in many instances no harm is done, in attending a Lodge meeting, yet, strictly speaking, we are a secular organization, doing an insurance and mutual benefit business, and trying to advance the temporal welfare of our members by all proper means, and, as such, we have no greater right to monopolize the hours of that day with our business than any other class of workers or institutions. 'Tis only too true, however, that there really seems to be no other time available at which a small Lodge can gather a sufficient number of members to make the meetings a success and an encouragement to its officers. Hence, many of our Lodges are still obliged to meet on this day; but we hope that if the railroad companies say that the day shall be observed, we will be able to answer *amen* and act accordingly, by transferring the transaction of our business to some other day.

IS MARRIAGE A FAILURE?

With the permission of the *Magazine*, I will offer some reflections suggested by the question, "Is Marriage a Failure?" The question has been repeatedly asked in the *Magazine*. In no one instance has it been properly answered. The *Magazine* goes into thousands of homes. It is read by thousands of parents and children. To inoculate their minds with the belief that marriage is a failure is scarcely less than a crime. If it could be demonstrated that marriage is a failure, the conclusion would be inevitable that marriage ought to be abandoned. If marriage is a failure, it is so defective that it no longer serves any useful purpose—its faults are of a character to demand its renunciation.

In this practical age failures are not tolerated. If a locomotive is a failure it is laid aside. No more locomotives are built after that model. It has been pronounced a failure. That settles it. But it happens sometimes that a locomotive is a failure because the man in charge of it was stupidly ignorant—totally disqualified to operate it. To hear the ignoramus talk, one would suppose the defect was in the construction of the engine, but the moment a competent man takes charge, it is found that the defect was in the engineer who blatantly complained that the machine was a failure—and it is found to be true that the more ignorant and stupid the man who made the charge that the engine

was a failure, the more vociferously will he demonstrate to all around that he is totally disqualified to express an opinion.

All too frequently it happens that men get married who, by education, association, habits of life and habits of thought are disqualified for the duties and responsibilities of marriage. Instances are numerous—nor is the sad and repulsive spectacle confined to men. Upon such people marriage imposes no restraints. In many instances, to such people, marriage is made to serve as a cloak for unrestrained passion and incontinency. Such sins, like murder, "will out" sooner or later, and when wreck and disaster come there are those who exclaim, "Marriage is a failure!" As well say truth is a failure, because there are liars; that virtue is a failure, because there are monsters of vice. The failure is not in marriage, but in those who contract marriage and disregard their marriage vows.

Let us treat this matter seriously. If marriage is a failure, then the home is a failure, and legitimate children come in for their share of the penalties which the defective institution inflicts. Legitimate motherhood is a failure. There can be no home without marriage. There never was a home without marriage, and those who proclaim marriage a failure, whether in libidinous rhyme or in prose *sans* sense and grammar, attack the home and all things sacred that cluster around it. Those who write to prove that marriage is a failure, write in the interest of "free love," of unrestrained passions that would multiply children whose condition is worse than orphanage—victims of the blasphemous frothings of those who declaim against marriage, and who would fill the world with debaucheries such as were practiced in Sodom when it disappeared beneath a storm of fire.

The foibles of married people, advancing as they may and do to infidelities, are not to be charged against marriage, which, in itself considered, is neither a failure nor a mistake. That men and women marry unwisely, and often for unholy purposes, is true. They are failures as husbands and wives, fathers

and mothers. Out of wedlock they would be failures as men and women. Marriage works no miracles. Men and women, in the guise of worshipers, may enter a temple dedicated to the worship of the Most High, and profane it; and men and women may enter the holy state of matrimony for considerations which should make their marital vows burn their lips like fire.

I do not write to indulge in any morbid sentimentalities about marriage. I believe it should be founded on pure love—a union of hearts. It has been written by one of the world's acknowledged poets:

"Though fools spurn Hymen's gentle powers,
We, who improve his golden hours,
By sweet experience know
That marriage rightly understood,
Gives to the tender and the good
A Paradise below."

Marriage, I have said, is the foundation of the home, the family. If I were to admit for the sake of argument, that marriage is sometimes a failure, even then it is so much more frequently a success that the failures should not be urged against the institution. But marriage, as a sacred institution, because persons do not comprehend its obligations or employ it for base purposes, is no more a failure than truth because its ends are sometimes defeated by falsehood and perjury.

There is no more self-evident truth within the whole realm of history and experience, than that marriage is the embodiment and exponent of a primal law of man's moral nature implanted in him to hold him within ordained limits as certainly as the laws of attraction hold the stars in their orbits. If it were possible to abrogate the law, the result would be moral and social chaos and anarchy.

I have no inclination to introduce the the maudlin mouthings of libertines that I may reason against them. The verdict of the world is, that

"Wedded love is founded on esteem,
Which the fair merits of the mind engage,
For those are charms which never can decay;
But time, which gives new whiteness to the swan,
Improves their luster."

Fireside.

SEED.



WONDERFUL thing is seed—
The one thing deathless forever!
The one thing changeless, utterly true—
Forever old, and forever new,
And fickle and faithless never.

Plant blessings, and blessings will bloom;
Plant hate, and hate will grow;
You can sow to-day—to-morrow shall bring
The blossom that proves what sort of a thing
Is the seed, the seed that you sow.

—The Churchman.

Mechanical

Letters and Papers pertaining to Locomotive running, firing and management and other topics of interest to locomotive engineers and firemen are solicited for this department.

Correspondents are required in all cases to give their real names, not for publication necessarily, but as a guarantee of good faith.

Communications should be plainly written on one side of the paper only, and as brief as possible. No matter should be introduced for illustration or otherwise that does not have a bearing, directly or remotely upon topics of a mechanical character.

Contributions to this departments should reach the Editor not later than the eighth day of each month to insure publication in the next ensuing number, and should be addressed to

MECHANICAL DEPARTMENT,
Locomotive Firemen's Magazine,
TERRE HAUTE IND.

JULY, 1889.

Formation of Steam.

In the April number of the *Magazine* I propounded the question: "Is the formation of steam caused by a physical or chemical change in water; and what is a physical change, and a chemical change?" To this question, "A Philadelphian" and "F. T." both submit answers in the June number of the *Magazine*, and both are of the opinion that steam is the result of a chemical change in water. I think they are wrong in their conclusions and shall try to demonstrate in this paper the true answer, believing a thorough discussion of the question will bring forth much that is interesting to firemen and whereby they can acquire some facts, a knowledge of which is convenient and useful in any of the walks of life.

To discuss this subject intelligently, it is necessary for us to state a few fundamental principles or definitions upon which we may base our argument, and to understand of what matter consists, and how the constituent parts of matter are affected so as to cause a physical or chemical change. Water is matter. Anything that occupies space is called *matter*. A definite portion of matter is called a *body*. A particular kind of matter is called a *substance*. A general property of matter is that which all substances possess, as divisibility. A specific property of matter is one which distinguishes particular substances, as color, odor.

It matters not how small a grain of sand or a drop of water may be, we know it may still be subdivided and made smaller. And that even the smallest particles of matter which we can see are composed of still smaller particles. These smaller particles

are called *molecules*, each of which possess the specific properties of the substance to which it belongs. That is, if it is a molecule of salt, it retains the taste, color and other characteristics of salt; if it is a molecule of water it retains the specific properties of water, is tasteless, colorless, etc. Now, each of these molecules is composed of two or more minute parts called *atoms*. These atoms cannot be changed by any material force. Let me illustrate. A molecule of salt is composed of two atoms; one of these is an atom of chlorine and one is an atom of sodium. A molecule of water is composed of three atoms, two of hydrogen and one of oxygen. A molecule of cane sugar is composed of twelve atoms of carbon, twenty-two atoms of hydrogen and eleven atoms of oxygen—forty-five atoms in one molecule, being the greatest number in the molecule of any substance my memory now recalls. In each of these, after the molecule is broken up and the atoms set free, the atoms themselves can not be changed. They are original elements. For instance, we can resolve water into oxygen and hydrogen gases, but we are unable to resolve either of these gases farther. They are original elements. An element is a kind of matter that has never been resolved into other substances. There are only sixty-three original elements now known. Every other substance of which we know, and there are thousands of them, are but combinations of some of these few original elements. It may not be out of place to remark here that these elements of which we speak belong to the mineral kingdom. Animal and vegetable compounds are composed of some of these elements in various proportions. To this combination, however, is added the magic, vital element of life. Our own physical bodies can be resolved into some of these sixty-three elements, so we see that life and consciousness are divine gifts from our Creator which places man over all things on earth.

Let us keep these three facts in plain view: First, matter is made up of molecules. Second, molecules are composed of two or more atoms. Third, atoms are undivisible portions of original elements. This makes it easy for us to understand what is a physical change and a chemical change in matter, and the difference between the two.

A physical change is one which does not affect the molecule, hence does not alter the specific properties of the substance. We dissolve sugar in water and it is seemingly lost as sugar. But we know that the water simply holds it in solution. Evaporate the water and the sugar remains. This shows that the molecule has not been affected.

On the other hand, a chemical change is one that breaks up the old molecules, tearing apart their atoms and keeping them separate or forming them into new molecules composed

of a lesser or a greater number of atoms, or the same number of atoms differently grouped. For example, if we take water and mix with it properly a piece of zinc and some sulphuric acid, hydrogen will be evolved in large quantities. We will not be making hydrogen; we will be simply disengaging it from the oxygen and collecting it separately from the oxygen. After this process the water is no longer water. Neither the oxygen in one flask nor the hydrogen in the other bear the least resemblance to water. Indeed, here is one of the marvels of chemistry. Two gases totally unlike each other will unite and form a liquid entirely different from either; yellow sulphur and white quicksilver form red vermillion; poisonous and and offensive chlorine combines with the brilliant metal sodium to form common salt. Is it not wonderful?

Now, although not necessary to the demonstration of the original proposition, but requisite for a full understanding of it, let us go a step or two farther. A physical force is one that produces a physical change in matter. Churning butter from milk is a physical change; it is simply the gathering of the molecules of butter, which already exist, together, and separating them from the residue. A chemical force is one that produces a chemical change in matter. For instance, affinity, when it converts soda and sand into glass; or oxygen and hydrogen into water. An experiment demonstrating the last statement proves a curious fact, i. e., the product of burning hydrogen is water. Put a lighted candle into a jar of hydrogen gas; the light is extinguished, but the gas itself takes fire and burns very feebly. One atom of the oxygen of the air unites with two atoms of the hydrogen and the result of the combustion is water, which may be condensed on a cold tumbler held over a jet of the burning gas. Hence we see that the formation of water from its original elements is a chemical process, as is, also, the resolution of water into its original elements. But the changing of water from one of its forms to another is not a chemical process, but simply a physical change which brings us to the consideration of the original proposition: "Is the formation of steam caused by a physical or chemical change in water?" A body of water is so much matter. Water is a mineral. As matter it is composed of molecules, which are the smallest divisions of matter to be made by a physical force. Its molecules are composed of atoms. In the formation of steam these atoms are not separated from within the bounds of the molecule, hence, as it does not alter the specific properties of the water, no chemical change takes place.

Water assumes three different forms, viz: Solid, as ice; liquid, as water proper; gaseous, as vapor and steam. Heat is the controlling

agent of these forms. Extract sufficient heat from the liquid water and it becomes solid. Its specific properties remain the same, hence no chemical change has been effected. Add sufficient heat to the liquid water, which is the part that makes a fireman's back ache, and it becomes an invisible gas. The molecules, which are themselves invisible, are forced far apart by the heat, but they are not broken up into their constituent atoms, neither are the specific properties of the substance altered, for, eliminate the heat and you again have the water, hence no chemical change has been effected.

So we see, since the formation of steam does not alter the specific properties of water, that it is not caused by a chemical change, but is caused by a physical change.

In my own defense I will add one more paragraph to this already too lengthy article. I would recall the "vacuum in boiler" problem. In my discussion I did not suppose the engine to be out on the road, but in her stall during the entire experiment. With that premise, which should have been distinctly stated, my article was stable and the conclusions arrived at were true. Sam Rarus would demonstrate the presence of a vacuum *after the air had been expelled*. In my argument the air was not supposed to be expelled. Wilson Dungan also remarks that I left out a portion of the practical part of my illustrations in not giving the air a chance to escape. It is not the intention to allow anything to escape. My opinion of the condition existing within a boiler after the air had been expelled and the steam gone down, has been expressed in a former article, and is in line with those expressed by "Sam Rarus" and "Wilson Dungan" and other Mechanical Department writers, when that was one of the premises of the argument.

Lewis H. Evans.

CHICAGO, ILL.

Patents About to Expire.

Relating to expiring railroad patents, which become public property during June. Furnished by F. B. Brock, Patent Attorney, Washington, D. C.

Conductor's Check Box, E. Keith.
Car Wheel Construction, W. M. Arnold.
Coupling, H. W. Barnum.
Cattle Car, A. Welch.
Car wheel and Axle, J. S. Upton.
Rail Splice, D. J. Clark.
Tie, D. B. Hay.
Rail Chair, M. G. Freeman.
Tank Valve, M. N. Lynn.
Car Axle, M. P. Hadley.
Coupling, S. G. Northrop.
Draw-bar iron for Buffers, J. T. Wilson.
Car Spring, J. Anderson.
Construction of Railway, W. S. Morrow.
Snow Remover, G. Sewell.
Car Pushing Device, R. Odenath.

MR. EDITOR:—The Mechanical Department for June, opens its budget of good things with an article by Bro. Tucker, in which he tells us some of his pumping experience, as compared with "Dirigo's." It is really an exceptionable circumstance, that "Dirigo" should not have found an exception to his rule in three years running, and is one which does not often fall to the lot of engineers, for in that time they generally get a hold of all kinds of machines, running through all the variations, from good to bad and indifferent water works and especially is this the case on roads which to a great extent depend upon pumps for their boiler supply. Even with good injectors, it does not show good judgment to attempt to treat all locomotives exactly alike, for in spite of apparent similarity of designs, it seems as if they were endowed with a certain individuality which makes them differ. (Mind I say apparent similarity—for if the similarity fully existed, I believe the results would be alike.) While certain methods may be styled—and that with truth—scientific, the practical running of locomotives requires judgment, and above all that capacity to take advantage of every advantageous circumstance, and turn it to good account. While I may have said something about the number of gauges of water to be carried, I have found that in actual practice I was forced to deviate, sometimes very widely, from my rule, and while I would not be understood as laying down any cast iron rule, I fully accept Bro. "Tucker's" rule, "To carry water as high as possible, and have dry steam." But here is the sticker with most engineers: when do they cross the line between dry and wet steam—for many do not stop till it appears at the stack, and then the damage is done.

As Bro. "Tucker's" answer to "Eccentric's" circle problem fully corresponds with my figures given on the following pages, I suppose we must be correct, but no matter who else is benefitted, Bro. "Tucker" has evidently been the gainer, for the solution of the problem has led him to "grub up" a rule, which was about slipping away from him for want of use, and thus Bro. "Tucker" is in better shape to tackle the next problem to be solved. Bro. "Tucker" will no doubt be accorded the premium as a puzzle-solver, for having given the first and only answer to "Godfrey's" query about the "first rule in railroadng," for while we all knew "that the safety of passengers and trains is of the first importance," yet I could not make up my mind whether this was what our friend wanted to know, and so laid it over for future consideration.

I had no idea that Bro. "Tucker" was a Yankee, and entitled to the privilege of asking a question to answer one, but as I have also answered "Ink Bottle's" query before,

I await his answer to Bro. "Tucker's" query with some degree of curiosity.

I did not imagine that "E. S." and myself were the only ones who had suffered "griefs," and "pains" in our railroad journey, and I can and do heartily sympathize with our brothers on new roads in the Northwest, or in fact anywhere else, and it is the aim of all progressive engineers and firemen, to try to make the "griefs" lighter and the "pains" less frequent.

"Wilson Dungam" gives us "Roper's" rule for calculating the horse-power of a locomotive, and this fully agrees with the rule I and others have given.

"W. D." invites Mr. "Evans" to view a practical test of the vacuum in a cooled boiler, and thus fully concurs with the majority of your correspondents in the view, that there is at least a partial vacuum in the boiler, and shows that in working an engine, the air that at first was in the boiler escapes with the steam used, and thus we have no air in the boiler to take the place of the vacuum created by the condensation of the steam.

"F. T." answers "L. H. E.'s" query about steam, and its comparative volume to the water, by giving quotations from "Forney," to which or other books like it we have to resort for information on such points, for they are beyond the reach of ordinary appliances to determine, and as a matter of course no one can be blamed for quoting good authority for points beyond his means to determine.

"F. T." thinks that water undergoes a chemical and physical change when converted into steam, but as I before stated I claim it a physical change only, because heat and water are mixed and become steam.

"A Philadelphian" also answers "L. H. E.," that he leaves the problem incomplete by not giving the size of drivers, and a given speed. The size of drivers and the speed at which the locomotive is running are really no factors in the problem, only in so far as they go to determine the number of revolutions of the crank, or the distance which the piston travels in a minute.

"Philadelphian" says: "Multiply the area of the cylinder in inches." This is confusing, for piston is the proper word, and should also be used in speaking of the pressure; otherwise the rule given is correct and corresponds with the others given. Mr. "Sinclair's" illustration on page 350 of "locomotive running and management" follows this rule, and uses the terms area of piston and pressure on piston as "Philadelphian" will notice.

As before stated, it is not in our power with our limited resources to work out the problems of the expansion of water, when converted into steam by heat, nor the

amount of heat it absorbs in the process, but when it comes to mixing two bodies possessing different degrees of heat, we can calculate the average degrees which the mixture will have.

"Philadelphian" is inclined to think that water is chemically changed into steam, and brings some quotations as authority, and desires to prove the point by the well known action of water on quicklime. While I agree with him that water poured on quicklime makes a chemical change, and evolves heat, I fail to see the analogy of the illustration, for in the one case we have water poured on a solid, producing heat, by the action and leaving a semi fluid mass, and no reverse action will be able to bring the component parts of this mass to their former condition. In the other case we have the water in a vessel, and generate heat outside of it, which is allowed to heat the vessel, and this in its turn heats the water, and when a sufficient amount of heat has been absorbed it becomes steam; this is purely a mechanical mixture or physical change. Reverse the process, the heat is abstracted and the steam again becomes water with about the same properties as before, and even in the same quantity unless it has been suffered to escape.

"S. V. 286" gives quotations in support of his idea of there being a vacuum in a cooled boiler, showing that water can only furnish one of the gases which forms air, and hence it lacks the necessary parts to form air in the space formerly occupied by the steam, and uses the illustration of a cylinder with a cubic capacity of 1,700 inches, being filled by steam created from one cubic inch of water, and having thus been filled, asks what is in the 1,699 inches when the water has resumed its original shape? This is a good argument and hard to controvert.

"S. V." says the term horse-power is not generally used when speaking of locomotives, but says they are rated by their tractive force, and describes his idea of tractive force by comparison with a stationary engine, or a rope passing over a pulley and lifting a weight out of a pit, by passing around a driving wheel of a locomotive used as a stationary engine. He then also gives the rule for calculating horse power as before given by several of the correspondents.

"East Saginaw" gives "Seeking Information" some quotations, showing that steam and air will not mix under pressure, and that steam will expand into 1,700 times the bulk of the water from which it was generated, and also corrects "S. I." for saying that "water changes to steam under an atmospheric pressure of 212 degrees and to ice at 32 degrees." This was so palpable a mistake, that no one thought it worth while to correct it, for evidently the allusion was to degrees of heat instead of pressure, which as

"East Saginaw" truly says, will not in any way affect or raise the temperature.

"L. H. E." has not seen the water stop flowing from the leg of a boiler, but he has had some experience with a barrel of cider, and learned what to do to make it run out. But he says when first started "it would give a little spurt and dribble and then cease to flow." "Was it owing to vacuum in the barrel?" "If so, how did it get there?" The answer to this should be: It is owing to the vacuum, and it got there because of the cider that spurted and dribbled out into the pitcher, thus leaving the barrel that much less than full, and with the space it formerly occupied left empty. The air pressure existed all about the barrel before the bung was pulled out, and did not prevent some of the cider from running out, but just as soon as a space was formed over the cider with nothing in it, it ceases to flow, not through air pressure but from a lack of it, as is proven by the admitted fact that as soon as air was permitted to fill the space, and thus restore the pressure, the cider continued to flow. Mr. "Evans" seems to think that "W. Gore" could not have had a second, or a third vacuum, after admitting air once. If "Evans" had given that cider a rest after tapping it, by putting a small plug into the ginlet hole, or driving in the bung, he would have seen the effects of a second, third, fourth and fifth vacuums. It has been stated that no really perfect vacuum has ever been formed, and that hence there is a little air in even the best vacuums. If a quart of cider has been withdrawn from the barrel a quart of air has taken its place; if the supply of air be thus shut off, and a gallon of cider be drawn, the quart of air would be attenuated or so thin as to fill five times its former bulk, this would of course reduce its pressure to one-fifth of the outside atmospheric pressure, making only three lbs. inside as against fifteen lbs. outside and this would again stop the flow. This process could be repeated a number of times, but of course as the quantity of air inside increased, it would take a larger flow to again produce a partial vacuum.

While I have had some similar experience with "W. Gore," I have never found the flow from a boiler to stop entirely, but only to subside in part, and then to continue in the gurgling fashion, which is familiar to all who use a jug, and hence my query to "W. Gore" whether he meant to say "entirely" or only in a modified sense?

I have found a little paragraph on the expansive use of steam, and think it will do as a starter to answer "L. H. E.'s" request about working steam expansively, and I insert it herewith:

If the flow of steam to an engine be stopped when the piston has made one-half of the

stroke, leaving the rest of the stroke to be completed by the expanding steam, then the efficacy of the steam will be increased 1.7 times beyond what it would have been had the steam at half stroke been dismissed without extracting more power from it; if the steam be stopped at one-third of the stroke, the efficiency will be increased 2.1 times; at one-fifth, 2.6 times; at one-sixth, 2.8 times; at one-seventh, 3 times; and at one-eighth, 3.2 times.

Now, if this is not enough or in the line of "Evans'" ideas, let him mark out a way. It would be rather too long an article, to try to give an idea of the calculations which are necessary to arrive at the load a locomotive will haul, and even then we can only get an approximate estimate, because tables formed for the purpose vary so much and circumstances, tracks, cars and loads are so changeable, that what may be right on one day at one season, would be wrong and a good ways out at another time.

Next we note Mr. Lockwood laying down his lines of defence for Mr. Tucker's expected attack, and await the issue.

"R. Cunningham," an old stationary engineer, tells us of his short method of calculating horse-power, with a given pressure of 100 lbs. and a speed of 100 revolutions per minute. He says multiply the diameter of the cylinder in inches, by the stroke in inches, and divide the product by four, and the result will be the horse-power very nearly correct. It is the simplest rule I have yet found, and could of course be used for other pressures or speeds by increasing or diminishing the final product in proportion. "R. C." says for instance a 6-inch cylinder, multiplied by 6 inch stroke is 36 and this 36 divided by 4 yields 9 as the horse-power. Now if the speed had been 200 per minute it would double the horse-power, or 300 would triple it, while if the main pressure had been 50 it would have made 4½ horse-power. The rule seems to be approximately correct, but I have not yet been able to fully tell why it is so which would be some satisfaction to know.

"Sam Rarus" comes into the fulcrum fight, just as all were about quitting it, (except Messrs. Lockwood and Tucker) and puts several questions which ought to stagger our friends of the opposition, but they have been put at them in a somewhat different form, and had no effect, hence we dare not hope for too much now. "Sam" is also in full accord on the vacuum question and has several nice illustrations in proof of the fact.

Vulcan.

THE St. Charles Car Co., delivered this week two parlor cars to the Toledo, Ann Arbor & North Michigan. They were on exhibition in St. Louis for a few days. They are equipped with the latest Johnson reclining chair, and have a smoking-room and a ladies' sitting-room. They are most elegantly finished in mahogany and quartered oak and embody the best features in modern car building practice.

MR EDITOR:—I regret that "Mr. Lockwood" is not Master Mechanic of some good railroad, for if he were I should feel as though I had somewhere to go should the "bottom fall out" of the position I am now trying to hold.

I was an interested listener to Mr. "Lockwood's" lecture at the Novelties Exhibition, during the B. of L. F. convention in Philadelphia, and thought at the time that there might be something new in his theory of the action of a locomotive. That is, something that had not been thought of before. True, he has some ideas peculiarly his own, but I fail to see where he has made any important new discoveries. I like the way he has of insisting on the "boys" giving an explanation and their authority on any point stated. Too many of us know a thing is so because we have been told so, and can give no other explanation.

In the June Magazine "Mr. Lockwood" has asked me a few questions which I will attempt to answer. To begin with, I am called on to give one of the first lessons in geometry. This I am not over well qualified to do, but will do as well as I can, and if I fail I know some one will come to my rescue.

On page 513 of the June number, "Mr. Lockwood" writes: "This sheet of paper has some thickness; how it can exist without it, and yet have length and breadth, passes my comprehension." He also says that, if a surface has length and breadth but no thickness, he does not understand it. It would seem that my first duty is, if possible, to make this point clear to him. And this is where the geometry lesson comes in. Before one can do much in geometry he must understand that the surface of anything (a surface) has no thickness, and one can not go far in mechanics before he strikes geometry, though he may not recognize it as such.

Mr. Olney, of the University of Michigan, and the author of mathematical works, says that there are propositions so elementary as to require no demonstration in order to satisfy the mind of their truth. These propositions are known in mathematics as "axioms." Suppose I say, "the whole is greater than any of its parts," and "Mr. Lockwood" says, "I don't understand it. Explain it." I secure some familiar object, say an apple, and cut it in several pieces and present a piece to "Mr. Lockwood" and say, "this piece is smaller (less) than the whole apple." But "Mr. Lockwood" still says, "I don't understand it. Demonstrate it." What more can I do? I might weigh it, or measure it, and he could still insist on a demonstration of the demonstration *ad infinitum*.

It seems to me that the proposition, that "a surface has length and breadth but no thickness," partakes very much of the nature of an axiom, and practically admits

of no demonstration. I did not say that a sheet of tissue paper, nor any other substance, had no thickness. The surface that bounds the paper, the top, the bottom and the sides is what has no thickness. The paper has thickness, and this thickness can be measured. Where this thickness terminates we find the surface. The surface is immeasurable except in two directions—length and breadth. Now, "Mr. Lockwood," I have fooled away a good deal of time in trying to demonstrate a proposition which, to my mind, admits of no demonstration. If you still think a surface has thickness, please tell us about how thick the surface of the tread of a locomotive driver is.

In the figures introduced on page 513, "Mr. Lockwood" shows clearly what causes the rocking, rolling motion of a locomotive. Those who thought "Mr. Lockwood" held the opinion that these motions were due to counterbalancing will see that they were mistaken. In considering figures 3 and 4, however, he states an impossibility, through what I conceive to be a misapprehension of the word *reverse*. The crosshead undoubtedly stops at each end of the stroke; that is, with reference to other portions of the locomotive, and were it not for the fact that the main rod is pivoted to the crosshead, that, also, as well as the wheel, and with that the whole locomotive, would stop. As it is, however, the wheel and the main rod, with the exception, perhaps, of a small portion next the crosshead, goes merrily on in the direction of its rotation; and just at the point where "Mr. Lockwood" thinks the pin and main rod stop and *reverse* themselves, they are moving at right angles to the crosshead. If they stopped and reversed themselves they would return in the same direction from which they came and turn the wheel the other way.

Suppose now that we locate two points in the wheel, Fig. 3, one just above the pin, the other on the opposite side, the same distance below the center line as the first is above it. Now imagine a straight line drawn through these points, and that it moves by translation only. According to "Mr. Lockwood's" theory every time any given point in the wheel comes to this line it *stops, reverses* itself, and starts again. Let us see where this conclusion leads. If we locate a point for each atom of matter in the whole wheel and unite them by lines, as indicated, and each point stops when it arrives at its respective line, we have the whole wheel standing still, or at least coming to a full stop.

Yes, "Mr. Lockwood," when the speed of the train is fifty miles per hour, the crank pins, rods, crossheads, etc., etc., when on back or forward center are carried forward at the same speed. Now, what excuse have you for stating on page 271, May 1887 *Magazine*,

that they are rest? If they are at rest, say so, and stick to it. If they move fifty miles per hour, stick to that. Do not try to mix us up with two statements that squarely contradict each other.

If you had a rotating trip hammer of 300 pounds weight coming in contact with the rail at rest, you would have a genuine hammer blow. But that is just what you do not have in a correctly counter balanced driver. Again, you can not have a *rotating trip hammer* striking a blow at its own axis of motion, as you claim the point of contact between the rail and driver to be. You claim that the 300 pounds of counterbalance comes down from its greatest speed to rest. Did you ever see any kind of hammer that struck a blow in that manner?

When the counterbalance is at its highest point it will not "lift or ease" the driver from the rail, particularly if there is the same weight moving in the same circle of the pin opposite. And the fact that *no* flat place at either of the points you mention is worn is the best argument that it does not. Let us now suppose that in a locomotive of the Shaw type the weight supported at each of the crank pins of the forward driver is 300 pounds, and that she is running fifty miles per hour. When the pins are in line above and below the center, according to your idea, the upper weight is moving seventy-five miles per hour, the lower one twenty-five miles per hour. Won't you please figure the momentum of these two weights and show me how they can balance. This is one point that mystifies me. Won't "Mr. Lockwood" explain?

From "Mr. Lockwood," on page 514, June number, I infer that we do not agree on the definition of the word *fulcrum*. He seems to think that a fulcrum is a support pure and simple. This, as I have said before, takes us to the center of the universe. I will, however, try one more illustration to try and convert my friend to my view of a fulcrum. Let us take a common auger, with handle extending at right angles to the bit. Suppose with this auger we bore a perpendicular hole in a ceiling. Now, "Mr. Lockwood," where is the fulcrum by means of which that hole is bored, provided both lips of the auger cut equally?

With regard to that draw-bar. Every engineer knows that there is a vast difference in the wear of such a bar in freight and express service. The wear on the bar being the greatest in freight service, especially when there is much switching. Here let me suggest to "Mr. Lockwood" that express trains are not the only ones that make sixty miles per hour.

"Mr. Lockwood" will notice that I referred to what I *personally knew* of the frequency, etc., of repairing bridges, not to the frequency of such repairs.

I believe I have replied to all of "Mr. Lockwood's" direct questions. I will now give a few reasons why I think a locomotive can be counterbalanced so nearly perfect as to render her harmless so far as disturbing influences in that line are concerned. I have rode on locomotives that were so badly counterbalanced as to have a very disagreeable reciprocating, or forward and back, motion, which increased with the speed. Those who went on the excursion at the close of the Denver convention will remember that the engine that pulled us out of Denver had this motion, which it imparted to the head coach also. I have rode on others which were entirely wanting in this particular. For instance, the engine of which I am now in charge. I have run her at all speeds, from 0, to — well, quite fast, and there is no perceptible reciprocating or bounding motion about her at any speed. The only time she shows any disposition to "we wah," "nose round," or "rock" is when she is doing heavy work going slow on a grade, and this is due to the action of the steam in the cylinders, and not to the counterbalance.

Replying to the inquiry in the *Railroad Gazette*, I will say, that I do not think it necessary to use additional weight in the counterbalance to resist the inertia of the reciprocating parts. From some articles I have recently read, I infer that the pressure on the crank pin is nearly uniform throughout the stroke, and if there is an excess of inertia at the end of the stroke it ought to be checked by compression of steam or pre-admission.

In conclusion I want to say to "Mr. Lockwood" and others that I regret that my time and opportunities for making experiments are so limited. I should dearly like to see the test made with the new dynamometer. Can "Mr. Lockwood" tell us when it will be made, and whether a very orderly Western engineer could gain admission to see the test made?

A. H. Tucker.

MR. EDITOR:—In further reply to "Mr. A. H. Tucker," I beg to refer your readers to my recent article in the *Journal of Locomotive Engineers* for March, entitled, *My Quest*. It may be found in the technical column. In this account of my work for the past seventeen years there have occurred many incidents that are full of suggestion and instruction. One that comes to mind has a direct bearing as a further answer to "Mr. Tucker's" article in March *Magazine*, 1889, page 218.

In my early investigations I was introduced by the President of one of our great railways to their General Manager, for the purpose of discussing the hammer blow question. After several interviews I was introduced to Prof. —, the technical ex-

pert of the company, in somewhat the following style:

G. M.—"Professor, let me introduce to you Mr. W. E. Lockwood. He does not make any pretence to great technical knowledge, but to that in which he believes, he is eminently practical, and only practice will bring conviction to him. Now, on this hammer-blow question, you and I know there is not and cannot be such a thing; if Mr. Lockwood can show or convince us that the wheel comes to rest at any point then we might concede that it could strike a hammer-like blow." The Professor, by silence, conceded the point well taken. Without further argument, I said: "My answer, gentlemen, for the present is to give you all the authorities, and later on, when I am ready to demonstrate and prove by working models this proposition, we will further consider and discuss it." Neither General Manager or expert Professor will question the fact that the bottom of the wheel is at rest, even if for an almost incomparable instant of time it may be.

"Mr. Tucker," on page 401, *May Magazine*, says: "Now, 'Mr. Lockwood,' listen. In a genuine hammer-blow, one struck with a hammer in the hand of a mechanic who means business, there is no slow up. The hammer is going just as fast at the instant before it comes in contact with the object aimed at as when it started, and I may say, a good deal faster." I have been recently to see a blacksmith swing a sixteen pound steel sledge-hammer, and instead of a direct drop, as shown in "Mr. Tucker's" Fig. 2, as indicated by the arrows, say like a steam-hammer, he raised the hammer in a circle from rest to over his head, where, reversing its direction from rest, by weight gravity it struck the blow; so the counterbalance comes in a circle of rotation and translation to rest at the rail, with a minimum of weight in each rotating or rolling trip hammer of 300 pounds to a maximum of 660, five and one-tenth times (driver 5X-8½) in a second of time at the speed of a mile a minute. Conceding, and with no wish or intention of belittling the American standard type of locomotive, that from the present or past standard it has been wonderfully successful, and for what it accomplishes under all the conditions of service, it is in advance of the world, yet, judging from my stand-point, as a piece of mechanism, judging of the future by the past, the comparison will not be unlike comparing Stevenson's "Puffing Billy," of 1813, with the highest standard of a Baldwin of to day.

I trust my friends, "Messrs. Tucker and Evans," will read carefully "High Rates of Speed," *Magazine* June, 1889, page 515, from the *Railroad Gazette*. A standard machine which cuts up such didos as this, wants

what is contained in the communication.

The suggestion I desire to make is that each writer changes his method. Instead of writing a communication, that he write a paper upon the principal subject in hand. Suppose it is the "HAMMER BLOW"—let that be the caption of the article, and so on through the entire list of subjects—one paper for one subject—long or short. This done, in the absence of an index, or, with one, reference, is quick and easy. If a writer simply wishes to ask a question, let it be placed under the caption "QUESTION" with or without the name of the questioner, as the editor may determine. This arrangement, would I think, add much to the value of the department, at least that is the view of one who has been a constant reader of it from the day of its inauguration.

The suggestion I make does not do away with correspondence, for it frequently occurs, I notice, that letters are properly printed in the department which, while interesting to firemen and engineers, and students of the machine, do not discuss any particular question of mechanics.

The suggestion I make, would, I think, be in the line of economy of space. Condensation would take the place of elaboration, a matter of no little importance to a man who has only so many hours at his command for study. If a fireman or an engineer wanted to refresh his memory on a certain question he could run through twelve numbers of the *Magazine* and find all that had been written upon the subject, in less time than at present is required to go through one number, and with such readers time is money.

I do not know what the editor of the *Magazine* will think of my suggestions, nor do I know what the contributors to the Mechanical Department will think of them, but they are offered with becoming modesty, and in the hope that they may do some good.

M. M.

[We print the paper of M. M. with special satisfaction. The suggestions made we regard as eminently prudent. Since the paper came to hand we have devoted some time in reviewing the Mechanical Department for the purpose of ascertaining if the positions taken by "M. M." were warranted by the facts, and were forced to the conclusion that his suggestions ought to be heeded, and that decided advantages would result from their adoption. Suppose it was desired to know what has been said on the "Hammer-blow," or on "Horse-power," or on "Open-throttle," or many other important subjects, as suggested by "M. M.," the time required would make the task vexatious. If, on the contrary, writers who have discussed such subjects had had the article properly captioned, and had introduced no other subject, reference would be quick and satisfactory. When

numerous questions are referred to, a few words said and then dismissed, little information, if any at all, is afforded, and this thing repeated from month to month is productive of monotony, and is in direct conflict with the interest the department should create and maintain. We desire to act upon the suggestion of "M. M.," and we believe it will be gratifying to contributors to adopt the new departure.—ED. MAGAZINE.]

Economy in Oil.

One of the greatest aids to successful railroad train service is a good lubricant, and the importance and value of a really efficient and high grade oil has never been shown up in a better manner than in the article below, which we reproduce from the *National Car and Locomotive Builder*, whose pages ever teem with good things, but whose May number seems to exceed the average in the number and variety of good articles it contains directly bearing upon subjects connected with our line of railroad service; and in this connection we deem it best to say to our members, subscribe for the paper for fear our stock of cheek runs out and forbids our copying so many good and instructive articles, and our readers thus fail to see them. We are under a load of obligation to Mr. Sinclair, the able editor, for the encouraging words of good cheer with which he has been pleased to recognize the labor which is being bestowed upon this department of our *Magazine*, in the hope of being able to help such of our members as are willing to help themselves. Mr. Sinclair, in writing of this matter, says:

"The readers will derive important benefit from that part of the *Magazine*, and railroad companies ought to feel under obligations to the men who are imparting such valuable instruction and inducement to study, to their firemen."

Let us hope that both parts of this good opinion will come to pass, and that while we are reaching upward for a higher plane of knowledge, may we also be able to attain and keep a still greater degree of favor from those of our employers who are progressive enough to appreciate the efforts which are being made in this department, and intelligent enough to distinguish between routine and brain work:

The lack of data regarding the wear of journal brasses, commented upon in our last issue, is more than paralleled by the absolute ignorance regarding the true efficiency of the lubricating oils that are used upon them. The average purchasing agent seems to think that he has done his whole duty when he has bought the lowest priced lubricant and waste upon the market, and squeezed the last cent in discount out of the seller; provided he delivers at the same time an article or articles that will not allow the journals to get hot.

There is another element, however, that is never taken into account in the purchasing of supplies; it is the coefficient of friction developed by the oil between the journal and the brass. We will suppose that an oil is offered whose coefficient is .10. It is evident that it will

be cheaper, at even a higher price, than one which develops a coefficient of .16, when regarded solely from the standpoint of ease of draught. Again, it is well known that the higher the grade of the lubricant the smaller the quantity required for a given service, so that it possesses this two-fold advantage over its cheaper rival in that less of it is required and the hauling is made easier.

But the purchasing agent will say that so much oil is wasted, and the men in charge of the oiling of the cars are so careless that the theoretical saving in quantity disappears and all oils stand on the same basis. Granted that this be so, our purchasing agent still shrugs his shoulders and doubts that any difference in oil can add to or detract from the hauling power of the locomotives.

It is now our turn to turn theory into practice. A number of years ago a certain man took the contract to furnish oil, waste and brasses for all of the coal cars on a trunk line. He believed that the best was the cheapest. In all his purchases, therefore, he bought only the best of supplies. He attended to the business in person, and throughout the whole time of the duration of his contract not a train was delayed by a hot box, while the standard train hauled by the locomotives in the service rose from fourteen to nineteen cars. Unfortunately for the railroad company, he made money out of the job, and the purchasing agent found it out.

This wily official therefore persuaded the railroad authorities that what man had done man could do, and that the company could purchase its own supplies and save the profits of the contractor. So when the contract expired it was not renewed, and the era of cheap oils and waste once more set in. As a result, in less than three months, or as soon as the old oil had all worked out of the boxes, the length of train hauled dropped from nineteen cars to fourteen, and the cost of oil and waste had risen above the figure paid to the contractor.

Here was a case of a direct loss to the company of over 26 per cent. in the hauling power of their locomotives due entirely to a difference in the grade of oil used. The reader will readily understand that this will compensate for a vastly greater difference in price. In each case the engine was doing all the work of which it was capable, therefore the consumption of coal remained the same. Wages of engineer, firemen and trainmen were the same. Hence the company lost 26 per cent. in crew wages, and the increased cost of oil, but the purchasing agent had the satisfaction of knowing that he was paying the bottom price for supplies. It can hardly be asked whether it paid the company to disregard such a purely theoretical matter as the coefficient of friction of the oil it was using.

BATTLE CREEK, MICH., May 15. 1889.

MR. EDITOR:—In May number of the *Magazine*, page 410, Bro. Godfrey asks: What is the first rule in railroading? If not mistaken, this brother is from Michigan, therefore I am interested in answering. If I am wrong, some one will surely enlighten me. Safety is the first consideration. Much could be said upon the subject. I was going to answer protection or self-protection. But please ask something easy next time, Bro. Godfrey. 84.

THE Ohio Falls Car Co., of Jeffersonville, Ind., has within the past few weeks received orders for twenty platform cars for the Midville, Swainboro & Red Bluff road, and smaller orders for the Georgia Southern & Florida, the Tucson, Globe & Northern, and the Wrightsville & Tennessee Coal, Iron & Railroad Co.

Shops.

The Southern Car Works, Knoxville, Tenn., contemplate enlargement.

The Southern Pacific Railroad Co. expect to enlarge their shops at Houston, Tex.

It is expected that the Atlantic & Danville railroad will build shops at Danville, Va.

The Norfolk & Western Railroad Company will build large repair machine shops at Roanoke.

The Baltimore & Ohio Railroad Co. are building car and repair shops at Grafton, W. Va., to employ 200 men.

The Poughkeepsie Bridge Co. has purchased 400 acres of land near Grantville, Conn., on which repair shops and round houses will be erected.

The Sheldon Axle Works, at Wilkesbarre, Pa., which has the largest plant in the country, are increasing their force of workmen as fast as room and facilities can be had. The company has orders six months ahead.

The Pittsburg Locomotive Works have commenced the erection of a new boiler shop 120x275 feet. They expect to make it one of the best equipped and most convenient boiler shops in the country.

The Cooke Locomotive and Machine Co. Paterson, N. J., is putting in 205 H. P. Sterling vertical water-tube boiler for testing locomotives. These boilers are specially adapted to high pressure and are manufactured by the International Boiler Co., Lt., of New York.

The work for the new shops on the Nashville, Chattanooga & St. Louis at Nashville, is being rapidly pushed. The stone work is nearly completed, and the contract for the brick work has been let. Bids for the wrought iron work for the roof structure have been invited. There are nine buildings in all. They are to be of stone foundation, brick construction, with iron roof. The round house will not be erected this year. The buildings now in course of erection are the machine and erection shops, boiler and tank repair shops, blacksmith shops, foundry, planing mill, coach erecting shops and freight car erecting department. The buildings vary in size from 60x200 feet to 100x250 feet. The planing mill and storage department buildings are each to be two stories high. The expenditure on the whole plant will be about \$250,000.

The construction of the Shops at Cheyenne has commenced, and of the buildings to be erected, many of them will be ready for occupancy by Nov. 1. The following is a list of the shops that will be built during 1889: A machine and erecting shop 125x225 feet will be built, and the plans show that future extensions as large again will be made. Adjoining are a lavatory 25x50 feet, a stack house 12½x12½, and an engine and boiler room 12½x80 feet. A blacksmith shop, 26x80, will be put up immediately, the plans showing that an extension 90x80 will be added next year. A transfer table 70x285 will be made to answer for the coming year. A freight repair shed, 70x200, with an extension 70x100, is to be erected and tracks will be laid to make a repair yard immediately adjoining, with a capacity of 150 cars. This freight car repair yard was not contemplated at first. A boiler shop 100x150 feet, with an addition 50x48 feet, and a future extension is to be added, 80x150 feet. A copper and tin shop 50x175 is to be built around one of the present buildings. The present round house with twenty stalls will not be demolished, but the circle is to be completed so as to accommodate forty locomotives. The coal pockets are to be made 240 feet long, an addition 100 feet long for sand added and an additional ash pit put in between the present coal chutes and the water tank. On either side of the viaduct crossing Central avenue track, 1,000 cars is to be made, so that 500 freight cars can stand on the east side and an additional 500 cars on the west side of the long bridge. The greater portion of the tools for these shops will be furnished by Manning, Maxwell & Moore, New York, and the Niles Tool Works, Hamilton, Ohio.

Power of Compound Locomotives.

The paper on Compound Locomotives read at the last meeting of the New England Railroad Club by Mr. Angus Sinclair, which is published elsewhere in this issue, excited considerable discussion in the meeting and out of it. Nothing pleases the author of the paper better than bringing out anything to arouse discussion about matters pertaining to railroad rolling stock which are in dispute, for the exchange of ideas resulting therefrom is certain to make someone the wiser, and the more that the subject of compound locomotives is discussed, the more our railroad men will know about a type of steam engine that ought to be better understood than it is. The mistakes that men fairly well informed about compound locomotives may readily fall into is well illustrated by the position taken by one of the speakers at the club meeting, who insisted that a compound locomotive developed as much power for starting a train as a simple engine. A mistake of this character is so liable to happen in the course of a verbal discussion, where there is not time to make calculations, that we would have passed the incident over without notice had it not been that two railroad journals, the *Railroad Gazette* and *Railway Review*, have taken up the subject editorially, and informed their readers in effect that the author of the paper on Compound Locomotives did not know what he was talking about when he made the assertion that compound locomotives did not exert the power in starting a train or on a slow pull usually possessed by a simple locomotive. In contradicting at the club the statement that compound locomotives were deficient in power at starting, Mr. Barnes quoted from an article in *Engineering* as the foundation for his belief. The article cited as authority described the working of a Worrell locomotive with high pressure cylinder 18 inches and low pressure cylinder 26 inches diameter. The boiler pressure was 160 pounds, and when the intercepting valve closed in starting a train the high pressure cylinder showed a mean effective pressure of 100 pounds and the low pressure cylinder 53 pounds. At this rate the combined pressure exerted by the steam on the two pistons would be 53,493 pounds, and would be equal to a mean effective pressure of 105 pounds on the two 18 inch high pressure cylinders, that pressure being 65 per cent. of the boiler pressure. The Worrell engine that was brought into the discussion, with the exception of the large low-pressure cylinder in place of an ordinary cylinder, is in all respects the same as the builder's standard 18 inch passenger engine, and is required to perform the same work. Now compare the admitted performance of the compound locomotive with a simple engine having two 18 inch cylinders. After the first revolution of the wheels the cylinders would receive 65 per cent. of the boiler pressure. This would be 91 pounds mean effective cylinder pressure with an engine carrying 140 pounds on the boiler. An American locomotive which developed only 65 per cent. of the boiler pressure in the cylinders in starting could not put into motion 75 per cent. of the freight trains that have to be hauled, and a majority of through passenger trains could not be started without the help of a pusher. Of course, at high speed, the compound, which is nominally equal to a simple 18-inch cylinder locomotive, would develop greater power than the latter, which is an important element in its place; but for American railroad service, full power at starting is of greater importance than surplus power at speed.

The statement made in the paper on compound locomotives that no engine of this type yet built will handle American trains satisfactorily cannot be refuted by a mere contradiction. We invite the attention of engineers to the subject with the full assurance that they will find the averment to be substantially correct. Compound locomotives work satisfactorily on European railroads because the prevailing train loads are much lighter than ours, and consequently the

difficulty in starting is not so great. The information respecting the working of compound locomotives supplied by foreign engineering journals is very valuable, but it needs to be properly digested before it can be safely wielded as arguments in a discussion. There are a great many things about the working of a compound engine that are difficult to comprehend, and we commend our contemporaries to study the subject a little more before they pose again as authorities and captious critics.

By the above editorial article it would appear that Mr. Sinclair does not favor the design of the compound locomotive recently imported from England by the Pennsylvania railroad, and ably defends the position he has taken that for our heavier cars and trains and the more frequent stops made by American roads, the compound of the dimensions given is not a formidable rival to the ordinary American locomotive, and that while some saving of fuel might be effected in compounding, it would require considerable study and improvement before a compound locomotive could be built that would overcome the objectionable features so prominent in the Webb, and all other types. It seems that as yet there are less than 500 compound locomotives in use out of over 50,000, which haul the trains of the world, and this is as only one to 500, so they have not made very great headway in gaining the affection of the railroad people. *

Car Notes.

THE Texas & Pacific will in a few days place orders for building 500 box cars.

THE Rome, Watertown & Ogdensburg is asking for bids on 200 box and 100 coal cars.

THE New York, Lake Erie & Western is negotiating for the building of 200 box cars.

THE Maine Central is completing at its shops at Waterville a lot of 100 freight cars, mostly box.

At the United States Rolling Stock Co.'s Annapolis shops there has just been completed a number of new cars for the Florida Railway & Navigation Co.

THE new cars that are being built by the Pullman Co., for the Kings County Elevated Railroad are being equipped with the Martin Car Heating System.

THE Dover & Statesboro Railroad is negotiating for rolling stock and for thirty-five and forty pound steel rails. F. T. Lockhart, of Augusta, Ga., is President.

THE Murphy Car Door Co., with a capital of \$50,000, has been organized at East St. Louis, by P. H. Murphy, W. S. Wilson and others, to manufacture a freight car door fastener.

THE Laconia Car Company, of Laconia, N. H., is busy with orders for ten passenger cars for the Boston & Maine, ten box cars for the Cheshire road, and 100 freight cars for the Upper Coos R. R.

THERE was recently built at the works of the Marion Steam Shovel Co., Marion, Ohio, what is believed to be the strongest railroad wrecker so far built in this country. It is guaranteed to lift fifty tons.

THE St. Charles Car Co., of St. Charles, Mo., has received orders from the Union Pacific for twelve passenger, four baggage and four mail cars and fifteen cabooses. The company has also recently finished and delivered seventeen chair cars for the same road. The Missouri Pacific has just placed an order with the company for building 500 box cars.

As to Some Locomotive Tests.

West Chester (Pa.) Local News.

EDITOR NEWS:—Your advice, so kindly given in the *Local News* of the 15th, not to individually enter a contest against a "strong locomotive," I will reconsider the matter and gracefully back out.

Nevertheless, some locomotive tests soon to take place in Philadelphia, will be of interest to railroad men and the travelling community.

First. The recently imported English locomotive, Dreadnaught, known as the "Webb Compound Locomotive," is expected on the Philadelphia Division, P. R. R., this week. Over two hundred of this type are running successfully on English railways. Mr. F. W. Webb, Superintendent of the London and Northwestern railway, and inventor of this locomotive, has ninety in use on his line.

Its peculiarities are, according to rule and English law, no smoke and sparks are permitted. One hundred and eighty pounds steam pressure, high drivers, two steam cylinders actuate the rear drivers, one single cylinder, double the size of the first two, actuates the front drivers by second expansion and by a crank axle. This is a wonderful piece of work in steel. Instead of forging, a seven-inch steel axle is heated and bent into shape by hydraulic pressure, and of this Mr. Webb says: "Its life is limitless." He also says: "Among the advantages we get in a coupled engine with a crank axle is a better distribution and balancing of the reciprocating masses without having to use such enormous balance weights in the wheels, which, our experience shows, have a very bad effect in getting flat places on the tread of the tire, and, consequently, more hammer-blow effect on the rail." There is also a peculiar valve movement known as the Joy valve, largely in use in England and on the continent of Europe.

Second. The Strong locomotive; two of them are running now on the Lehigh Valley railway. The first one was built to show the action of the Strong valve, which is said to be a modification of the Joy valve; the second one was built to show the Strong valve in combination with the Strong corrugated pant leg boiler, using high pressure steam. The third one, combining the same principles as in the second, is the one recently in service on the Erie railway, which made such a long continuous run and is one of the most powerful locomotives ever built, standing in weight on her drivers one hundred and forty-two thousand pounds (142,000 lbs, or seventy-one tons).

Third. The Baldwin company are building ten of the more recently improved Wootton dirt burning locomotives for the Reading's Philadelphia and Atlantic City line, to be in service by June.

Fourth. The Shaw locomotive, Henry F. Shaw, which was in West Chester, is expected out of the Third and Berks streets shops of the Philadelphia and Reading railroad this week, where she has been undergoing extensive repairs and adjustments under direction of Master Mechanics Jackson Richards and John Probst. She is entered for the "world's tests" as the only steam counter-balanced locomotive, in accordance with the plans suggested by the joint action of the American Railway Master Mechanics' Association and the Franklin Institute, supplemented by the recent action of the Committee of Sciences and Arts of the last named Institute in January last.

As contradistinguished from the standard type of locomotive, each of these is the representative of one or more advanced ideas in the mechanics of the locomotive as applied in practice.

It is expected that Henry F. Shaw will be put in complete working order, under the direction of the gentlemen named, after which, for a short time, she will go into service on the Baltimore and Ohio line from Chestnut street station to Wilmington, Del. It is also expected the Strong, and perhaps the one Wootton type will run experimentally from the same station. The present

ultimate destination of the Henry F. Shaw is the Reading's Philadelphia and Atlantic City short line, "one of the finest alignments of railroad in this country." I expect to see this locomotive cover these fifty-four (54) miles in forty-five (45) minutes this summer. If eight consecutive miles at seventy-two (72) miles per hour, with a spurt of seventy-seven (77), as done with the Ohio Railway Commission from Urbana to Columbus, Ohio, is any criterion, she will do it.

William E. Lockwood.

Locomotives.

THE Brooks Locomotive Works, Dunkirk, N. Y., are building six engines for the Kansas City & Southern road.

THE Baldwin Locomotive Works have secured an order from the Bound Brook railroad for ten mogul locomotives.

THE Delaware & Hudson Canal Co. is among the roads that have lately adopted the United States metallic packing.

A Boston dispatch says that the Hinkley Locomotive Works were closed March 30th, on account of a lack of orders.

THE Rogers Locomotive Works, of Paterson, N. J., have delivered a 30-ton 14x24 locomotive to the East Louisiana road.

THE Rogers Locomotive Works, Paterson, N. J., are building a number of consolidation engines for the Louisville & Nashville road.

THE Pittsburg Locomotive Works recently completed several freight engines for the St. Louis, Vandalia & Terre Haute Railroad, and have a number of orders on hand.

THE Rhode Island Locomotive Works, Providence, recently delivered ten locomotives to the Savannah, Florida & Western; five to the Charleston & Savannah, and seven to the Brunswick & Western.

THE Baldwin Locomotive Works, Philadelphia, recently delivered three passenger engines to the Raleigh & Augusta Air Line. Late orders include ten passenger engines for the Philadelphia & Reading Railroad.

An order has been received at the Altoona shops of the Pennsylvania for fifteen class "A" anthracite locomotives. It is stated that another order will soon be given. The company are preparing to build a compound locomotive suited to the requirements of their service.

THE Canadian Pacific have lately built in their shops at Montreal some fast passenger ten-wheel locomotives designed by Mr. F. R. F. Brown, mechanical superintendent, that have some novel features. They have cylinders 20x22 inches, drivers 75 inches diameter, boiler pressure 180 pounds. The cabs of steel, with smooth finish to correspond with dome and sand box.

THE Schenectady Locomotive Works are running with a full force and turned out during the month of March twenty-four locomotives, as follows: Nineteen 18x26 in. eight-wheel, for the Union Pacific; three 18x24 in. passenger, and one 17x24 in. six-wheel switching, for the Cleveland, Columbus, Cincinnati & Indianapolis; one 9x16 in. inspection locomotive for the Delaware & Hudson Canal Co.

THE Portland Locomotive Company are driven with orders. Among their jobs are three locomotives weighing about forty-five tons each, two of which will be run on the P. & O. division of the Maine Central R. R.; a six-ton tilt-hammer for the Cape Ann Forge Works, this being the third built for that company; a seven-ton condenser, a seven and a half ton cylinder, and a two ton air pump for the new Portland and Boston steamer now being built at Bath; pulp grinders for the Otis Falls Pulp Co.; three rotary furnaces for S. D. Warren & Co., and car wheels and other small castings for railway and steamer construction without number.

Notes.

Within the boundaries of the city of Denver are a hundred and fifty artesian wells, large and small, that constantly spout water. There is water in abundance to quench the thirst of a million people, together with their domestic animals.

An experienced railroad timber dealer of this city says that you may talk about Oregon and Washington fir and Southern pine for such a purpose, but white pine is better than either of them. He alleges against fir that it checks badly under the influence of the hot sun and blasting winds of the prairie regions, while white pine stands the climate first rate. Yellow pine, he says, rots quickly when exposed to the weather. He should qualify this by saying that the sap or white wood of yellow pine rots from exposure, but that the heart or red wood stands the weather well. Decay in yellow pine can be obviated, too, by painting. And what about cypress for railroad work? Its friends claim that it is very enduring when exposed to dampness—that it will last for generations without decay. But it is claimed that there is another side to the cypress question; that it disintegrates when exposed to the vicissitudes of the northern climate—scales up, splinters and falls into dislocation. In respect to coast fir, it is alleged that when it is placed in bridge work, the vibration of passing trains shakes its grain apart, and thus impairs its strength. Thus the rival timbers have advocates and critics. Without doubt white pine timber is reliable for bridge work, and it will be used as long as it can be procured; but it is diminishing in average size and quality, and other woods will have to be substituted for it. It is a satisfaction to know that fir, yellow pine and cypress will be sufficient to fill the bill fairly well when white pine has been played to the finish.—*Northwestern Lumberman.*

The fifth annual report of the State Board of Assessors for the State of New Jersey opens with a reference to the revision of the tax laws of the State in 1888, and the added convenience in the work of the Board afforded by the change. The railroad and canal law has now been in operation for five years, and the Board congratulates the State on the fact that the main questions in dispute concerning the working of the law have been settled by the courts, and that it is as a whole, now working successfully. The Board refers to the increase of railroads in the United States, and quotes the *Railroad Gazette's* table of new mileage in 1888. "The value per mile of the railroads of New Jersey is greater than that of those of any other State." Nine new roads have been incorporated, and all are believed to be bona fide enterprises, for which there is a real need. The mileage of roads in the State is 1,977%. There are 564½ miles of second track, 139½ of third and fourth track and 965 miles of side track. There are 2,395 miles of track laid with steel rails. The mileage of canals and feeders is 173. The capital stock of the roads of the State is \$117,457,285 and the funded debt \$143,109,781, both together being \$132,070 per mile of road. The valuation of road, franchise and tangible property used for railroad and canal purposes is \$196,363,394, on which the tax is \$1,316,283, an increase of \$63,300 over the previous year. The gross earnings from freight and passenger traffic for the year ending January 1, 1888, amounted to \$34,472,532, an increase of \$2,431,115 over the previous year. Besides railroad and canal property the Board levies assessments on miscellaneous corporations, of which there are 1,457, and against which \$360,198 is assessed. Many of these corporations, have no substantial existence, however, and the amount of tax collected is not by any means commensurate with the assessments. Attention is called to the fact that the large express companies are partnerships, having no corporate existence, and that they therefore escape taxation.

Traffic.

The Georgia Central is reputed to be suffering from Too Much Purchasing Agent, a malady that did much harm to the Baltimore & Ohio and other roads in the near past.

Dr. Long, in the *Minneapolis Tribune*, says: "A soulless corporation hauled a carload of goods 500 miles for me for the sum of \$46. A smiling-faced individual, conceded to have a soul, thereafter hauled the goods two miles for \$18.

An Omaha dispatch says that Presidents Adams, of the Union Pacific, and Perkins, of the Burlington, have signed a contract for the construction of a Union depot here, to cost \$15,000,000. As part of the agreement all the Iowa lines now terminating in Council Bluffs will cross the Union Pacific bridge, and have terminal facilities in that city.

The Milwaukee, Lake Shore & Western made a better showing in net earnings last year than any of the neighboring roads. The operating expenses were reduced \$195,000 below what they were the previous year without reducing the condition of the property. A material part of the satisfactory condition of things was due to the able way in which Mr. John Hickey, Master Mechanic, managed the operating of the rolling stock.

The Philadelphia & Reading road has contracted for widening the tunnels on the main line at West Manayunk and Phoenixville. This improvement is made necessary to allow the clear passage of the new and large passenger coaches and freight cars, which are built the standard width and height, and the new anthracite-burning locomotives now in use on some parts of the Reading road. The road bed on this line has been generally improved, and the distance between its tracks on the principal divisions and nearly all the branches has been made from one to three feet greater.

Dealers in dressed beef who feel that they have been discriminated against by the Baltimore & Ohio railroad in freight charges from Chicago, will ask the Inter-State Commerce Committee to investigate the matter. It is charged that Vice-President Smith, before leaving Baltimore for his vacation, made a contract with the Armour, Swift and Hammond, of Chicago, to carry dressed beef for them at 45 cents per 100 to New York, 43 to Philadelphia and 40 to Baltimore for a period of five years. An officer of the Baltimore & Ohio, who was asked about the matter, said it was a fact that the contract had been made by Vice-President Smith, and that the rates mentioned were about 5 per cent. lower than previous to April 1, are now in effect.

The annual report of the Union Pacific shows an increase of gross earnings for the Union Pacific Company of 1.8 per cent., and for the whole system of 2.5 per cent. The increase in operating expenses and taxes was 12.5 per cent. for the company, and 8 per cent. for the system respectively, leaving a decrease in net traffic earnings of 11 per cent. for the company, and 7.3 per cent. for the system. The unfavorable result is attributed in the report largely to poor crops in Kansas and Nebraska. The amount of traffic, both freight and passenger was greater on the lines of the company as well on those of the system than in the preceding year, but rates were lower. On the whole system the receipts per passenger mile fell from 2.509 cents to 2.416 cents, and per ton mile from 1.422 cents to 1.281 cents. On the lines of the company there was also a reduction but somewhat less. The surplus fell off 3 per cent. in case of the company and 4.6 per cent. in case of the system. This seems to be entirely due to lower rates, except that the system had to meet increased deficits from the St. Joseph & Grand Island, the O. R. & N. and the Central Branch, to the amount of \$332,000 in 1888 against \$274,000 in 1887.



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MARY L. BOOTH.

Among the examples of women who have made a financial success of their work, the name of Mary L. Booth is always prominent. Her death, a few months ago, brought out many interesting facts in regard to her literary career. For twenty years she has been the editor of *Harper's Bazar*, with a large salary, probably four thousand dollars per annum. Ambitious women, with some talent for writing, feel greatly encouraged when they consider the fame, honors and excellent financial rewards that have been bestowed upon Miss Booth, and they take up the pen with renewed energy, inspired by her illustrious example. In some respects it is a good thing for struggling toilers to behold one of their number who has reached the summit. We can never place our standard too high. And yet it fills one with sadness to think of the countless thousands who will perish by the wayside, and of the other thousands who must always remain at the bottom of the hill. It requires exceptional ability and unusual opportunity to attain a position so prominent and profitable. There are, perhaps, not half a dozen women in the United States who receive a salary of four thousand dollars a year. Fiction commands the highest price of any literary work. A number of our women-novelists are able to accumulate wealth, but the vast majority of feminine writers, barely earn a livelihood. The market is overstocked with ordinary ability, and, as in all cases where the supply exceeds the demand, the prices are very low.

Miss Booth's early life was one of great hardship and small remuneration. She commenced her literary career at the age of eighteen, in the face of every discouragement from family and friends who loved her too well to willingly permit the sacrifice. The women of to-day have little conception of the courage it required forty years ago to enter into competition with men in any industrial pursuit. For several years she lived in New York, making vests during the day and studying and writing at night. The work of the hands brought a small compensation, the labor of the brain brought none. Under these unfavorable circumstances she thoroughly mastered French and German

and up to the close of the war she had translated a large number of books into English, involving a great deal of work and producing but a trifling remuneration. During this time she wrote the *History of New York City*, a book of 900 pages, requiring twelve hours a day of hard labor for months, and yet she did not receive enough for it to pay her expenses. Afterwards she went to Washington and did a large amount of writing for Charles Sumner, Henry Wilson and Secretary Seward, receiving for compensation only her board at Willard's Hotel, her other expenses being borne by her father. This was twenty years ago, when it was regarded as an innovation for women to enter man's domain, and woman's work was considered to have very little value in dollars and cents. Finally, however, Miss Booth's fine talent, her energy, perseverance and large acquaintance, brought her an offer from the Harper Bros. to edit the *Bazar* at a moderate salary. She accepted, and proved so capable that her salary was steadily increased and her distinguished services received a full recognition. She died during the past winter at the age of fifty-eight.

In many of the obituaries published by the daily press, prominence is given to the statement that "she never allowed her name to be associated with any so-called 'woman's movement,' and was opposed to the idea of the ballot for women." If this were the case, Miss Booth would form almost the only exception to the rule that all women in business recognize the necessity of the ballot; but it is not true. She was associated with the "woman's right movement" from the beginning, acting as Secretary as long as she had the time, and afterward supporting it with her pen. A short period before her death she wrote a letter and furnished it for publication, in which she says:

"I am in favor of woman suffrage and would vote if the right were extended to me, for many reasons, based on the advantage to be derived therefrom by both sexes. One of my weightiest reasons for it is that I think it would be the surest means of securing for women the simple justice of equal pay for equal work. Facts show that voters alone have their interests properly guarded. Moreover, I believe that the exercise of suffrage would train women to higher thoughts and aims, and introduce a refining influence into politics, so that women would be made stronger and men finer thereby."

Miss Booth never married. Absorbed in her work, the years slipped by. Her profession took the place of husband and children, but to claim that it filled this place is to say what never has been, never will be, true. There is a demand of woman's heart, a cry from her soul, that can only be answered by the affection and sympathy of a husband, the love and devotion of children. This longing, which will wake an echo in many a lonely woman's life, finds touching expression in a birthday poem sent to a life-

long friend, a lady physician, of New York, which closes with this pathetic stanza:

Oh, it is bitter to be alone
In the midst of the loved and loving,
Longing for one you can call your own,
Yet doomed to a constant roving,
Gleaming a kindly smile from all,
Yet no heartfelt love from any;
Oh, it is sad when the heart's wild call
Is met by the voice of the many!

THE last Legislature in Vermont passed a very stringent liquor law, providing for the fine and imprisonment of saloon keepers, which, like most laws of this kind, was not enforced. Public sentiment demanded an example, and so a one-armed woman was arrested, fined \$200 and sent up for one year. She has since been conditionally pardoned by the Governor. How beautifully it all works! Interfere with a male saloon keeper and you imperil a certain number of votes and injure the chances of the "party" at the next election. If the law must have a victim, strike a woman, she has no political influence. In Indiana the statute does not permit a woman to keep a saloon. The profits of the liquor traffic must go to the men, the poverty and suffering may fall to the women. But shall not a woman be held amenable to the laws? No. So long as she is forbidden a voice in the making of the laws or in the selection of the law makers, she is entirely justified in refusing to obey them.

"A FIREMAN'S Sister and an Engineer's Daughter," from Bucyrus, O., writes a very caustic letter in regard to the Brotherhood of Locomotive Engineers. We cannot use it, because it does not seem advisable for the Woman's Department to enter into the controversy that is in progress between the two Brotherhoods. The men are fully capable of settling their own disputes.

TRENTON, MO., May 6, 1889.

To the Editor of Woman's Department:

My husband is a member of Success Lodge, No. 33, and what a grand, noble Order it is. The boys ought to be proud of their Order in Trenton. They have about sixty good, honest, true and upright men.

The firemen have no Auxillary here. I do wish they had, for I would love to be a leading member in that society, for I think they, the boys, are worthy of all the aid and assistance they could receive from the ladies. I feel that we could be a help to them in many ways. There is a Ladies Auxillary to the Engineers' Order, and they do a good work for that lodge.

I am a constant reader of the *Firemen's Magazine*. I never see anything from Success Lodge, so I thought I would write a few words in their praise.

Hoping Success Lodge may have a bright and happy pathway through life, I remain as ever, theirs,
A Fireman's Wife.

MISCELLANEOUS.

Stern parent (to a young applicant for his daughter's hand)—Young man can you support a family? Young man (meekly)—I only wanted Sarah.

Grandma—Johnny, I have discovered that you have taken more maple sugar than I gave you. Johnny—Yes, grandma; I've been making believe there was another little boy spending the day with me.

Bankrupt's wife—Well, at any rate, the Thompson failure was worse than ours. Sympathizing friend—Why, I thought it was just the other way. Bankrupt's wife—No, indeed; Edward only failed for 10 cents on the dollar, while Mr. Thompson failed for 50!

Bishop Gullum—Miss Autumn, I hear you are an earnest student of the Bible. What, in your opinion is the most interesting line of Holy Writ? Miss Autumn (promptly)—Behold, the bridegroom cometh!—*Life*.

Tender hearted young lady—Oh, you cruel, heartless little wretch! to rob those poor birds of their eggs. Wicked little boy—Ho! That's the old mother bird that you've got on your bonnet. Guess she won't care.—*Forest and Stream*.

A little fellow went to a blacksmith's to see his father's horse shod. The blacksmith began to pare the horse's hoof, and thinking this was wrong, the little boy said, earnestly, "My pa don't want his horse made smaller."

"O, papa," said a vivacious girl (within hearing of a Pittsburg *Chronicle* loiterer) "we want a good name for our young ladies' club. Can you think of one at once significant and appropriate?"

"Well, I don't know," replied the old man; "how would 'Giddy'uns' Band 'do'?"

A bustle was put to good use the other day. The horse car was crowded, and a schoolboy, who was anxious about his geography lesson, having no other chance to open his book, laid it carefully on the shelf formed by the spreading draperies of the woman who clung to the strap in front of him. She was none the wiser and he learned his maps.—*New York letter in Savannah News*.

"Mr. Sampson asked me to be his wife, last night, papa." "And what did you say?" "I told him he must give me a little time, and he said I could have the usual thirty days or five percent. off for cash, and then he stopped and apologized. What am I to think of him, papa?" "Think of him," shouted the old man. "That young man is full of business, and you can't say 'yes' too quick!"

A Louisville lady was explaining to some children a few of the mysteries of astronomy, telling them how far the stars are away from us and how large they are. Some of them, she said, probably had people living upon them. "I wish I had to live upon a star," said a small boy. "Why, what do you want to live there for?" "Well," said he "I could sit out on one of the points of the star and tilt."—*Louisville (Ky.) Post*.

DOMESTIC.

The Woman's Hospital, of Philadelphia, Pa., has an incubator in successful use, for raising babies of premature birth.

William D. Howells, the novelist, says it is easier for a man to seek the forgiveness of God than it is to seek the forgiveness of his wife.

He-To-morrow will be the fifteenth anniversary of our marriage.

She—Yes, dear, and I must have \$10, you know. Our wedding ring has never yet been left in pawn over our anniversary.—*Jewelers' Weekly*.

A little girl who had mastered her catechism confessed herself disappointed "Because," she said, "though I obey the fifth commandment and honor my papa and mamma, yet my days are not a bit longer in the land, because I am put to bed at seven o'clock."—*G. M. A.*

If homes are to be happy they must be comfortable. To be comfortable they must have order, cleanliness, quiet and sunshine. Good homes will make good men and women, as surely as rum and deceit make paupers and murderers. No one thing is so important as quiet. Insist at certain times there shall be repose.

The New York *World* states that Mrs. Mary A. Logan is contemplating founding a post-graduate course in domestic accomplishments for young women. It is to be conducted in connection with a Home which will doubtless be established in Chicago, where the young ladies may learn practically everything that pertains to the management of a household.

Ella Wheeler Wilcox says: "If I were asked to define the meaning of a successful man, I should say a man who has made a happy home for his wife and children. No matter what he has done in the way of achieving wealth or honor, if he has done that he is a grand success. If he has not done that, and it is his own fault, though he is the highest in the land, he is a most pitiable failure."

Do not marry until you are full-grown, fully-equipped women. And then do not marry unless you can marry for love. But beware, in the first place, of loving any one who is unworthy of you. If you feel that you are worth having, you can afford to be particular as to your choice; and if you, and others like you, set up a certain high standard for men, they would be obliged, in very self-defence, to bring themselves up to it.

"Ah, wasteful woman! she who may
On her sweet self set her own price,
Knowing he cannot choose but pay:
How has she cheapened Paradise!
How given for naught her priceless gem;
How spoiled the bread and spilled the wine
That, spent with due respective thrift
Had made brutes men, and men divine!"

—Selected.

TEMPERANCE.

New Hampshire W. C. T. U. is about to build a home for friendless women.

Rev. Chas. Garrett points out that £10,000 is spent every day in Liverpool for strong drink.

Place two drops of the oil of tobacco upon the tongue of a half grown kitten. After two minutes of extreme agony it is dead.—*Mrs. R. R. Johnston*.

Of all our industrial classes one man in twenty is unfitted by the liquor traffic for steady and continuous work; unfitted, indeed, for any work at all.—*Neal Dow*.

Were the disuse of alcoholic drinks, except under medical treatment, to become general, in six months we should be rid of prostitution by at least one-half.—*Sanger's History of Prostitution*, 1858.

A cigarette-smoking boy will not make a strong man. He will have impaired digestion, small and poor muscles, irritable temper, and a lack of capacity for sustained effort of any kind.—*Dr. Bartholow*.

There is not a group or assembly of Anarchists or extreme Socialists in America that does not soak its silly and dangerous resolutions in beer. Nor is there a single revolutionary or communistic assembly of total abstainers. The connection between prostitution and drunkenness is intimate. There is not a brothel conducted on total abstinence principles in the world.—*Chicago Inter Ocean*.

The California *Voice* says that if the laborers of the nation would expel the grog and tobacco shop and then be half as liberal in making investments in railroads, banks, tenement houses, business blocks, steamships, factories, flour mills etc., they could in ten years have a labor union invested capital of \$350 millions, and an income of \$17 millions a year, allowing only five per cent. a year on the investment.

The following rhyme that was sent to the *Union Signal* illustrates the farmer's practical tendency, even when versifying. It also exemplifies the economy of prohibition:

"Where sell our corn, if stilling stops?
For corn is chief of all our crops."

Answer:

"We'll feed it, friend, and then we'll sell
More milk and meat, and have less—hell."

The Woodstock Brewing and Bottling Company, which has just opened a branch in Chicago, has received a contract from the county Board for supplying the county institutions with beer, at the expense, of course, of county tax payers. Says a correspondent of the *Lever*: "Is this beer used in the hospital? If so, it is against the most advanced ideas of the medical profession. Is it used in the treatment of the insane? It is recognized to day as the most potent factor in producing insanity. Or does the promoting of a Christian sentiment among the criminals in our jails demand beer?"

FRANCHISE.

Mr. Henry George thinks that England is likely to have complete woman suffrage within two or three years.

Detroit has amended its charter allowing women to vote for school officers, and a bill was passed prohibiting Boards of Registration to meet in places where liquor is sold.

A great number of women voted in Kansas. In some large towns they held the balance of power. The press wired "as vote the ladies so goes the State," and still some say women will not vote if enfranchised.

It is said that woman municipal suffrage, in Kansas, under the Prohibitory law, has resulted in reducing the numbers of able-bodied men in the State Penitentiary, so that contracts for work cannot be filled, and that more than half the County jails in the State have no prisoners.

"You don't want to vote!"

"No women have no talent that way."

"But they ought to get talent."

"They're not fit to get talent."

"Then, they ought to get fit."

"Fudge, John, they are not fit to get fit."

A quick-witted Iowa woman, noting the invention of a ballot-box that cannot be stuffed, exclaimed: "Now, if some one will invent a voter that cannot be stuffed with beer, brag or bribery, we shall have made a long stride toward better government!" An exaggeration containing altogether too much of truth for complacency.

Iceland.—A resolution has been passed by an assembly of delegates, asking the Althing to establish as much as possible the equality of women who are in an independent position, eligible to the communal or parish councils; carefully considering how a married woman's rights over her property can be better secured than at present over her husband, and to facilitate as much as possible the admission of women to education in every direction.

This is the Primrose League, which, if any candidate for election honors underrates, will most likely bring him to grief. I have never seen so powerful a society in any country working openly and attracting all classes of the community. It now numbers over three-quarters of a million, and is managed almost entirely by the fair sex. It was founded by Lord Randolph Churchill and Sir Drummond Wolff and has turned the scale of many an election since then.

Miss Mary F. Eastman, at one of the recent hearings on Woman Suffrage before the Massachusetts Legislature, told of a man in Montreal, who was vaccinated during a small-pox epidemic, and was indignant, because he could not get a certificate that his wife and children had been vaccinated also. He thought his own vaccination ought to be sufficient for the family; but in this case he evidently could not "represent" them.

EDUCATION.

A few years ago there were only five schools for girls in Yokohama and Tokio. There are now more than thirty.

Of the fifteen students sent by the government of Siam to receive professional training in England, four are young women.

In Greece, an Industrial School for Girls has been opened at Athens. Four hundred girls are employed there, with the happiest results.

Rev. Ida. C. Hultin, a graduate of Michigan University, has charge of a Unitarian Church at Des Moines, Ia., and preaches twice every Sunday. Her congregation has more than doubled in two years.

Mrs. M. S. Cummins, principal of the High School, Helena, Montana Territory, has just been elected president of the Territorial Educational Association of Montana, at its recent session in Butte City.

The Boston Educational and Industrial Union is doing some excellent work by its Lecture and Class Committee, and special attention is called to the industrial classes where sewing, millinery and dress-making are taught.

Fifteen young Hindoo ladies have been admitted to the new female class of the Campbell Medical Schools at Calcutta, and are studying medicine. Many of them are Brahmins. Ten have obtained scholarships, and the others are admitted as free students.

Princess Christian, who has always taken a deep interest in the progress of her own sex, is about to inaugurate a school of dress-making and millinery. She intends that the school should be primarily for the benefit of gentlewomen who have to earn their own living.

The President of Michigan University takes occasion to say in his last annual report that "a larger portion of women than of men are taking by choice the full classical course." He assigns as a reason for this, that there is a demand for woman's services in teaching Greek in preparatory schools.

A friend of the School for Young Women in Columbus, Miss., says that the idea on which the school is founded is that "Women, being physically inferior to men, should be more carefully educated in order that they may make the most of such opportunities as are offered them." This school has more than 200 boarders, and they are taught, aside from the regular course of study various kinds of house-work, telegraphy, type-writing, type-setting, stenography, art decoration, wood-carving, dress-making, as they may elect, and all are carried to a proficiency to enable self-support. It is claimed by the supporters of the school that the young women, when they have finished the course, are as well fitted as science can make them for earning a living unaided, or for making a home happy by a proper performance of those domestic duties which fall to the part of wife and mother.

INDUSTRIES.

Miss Alida M. Mehan is Supervisor of the schools of Thomaston, Maine.

Women do the work of ushering people to their places in most of the theaters in Paris.

Mrs. Clara Foltz has been chosen President of the San Felipe (Cal.) Water Company.

There are about three thousand women in the United States who are architects, chemists and assayers.

A department in domestic economy is in operation by the Young Woman's Christian Association of Boston.

Two girls under the age of nineteen are sole proprietors of a newspaper published in New Orleans and devoted to the interests of women.

A recent patent office pamphlet is a glowing tribute to American womanhood. Nearly 3,500 patents have been granted to women.

Dr. Mary McCrillis has been chosen Superintendent of the National Temperance Hospital, and Dr. Bessie Cushman Resident Physician.

Col. T. W. Higginson says that women have taken the places of men with stringed instruments for orchestral performances and church services.

Chicago has ten police matrons on duty, alternating day and night. Washington, D. C., has four, appointed by Congress, supported by an appropriation.

Two hundred girls are now being educated in the medical schools of India, and Madras has already supplied six fully qualified female doctors for the northern part of the country.

Mme. Magnus, a graduate of the Paris School of Medicine, was the principal operator upon her father, General Salomon, ex-President of the Haytian Republic, in a delicate surgical case.

The *Woman's Tribune* says that a woman seventy years old has patented a sewing machine needle that threads itself, by means of a slot on the side of the eye through which the thread slips.

Miss Mary McPherson, of New Glasgow, N. S., was the other day appointed as stenographer to the Provincial Secretary. She is said to be the first woman ever appointed to a Government position in Canada or any of its provinces.

Miss Rachel A. Hardgrove, one of the three colored teachers in the Chicago public schools, is said to be the best drawing teacher in the city, and of the twenty female teachers in the Froebel building she is considered the best mathematician.

There are more than 2,700,000 women in Belgium engaged in industrial pursuits, mostly very poorly paid. But when one woman asks to be a lawyer—a profession in which ability commands honor and profit—her application is refused by the court, and she is told that a woman's sphere is to marry, not to labor for her own support.

For Woman's Department:

LOOK AHEAD.

Should misfortune overtake thee,
And thy friends upon thee frown,
Look ahead, be not discouraged,
Be courageous, live it down.

Should base scandal so pernicious,
Aim at thee; its poisonous dart—
On thy name to bring dishonor—
Have no fear, 'twill miss its mark.

Should to-day be dark and cloudy,
And the sunlight hid from view—
Bright the sun may shine to-morrow,
And the sky be cloudless blue.

Learn to gather up the sunbeams,
Casting not one ray aside,
Nobly battle with life's troubles,
Fearlessly whate'er betide.

Tho' dark shadows fall around us,
We each duty here should do—
And if thorns bedeck our pathway,
We shall find the roses, too.

Find the roses and the sunshine—
Find the sorrows and the cares,
Intermingled with each other,
As in wheat there grow the tares.
Mrs. Nellie Bloom.

WEST OAKLAND, CAL.

WOMAN'S WORK.

[We publish herewith the first half of an essay written by Miss Frances Gillam Holden. It was originally published in the *Town and Country Journal*, the largest weekly newspaper in Australia. This essay won the silver medal at the Exhibition of Woman's Industries at Sydney, New South Wales. It was sent to Mrs. Eugenie Selby by a friend of her husband's and through her courtesy we are enabled to present it to our readers. It is a very fine production and should be carefully and conscientiously studied by the thousands of our regular readers and then passed on to other women.—Ed.]

The nobler born the maiden, the more bound
My father to be sweet and serviceable.

In one of the works of that great moralist and noble writer, George Eliot, there is a graphic expression of opinion which touches so directly, and diagnoses with such happy skill the weak point in woman's work everywhere—a weak point which is working such lamentable evil all through social and domestic life—that the words justify emphatic insistence, and need to be deeply pondered in these days of higher education and enlarged spheres of endeavor. For there is danger that women, in escaping the rock Scylla of undeveloped minds, dormant talents, and monotonous lives, should be fatally lost in the whirlpool of Charybdis, in the scorn and contempt of the simple duties of domestic life, "the common round, the daily task." Both errors equally react for evil upon the happiness of home, individual, and national life; while this happiness is really the one legitimate ultimate object for which all higher education and broader culture are to be desired and secured. There is

danger of forgetting the invisible but essential foundation in rearing the elegant and admired superstructure. To avoid this fatal error, let us, then, read and mark these words of one of the most thoughtful and gifted minds of any age.

George Elliot wrote: "What I should like to be sure of as a result of higher education for women is their recognition of the great amount of social unproductive labor which needs to be done by women, and which is now either not done at all or done wretchedly. No good can come to women more than to any class of male mortals while each aims at doing the highest kinds of work, which ought rather to be held in sanctity, as what only the few can do well. I believe, and I want it to be well shown, that a more thorough education will tend to do away with the odious vulgarity of our notions about functions and employment, and to propagate the true gospel that the deepest disgrace is to insist on doing work for which we are unfit—to do work of any sort badly." Could these pregnant words everywhere penetrate and permeate our daily life, the result would be a great and beneficent reformation, not second in its practical effects upon the elevation of the world, to that of the sixteenth century.

In using the current phraseology, "highest kinds of work," it is very certain that George Elliot implies no slur upon the lowly duties of life. For insistently did she hold and teach, that all well done duty is essentially honorable, that it is not the nature of the work performed, but the spirit of its performance, which gauges the measure of its dignity. She would have been the last to disparage that "social unproductive labor which needs to be done by women," and which she counsels them that it is their truest wisdom to recognize and accept. If there is one lesson more than another pervading her life-teaching it is, that all nobility, heroism, and pathos may lie enwrapped in the neutral-tinted folds of common everyday life, and in the hearts and paths of simple working men and simple working women. Who does not feel that the manhood of Adam Bede ennobled his humble workshop, and that Dinah's lofty motives irradiated her lowly life as with a heavenly halo.

Yes; old George Herbert's lines are literally and eternally true; would that they were engraven on the mind and heart of every Australian girl.

A servant with this clause makes drudgery divine
Who sweeps a room as for Thy laws, makes that
and the action fine.

That is the lesson we need to learn. Loyally to recognize, and cheerfully to accept, the common prosaic offices of domestic life, and to glorify them by the devotion, intelligence, and thoroughness with which they are wrought out; to string the scattered duties of the days upon a golden cord of high purpose, and in the end to find a rich reward attained in a more vigorous physical and mental being, and better balanced emotional life. In short, an increased range of health and happiness; the richest reward life has to bestow upon any mortal from peasant to princess.

Mr. Walter Besant has lately been eloquently pleading in the cause of women—as he believes—pleading that an endowment scheme may be initiated on their behalf, to save them from the necessity for work, which he avers they "hate." In parentheses, let me say here, that, far from hating work, I have found that women, (predicating legitimate physical, moral, and spiritual conditions), take just the same honest pride and pleasure in downright work as many men do. Mr. Besant is no true friend to woman in formulating this idea. Provide funds, indeed—it is a piteous necessity—for those women, who, having done their part in the world's work as they were able, have not in the eventide of life, when worn, weary, and often broken in health, the wherewithal to secure the necessities and decencies of life. But teach every young woman who is born into this world, with sound limbs and accountable brain, that she is bound to use both to useful purpose for the world's and her own welfare; that she is bound to work under penalties of disease and suffering of body, mind, and nerves, in comparison with which even painful toil were as a Paradise. The human frame is made for work; and without work it can neither thrive nor prosper. Work is the very law of the universe; and women have no exemption. Why should they? Why should they be denied the glow and thrill over accomplished difficulties, the rest which is only sweet after toil?

Teach them rather that work, *especially active physical work such as domestic services afford*, is the saving salt of life, of sound wholesome being; that it is a blessing, a precious privilege to be used with heartfelt thankfulness, and held with jealous care. What does the old wisdom of the world say in its proverbs: "It is better to wear out than to rust out." "To labor is to pray." "The worst road to death is the road by ennui."

First, and foremost, then, in these days of aspiring womanhood, and varied spheres of usefulness opening and extending on every side (and well occupied, I am proud to say), I should have every woman remember that no sphere is more important than home; no duties more honorable than domestic duties; than only as her other labors work for the ultimate peace, purity, and broad elevation of home life, are they truly useful, or is she doing a truly noble work in them. And here it may be said that the writer is no opponent of, or lukewarm advocate of woman's higher education, but one sympathizing ardently with every effort women have made, and are making, to burst the cruel bonds of prejudice and jealousy wherewith they have been centuries bound, to the infinite loss of humanity. But they must never forget that the higher education can only be solidly based upon the integrity of domestic life in its lowest duties. It is like the tree of the poet, which only "So high to heaven uplifts its leafy crest, as to the center pierce its deep-fixed roots." Unless the higher culture and wider avocations of the few react to induce a deeper reverence in the many for the simple woman's work of home and household, it will be a delusion and a mockery. But I believe that it will so react

It is not the cultivated and thoughtful mind which holds simple service in contempt. Witness Charlotte Bronte, who peeled the potatoes with the same nice conscience she put into her literary work. Witness such women as Mrs. Somerville, and Catherine Herschell, and George Elliot. It is the note of an uncultured mind to despise any necessary service, and to accentuate all that is implied by the wretched word "menial."

Yes; all education is to be encouraged. Women are wanted as doctors, for sundry good and solid reasons which only ignorance or prejudice can fail to appreciate, but which can not now be dwelt upon. Hospital nurses—who can fail to admire their quiet bravery; serenely facing the loathsome horrors of the smallpox ward, or the perils and hardships of a Zulu campaign. But no higher or more holy is the mission or life of either women doctors or hospital nurses than is hers—the quiet, unnoted wife, mother, sister, who untiring, year in, year out, plods through her uneventful, unexciting days; making beds, cooking meals, mending little garments, washing little hands and faces, fulfilling a thousand trivial wants with often scant appreciation, and no thought of praise; with an unconscious heroism and unselfish abnegation which look for no reward save in the well-being of those loved and cared for.

Ah, there are many such simple heroic souls doing life's common work on the dusty highroads of toil, only recognized by the angels, and only appreciated when the sunshine no longer falls on their worn faces, but lights the grass growing greenly on their unrecorded graves! Talk of soldiers leading forlorn hopes! Why, many a woman leads a forlorn hope against poverty, ingratitude, injustice, unkindness, ill-health, every day of the years of her life, with a sword piercing her heart, and never flinches till the death angel quiets the long anguish of a crushed life, and buried hopes. * * *

As home is, and must always be, the sphere in which the great majority of women must pass through their earthly probation, it follows that to teach how to fulfill its duties well should be the primal aim in the training of girlhood. Whatever other functions she may legitimately aspire to, those of the domestic hearth are—by the instinct and consensus of the world—hers, and can never be abrogated.

This being the case, the first step toward their right, instead of this present wretchedly perfunctory performance, is a matter of great moment. And this first step seems to lie in realizing their essential dignity and worth in relation (as has been pointed out) to the high issues depending upon them. To grasp this idea firmly would be an immense help to both teachers and girls, in facing the large amount of "social unproductive labor" of which George Elliot speaks. Thus it becomes another important consideration, how best to inculcate and press home this belief in the dignity of common work, and to efface the word "menial" from women's consciousness altogether.

For Woman's Department:

WOMAN'S WORK.

With many a turn my steps I take,
In many a crook and crevice,
And many a biscuit I must bake
For Maud, and me, and Lewis.
I sweep, I dust, I cook, I rise
Up in the morning early,
I wash the breakfast dishes, and
I churn, and dress the baby.
I make the dust and dry leaves fly
Against my new broom fairly,
I chatter, chatter as I go,
Because I rest so rarely.
For men may come, and men may go,
But I go on forever, ever,
I go on forever.

I move about, and in and out,
While there the chickens feeding,
Now here and there at a hawk to shout,
But little they are heeding.
I walk, I run, I skip, I hop,
From one thing to another;
I stop to dress a bruise or cut,
For the children run to mother,
Then to the garden I must go,
To see what work is needed,
For plants must be set out, you know,
And then they must be weeded.
For men can't stop, for they must go,
But we work on forever, ever,
We work on forever.

I scrape the tray "and put to rights"
The dining room and kitchen,
And then go in my room to sit
And try to do some stitching.
I wonder if there is on earth,
No respite from our labors,
No time to go and gossip some
With pleasant, friendly neighbors;
Before I end this piece of work
And try to think a little,
I throw it down and run and make
A fire, and then put on the kettle,
For men must eat, and go, you know,
But women can go—never,
Yes, men will come, and men will go,
But we work on forever, ever,
We work on forever.

—E. E. Witt.

[Daughter of A. P. Witt, Receiver of Jackson Lodge, No. 274, Clifton Forge, Va.]

LOUISVILLE, KY., May 18, 1889.

To Woman's Department:

Having seen a great many articles in your interesting journal, in reference to Lodges, I thought, perhaps, you would like to hear something from Plain City Lodge, No. 238. The Lodge is in a more prosperous condition than ever before, and the members declare that in another year she will be "one of the first." The members of No. 238 are all manly, young fellows, and hold their heads up. I think a fireman's life a very trying one, and being a fireman's sister, have a tender feeling for all the "knights of the scoop."

Of all the Lodges I've heard of of late, There is none to compare with 238. Her men are all proud of her, And say wait and see, What 238 is going to be: She will prosper, although she came in rather late, She is on the right track; look out for 238!

Wishing the *Magazine* success, also 238, I will close.

I am most respectfully,

A Fireman's Sister.

YET NO TIME TO PRAY.

Come Oh! Come!
 Saviour! who died for you and me,
 Yet no time to pray;
 His love claims all thy power,
 Yet no time to pray;
 Oh! where is thy refuge, sinner
 'Mid thorns or flowers?
 Oh! sinner, I bid you make haste,
 To pray, and save thy soul.

Don't say! earth has no resting place,
 And no time to pray.
 The Lord supports the fainting mind,
 Yet no time to pray;
 His truth forever stands secure,
 He helps the stranger in distress,
 And none shall find his promise vain,
 Yet for all, no time to pray.

Well! the delightful day will come,
 Oh! sinner! find time to pray,
 When our dear Lord will call us home,
 Then! we'll wish we'd prayed;
 Oh! could I speak the matchless worth,
 To those who need his help and love
 Oh! come to Jesus now, don't wait!
 He'll receive thee, and hear thy prayer.

If human kindness meet return
 Oh! that's the time to pray;
 If tender thoughts within us burn,
 That's the time to pray;
 God calls us back, day by day,
 And helps each poor trembler to repeat
 Don't put off the time to pray
 For you the Saviour died, and for me.

God grant that all shall come
 To prayer—Oh! sinner pray;
 To be called to the eternal home
 We must pray;
 Oh! the passionate tears that we weep
 For our friends who are far from God;
 They do not know the peace we do
 Who live for Christ our Lord.

OAKLAND, PA.

M. C. Foley.

A Brotherhood Engineer's wife.

BROCKVILLE, ONT., April 20, 1889.

To the Editor of Woman's Department:

I have been reading some of the letters sent to you by firemen's wives and sisters, and found them very interesting indeed. In fact, there is very little, if any, uninteresting matter in your *Magazine*. I am not a fireman's sister nor a fireman's wife, but I have several friends who hold permanent places in that great and noble system—the railroad. Among other letters I read were some very good ones about towns or places of interest. But they all seem to be what we call "Yankee" places. I know you Yankees are very conceited people about your country, but I don't think you are a bit more so than we Canadians. And I would now like to tell you of a Canadian town in which I live. The name of the town is Brookville, and is often called the "City of the Thousand Islands." It is situated on the St. Lawrence river, about sixty miles down from Lake Ontario. When first discovered, it was the haunt of the roaming savage and the home of innumerable wild beasts, birds and serpents. Now and then, rude huts could be seen, miles apart, in the midst of dense forests. The river flowed past it, while now and then a rude canoe dashed in and out among the thousands of uninhabited islands, which are scattered for miles

along the river. Now, where those dense forests were, large, expensive houses, and other buildings of every description, have been built. Brookville is now a town of nearly ten thousand inhabitants, industrious, intelligent and educated people. Large stores of every branch of business are found in large numbers. Beautiful churches of every denomination have been built. Two hospitals, a court house and jail, an extensive post-office and custom-house buildings, a college, high schools, public schools, a library, and many other places to promote the welfare of the town. A very few of the red race are left, and these live in contentment, unmolested by the whites. On the noble and mighty St. Lawrence, instead of the Indian's canoe, are large steamboats, carrying tons and tons of cargo, pleasure yachts by hundreds and row-boats by thousands deck the waters. The islands, that were once the home of only beast and bird, are now objects of beauty. Lovely cottages have been built on them, decked with flowers, flags and colored lights, and are made pleasant resorts for the tired and burdened population of our busy town. We think, in every respect, our town one of growth, and interest, and beauty. But the steamboat is not the only means of commerce. The railroad takes a very prominent part. Trains come rushing in and out almost every hour of the day, and the hardy fireman walks to his home and holds his head just as high as if his hands and face did not make him resemble the dusky race of Africa.

And now, I think I have almost tired your patience, and I hope this will escape that horrid waste-basket, of which every writer is so much afraid, and that it will appear before long in one of your *Magazines* for friends in the sunny South and colder North to read. *Milly.*

[We are in favor of annexing our Canadian sister to the Woman's Department.—
 Ed.]

To the Editor of Woman's Department:

I want to have a chat with you and all the members of the Department. I am sorry that you felt called upon to ask the members to all rise up against "Shandy Maguire," though I did not admire the verses you referred too much more than some that have been addressed to him in the Department. I am sure we have no right to write "soft nonsense" and then complain if we are paid in kind. I propose that the Department lead off by apologizing to "Shandy" for the sentimental rhyming of some of its members, and then all start anew in our efforts at being, and doing, and saying all the pure, helpful, hopeful things we can, to cheer each other.

Anyone who knows "Shandy" personally, can not fail to understand his answers to the ladies who write to him of "love," as sarcastic rebukes for the nonsense addressed to him.

We need not all put on a funeral countenance every time we get together in this cozy, chatty corner of ours, but let us remember that *wantonness is not wit*. This reminds me of something I

read somewhere sometime, that impressed me: "A woman will be treated exactly as she chooses to be." I think this is true. Now, that we are living in the "Woman's era," where we are free to do, and be, and know, all that we are capable of acquiring, let us strive that our thoughts, the well-spring of our actions, be so clear that only the most wholesome influences shall emanate from us.

I wonder how many of the girls who write for the *Magazine*, earn their own living and are proud of the fact. I will count myself as one. I am proud to belong to the producers of the comforts and necessities of life. The wife who cares for her household, is, of course, one of those whose hands pay their way. Let us get out of this old fashioned dread of being "working-girls," and rejoice in the "dignity of labor."

I am sorry I can't give an opinion on the question we were asked to discuss: "Is Marriage a Failure?" Never having tried it, I can't say from experience, and am too busy to think much about it. There might be fewer marriages which are failures if every girl would learn a trade thoroughly, think less of romance and more of reality, cheerfully support themselves and not accept the first unsuitable person who presents himself because she must have somebody and is afraid she can't get anyone else. There, I'll subside.

Christin Nell.

[A good letter.—Ed.]

GREEN BAY, May 18, 1889.

To the Editor of *Woman's Department*:

I am going to write a letter to the *Magazine*, but I do not know what to write about, as I am not very well versed in any of the popular subjects.

Never having tried marriage, I can not say whether it is a failure or not, but I think it depends as much, if not more, on the wife than on the husband to making a success of it. Women are too apt to let trifles annoy them, and men are often not patient enough with the women. If both members of the firm of man and wife would only take Mr. Meagle's advice to Tattycoram, and "count five and twenty," when tempted to say some disagreeable thing, I feel pretty sure there would be less failures.

The members of "181" are contemplating having a moonlight excursion in June. If they do, it is sure to be an enjoyable affair, as they never do anything half way, and spare no expense to make a success of everything they undertake.

Poor, old "Shandy!" What a curtain-lecture you must have got after Masquerade; but perhaps it will teach you not to flirt another time, unless you are sure your wife is really out of the way. By the way, "Shandy," when do you expect to emigrate to Utah?

I would like to know why the *Woman's Department* can not have lectures just as well as the *Lords of Creation* do in their Department? I, for one, move that we have those of "Mrs. Harper," "Mrs. Jones," "Nellie Bloom," and other regular contributors. Who will second the motion?

Well, "I am going to leave you now," but if you receive me kindly, I may come again. Yours (what is feminine for fraternally?)

Tabitha Tangleweed.

COLTON, UTAH, May 17, 1889.

To the Editor of *Woman's Department*:

I have started several times to write, but have not finished a single letter, there was always something in them at fault. This will be far from perfect, but hope you will excuse that. I have not been a reader of the *Magazine* long, but now I find them interesting.

My husband is a fireman on the D. & R. G. Railroad, and belongs to Lodge No. 178, but has not been able to attend for some time, as we do not live where lodge is held. It is very dreary where we do live, but as I have my home and my husband, there is little that I desire.

I quite agree with "Alice Brooker"—one who has found it a blessing—and "B. A. T." on the question, "Is Marriage a Failure?" but do not think as "Jesse White," that all depends on the woman whether it is a failure or not.

I was pleased that "B. A. T." gave his views on the subject, and wish some of the other gentlemen would also.

I agree that Mr. "Shandy Maguire" ought to be "sat down upon," and think if he was not so spoony on other men's wives, and would learn how to treat his own wife, he might change his mind.

If this, my first, reaches the *Magazine*, I think I will have courage to try again.

Respectfully yours,

Mrs. M. W.

COLUMBUS, OHIO, May 5, 1889.

To the Editor of *Woman's Department*:

"Is marriage a failure?" Yes, if we see fit to make it so; but I do not lay all the blame at the woman's door, as do "Jesse White" and "One Who Has Found It a Blessing." As I live close to the railroad I see a great deal of the railroad men. Not far away lives a woman who is not particular whom she waves at, married or single, and her husband works every day in the week. When home at night he works till dark and is up at daybreak, busy till it is time to go to work. In this case the woman is to blame.

One fireman waves coming in and going out. Every opportunity he gets he is in her company, while his wife is home wearing herself out trying to please her husband, studying what he will like best and praying that he will get home safe.

Jesse, do you think this wife could lead her husband around like a lamb? No, she would have to put a ring in his nose and lead him around like a Durham. It takes both to make marriage a blessing. I am very glad my husband thinks me his equal and at home or abroad treats me like one. I could give many similar examples, but my letter is already too long.

Wishing success to the *Magazine* and the Brotherhood, I remain,

Yours,

Mrs. J. A. W. L.

BROTHERHOOD.

JULY, 1889.

HOUSTON, TEXAS, May 28, 1889.

Editor Firemen's Magazine:

I will try and let the Brotherhood at large hear from Bayou City Lodge, No. 146. I've read the *May Magazine* with great interest and each copy I notice always increases its quality. I've been a reader of this *Magazine* three years and every month, after finishing, I say to myself, this month is better than last—and it will with the material it has for a head be handed down as one of the best railroad papers published. It is now far superior in paper, printing, editorials, communications, etc., in advance of the other railroad organization papers published. I take five *Magazines* each year (one of each railroad order) and am "onto" all the editorials that are written up in each of them. Brother, one thing I wish to speak of here is this: you receive your *Magazine* through funds of the Lodge you belong to; of course it cost you something, but a small expenditure for value received. Now, what you want to do, is to help this paper on to greater success. Some say, "I can't write, I am a poor scholar;" others says, "I don't know what to do." First, read; next, assist financially. Now, here is the issue: They say "I pay my Lodge dues, etc. for it, and the Grand Lodge makes laws to that effect." I pay \$3 per annum for magazines I never see, (only on one occasion when a young lady friend of mine had one volume bound). Now, take the membership of our Order and take each member that is in good standing. Let him on the first of each year present one year's subscription to some friend, (a fireman that does not belong to this Order, preferred) and brothers, it would help the only paper that helps you, far beyond any idea you may conceive. That firemen will not fail to notice the magnitude of this Order, and the success it is fast making. Then he will notice the nice and interesting Mechanical Department, the finest railroad editorials written, and many other things that make any periodical a favorite. The consequences are he will, if he has any idea while reading, stumble on to something that will bring him into the fold to which he belongs. Now, a subject the brothers do not write on to amount to anything, is non-Brotherhood men. I've often asked men of this sort, this question: "While you are out on the road do you ever think of your mother and the aged father and dependent sister, or the young children at home, should an accident befall you? Their answers are all the same. I always wonder what would become of them, as it now keeps me "rustling" to support them. And should I be killed, I do not know what fate would befall them." When you

explain to them the purposes of this noble Order, if they feel for themselves or families, they are sure to come into the Order. The trouble is we have not enough agitation on this subject. There is lots of room at home and where I've traveled for this one subject. Agitate the principles of your Order, brothers, as the merchant advertises his goods. In the future, when brothers who are taking a trip, or hunting work, ask how is the B. of L. F. on this road, let us be able to say it is prosperous and growing every day. Your answer now in many cases is, Oh about one-third B. of L. F. men, the balance all non-Brotherhood men. Now take ninety firemen and make only thirty B. of L. F. men and that is enough per centage to agitate your Order; to make it eighty, allowing for rejections. Take hold of the wheel brothers and make it run hot or make the firemen outside join us. It don't need much hard talking. I've found that out, and don't forget to see the Collector with the amount due the Lodge, when notice has been issued. A man that sees you and all the members standing together will not resist very long; if he does, he is a dandy and don't want a decent burial. If we only had a few hundred more Sargents, Debs and Hannahans (some material as the originals) we would do a great deal and we can make them, if we try. Bro. Hannahan was here to see us and we appreciated his visit very much. I do not think the Ticket Agent in the Grand Central Depot, appreciated his "Spanish;" of all the Mexicans, the Irish-Mexicans beat them all. Well, I must wish all the Lodges as much success as is attending No. 146, and may peace and prosperity always remain in our borders. Wake up brothers as it is now time to go out on your mission to convert non-Brotherhood men. This is all from one who wishes to see all locomotive firemen Brotherhood men.

A New Correspondent.

WEST BAY CITY, May 6, 1889.

Editor Firemen's Magazine:

I belong to the B. of L. F. and have run a locomotive for the last two years and a half, and I never had any desire to enter the charmed circle of the B. of L. E. The B. of L. F. is good enough for me. We have got eighteen or twenty members in our Lodge who have been running locomotives from six months to three years, and they all seem to be well satisfied with the B. of L. F. and all give good satisfaction. I think as Bro. Sand Box does, that it would be a good idea for you to draw up rules for a Brotherhood to be known as the "Brotherhood of Locomotive Firemen and Engineers" and lay the same before every Lodge of our Order for the purpose of taking a vote upon the same. Business is lively on the Mackinaw Division, and all the boys are making good time. We have got between fifty and sixty members in our Lodge. The C. B. & Q. strike was pretty hard on us, but everything is running smoothly now.

North Pole Lodge, No 152.

Federation Picnic.

GALVESTON, TEXAS, June 6, 1889.

MR. EDITOR:—Considering the all-important question of the hour, the above seems a fitting caption for a brief synopsis of the picnic, the following account of which was published in the *Galveston News*:

The Brotherhood of Locomotive Firemen and the Switchmen's Mutual Aid Association held their first annual joint picnic at Opitz park, Hitchcock, yesterday, leaving the city at 9 A. M. and returning about 8 P. M. About 1,200 people were in attendance, and dancing, feasting and merrymaking was the order of the day.

A very exciting game of base ball, between the Tallowpots and the Geese, resulted in favor of the latter by a score of 7 to 4, but the former claim that their pitcher was bought up by the latter, and that he deliberately ran them in the ditch. It is charged that he paid no attention to train orders or danger signals, and that he persisted in backing up when the conductor signaled to slack ahead. They declare that they will never make another trip with him at the throttle, as the man behind the bat was totally unable to make a coupling or side-track a single box, owing to the engineer's reckless running.

One of the great features of the picnic was the contest for an elegant gold-headed, ebony cane, to be awarded to the most popular candidate for mayor. The contest was by ballot, and resulted as follows: McCormick, 318; Fulton, 152; Helman, 36. The cane was formally presented to Candidate McCormick, who received and returned thanks in a brief but happily worded speech. The Tallowpots and Geese then proceeded to give him three rousing cheers and a tiger, after which they crowned him with moss and brought him home in triumph a la Roman conqueror. Captain Jack says, however, that his crown of moss does not signify that he is a moss-back.

The picnic passed off very pleasantly; no rowdiness or drunkenness, and everybody returned highly delighted and proclaiming it the greatest picnic of the season. Quite a number of visitors were present from Houston and Temple.

In addition to the above, it is meet that due credit should be given to the ladies, *God bless them*, for they are human angels; they are the guiding stars of man's destiny. No pleasure can be made successful or complete without their assistance. Take woman away from man and you take away the sunshine of his life. You place a cloud over the horizon of his hopes, and his cup of happiness is empty; but bring her back again, and see how quick the lustre of his former self will return; see how buoyant and elastic he becomes.

"Through life's winding valley, in anguish, in rest,
Exalted in joy or in sorrow depressed,
From its place in the mirror that lies on my heart,
Thine image shall never one moment depart."

There are exceptions to the men of which I write, but they are fossilized, and the place where their hearts should be contains only a gizzard.

The picnic was a grand success, and the mothers, wives and sisters, as well as the lady friends of the firemen and switchmen rendered valuable assistance in making it so. The ice cream, lemonade, wine punch and lunch were Queened over on the grounds by Mrs. John Tarpey, Mrs. Abe Moore and Miss Moore, Mrs. James and Mrs. M. Hussey and Miss Hussey, Miss Mary Powell and Miss Nora Lucy. For their superior man-

agement they have the united thanks of the firemen and switchmen. The ice cream and cake was delicious, and, judging by the number of times the punch-bowl had to be refilled, it, too, was superb, but the lemonade was a nectar fit for the gods, and was evidently made by a master-hand, for its flavor would satisfy the epicurean taste of the most fastidious connoisseur. The boys adopted a commendable resolution before reaching the grounds that none of them would drink stronger than lemonade; a compact which they faithfully kept, and by their good conduct and gentlemanly deportment they covered themselves with glory, and were highly complimented for their good management. They had music, dancing and merriment, foot-racing, sack-racing—for all of which they gave prizes; and the "Old 14" was dressed in holiday attire, covered over with flags and bunting. On the front was two large white silk banners, trimmed and tasseled with gold embroidery; across the center of one was the letters B. L. F., embroidered with red silk, and on the other S. M. M. A. The flags were made by Mrs. Ed. Lewis, and reflects much credit on that lady; and the manner in which the engine responded to the throttle made the engineer almost believe she knew she was serving the boys of the switch and the scoop.

J. McD.

LOS ANGELES, CAL., May 26, 1889.

Editor *Firemen's Magazine*:

Knowing that you have not heard from Orange Grove Lodge, No. 97, for a long time, I make this attempt at a letter, to let you and all the brethren of the Order know that we are still on deck, and progressing finely. We have a Lodge of about seventy-five members, (the largest west of the Rocky Mountains I think) and I must say we always have a good attendance; probably owing to the scheme we have of levying a fine of twenty-five cents on members failing to attend meetings. We hold our meetings every Tuesday night, and have not missed but two nights in almost two years; they were Christmas and New Years of 1888 and 1889—the said nights coming on Tuesday. Bro. G. C. Morton still wields the gavel, and we are in hopes he will accept it for another year. You can rest assured that No. 97 will be well represented in San Francisco in 1890, at the time of the convention, because pretty near all of the boys I have talked to about it, say, "Well I'll be there too." By the way, we had a rousing meeting when Bro. J. J. Hannahan was here last month; in fact it was quite a surprise to have any of the Grand Officers visit us. He told us that Bro. Sargent was coming in May, but he will have to get here pretty soon if he is. I am not in the service of any railroad now, and never expect to be again, but nevertheless, I am with the boys in everything they undertake. As I never wrote a letter for publication before, and not knowing whether it is fit for publication, I will close for this time with kindest regards for any and everybody recognizing the writer.

W. T. Curl.

Who are the Representative Men of the B. of L. E.?

KALAMA, W. T., May 17th, 1889.

EDITOR MAGAZINE:—In the May number of the *Engineers' Journal*, page 387, appears a very ably written article, penned by one who, no doubt, has the best interests of the B. of L. E. in view, but with whom I wish to take issue in regard to his opening remarks, wherein he assumes to criticise the meaning and purport of an article in the February number of the *Fireman's Magazine*, claiming that the writer of said article did not show proper respect for the conclusions of the representative men of the B. of L. E. in convention assembled. Also that the writer thereof gives his opinion of the proper way of conducting the B. of L. E., etc. In regard to the above statements, I will merely say that said criticisms, if they may be termed such, were facts that cannot be denied; but the main point I wish to take issue with the brother on, is the remark claiming that the conclusions of the representative men of the B. of L. E. had not been shown proper respect. Now, as I understand the term "representative," as applied to an organization of the magnitude of the B. of L. E., I claim that the term is susceptible of more than one meaning, or definition, and will endeavor to prove the assertion. While I am willing to concede that the delegates represented their undivided Divisions, so far as law making goes, and establishing rules and regulations for the government of their organization, I am equally safe in saying that ninety out of every one hundred B. of L. E. men were not pleased, and never will be, with past rulings and treatment at the hands of their delegates relating to the welfare and best interests of the B. of L. E. as a kindred organization, and it is a mystery to me how the different Divisions of the B. of L. E. will continue to send men, year after year, to represent them in convention who will persist in making laws antagonistic to their own welfare and that of kindred Brotherhoods, and in that sense I claim such men are not the true representative men of the B. of L. E. From my own personal knowledge, I have known Divisions of the B. of L. E. to send the same delegate to their conventions five and six years in succession (I should judge, from force of habit), rather than from any good they have done or will do the Brotherhood. These same brothers are men who have long been at the top of the ladder, so far as their calling goes as engineers. I claim that this is all wrong, placing such men at the head of grievance committees and sending such men to conventions, to the exclusion of brothers less favored than themselves. For such men are not the ones to note a grievance or make inquiry as to its cause or merits, from the simple reason that they have no cause to complain themselves. And I am proud of just such men as H. J. Fackenthal, who is shrewd enough to see where the mistakes are made, and who makes them, and is bold enough to express his opinions through the *Magazine* of the most wronged Brotherhood in existence to-day; and while I am not a B. of L. E.

man, I am one who is not blind to the great injustice done that organization by the founder of labor organizations, the B. of L. E., to which I am proud to belong, and who believes that when brothers of the type of Bro. Fackenthal are chosen to represent the several Divisions in convention, past wrongs will be righted and new ones cease to exist. And while I do not believe in contention or strife between the two Brotherhoods, I trust the *Magazine* will keep its many readers posted and their memories continually refreshed in regard to the gross injustice they have received in the past, so that the perpetrators may be made ashamed of their acts and brothers chosen to make laws for the B. of L. E. who are representative men in spirit and thought, and not in name only. And that both and all kindred labor organizations may be guided in the right and prosper, is the wish of a Brother.

W. S. C.

[In the foregoing communication our correspondent, "W. S. C.," presents a question of special significance and eminently worthy of consideration.

It is well understood that all too often men chosen to represent constituencies, misrepresent them; that influences are brought to bear upon them which swerve them from the line of duty, and that instead of being of service to those who conferred upon them power and influence, their acts are in flagrant conflict with those principles of probity which distinguish all truly representative men. A man may be a representative demagogue, a representative crank, the representative of a faction or clique, but in no proper sense can he be called a representative man. Such representative men are not governed by prejudice or bigotry; they are not the victims of envy and jealousy. They are animated by a high sense of honor, and their acts are based upon principles of right and justice.

For various considerations we direct attention to the views and conclusions of "W. S. C." He is a member of the B. of L. E., and not a member of the B. of L. F. What he says is a triumphant vindication of the policy pursued by the *Firemen's Magazine*, and is good reading for the members of our Order.—ED. MAGAZINE.

For the *Firemen's Magazine*.

LIFE IS IN LIVING.

This life is not all sunshine, nor yet is it all showers,
But storms and calms alternate, as thorns among the flowers;
And while we seek the roses, the thorns full oft we scan,
Still, let us, though they wound us, be happy as we can.

This life has heavy crosses, as well as joys, to share,
And griefs and disappointments, which you and I must bear;
And if we may not follow the path our hearts would plan,
Let us make all around us as happy as we can.

DENVER, COL.

C. S. B.

GREETING.

To the Officers and Members of Division No. 1,
 Brotherhood of Locomotive Wipers, Newton, Kan.:

You're welcome as the April showers
 That start from sleep the drowsy roses,
 B-sides all other perfumed flowers,
 To captivate our eyes and noses.
 This world, my boys, has room for all
 Who strive to better their condition,
 Who do unite to stand or fall,
 However humble their position.

A wiper in a round-house pit,
 If he but has the inclination,
 Besides a share of mother wit,
 To logically fill his station,
 Can soon ascend and gain the floor;
 He'll scarcely note the time that passes,
 Until he swings the furnace door,
 And rolls the bell to catch the lasses.

Ambition spurs the crimson tide
 That through his reins keeps bounding ever,
 Until he wins the longed for side,
 To handle throttle-bar and lever;
 And then—Ah, well, to higher climb
 Will bark his two shin bones severely—
 Boys, this is truth, though told in rhyme,
 And by experience taught me dearly!

You're on the ladder's lowest round,
 Where most of us have stood before you;
 But, boys, although you're near the ground,
 Don't ever cringe to those up o'er you;
 God never made a human slave,
 No matter what the preachers tell us,
 We all are equals at the grave,
 A fool may know if he'll but smell us.

For wipers I've an old regard,
 And some of them I've loved as brothers;
 They are the boys who can reward
 The engine men above all others.
 They always kept my oil cans full,
 Although some engineers abhorred them;
 And waste as white as lambkin's wool
 I always had, the Lord reward them.

I'll watch the progress which you'll make
 Within the ranks of honest labor;
 I hope you'll guard against mistake,
 And friendly be with every neighbor.
 May offspring round the parent tree
 In triplets and quadruplets gather
 At every birth, until we'll see
 Dear Number One a numerous father.

Shandy Maguire.

POCATELLO, IDAHO, May 12, 1889.

Editor Firemen's Magazine:

In perusing the last issue of the *Conductor's Monthly*, I notice that Mr. Wheaton condescends to tell the public the position of the B. of L. F. as I presume he sees it. He says: "Ignored in the settlement of affairs of mutual interest, indignities without number heaped upon them, they meekly bow and having been smitten on one cheek, turn the other for a like rebuke." Might I humbly ask what there is in the present attitude of the locomotive firemen to indicate a desire for a like rebuke on the other cheek? Does the columns of our *Magazine* indicate meekness and submission to an alarming extent? Every sane man says no; that we we present to-day a solid and unflinching front, ever marching and fighting for the right, and the better protection of railroad men of every class; ever willing, ready and able to avenge any indignities that may be heaped upon us. Throughout this broad land, wherever the banner of the B.

of L. F. waves, men are thinking, talking and acting. What will all this amount to you ask? If "coming events cast their shadows before," all this thinking and talking, will, like the low rumbling of distant thunder, become louder and louder as it comes nearer, until in September, 1890, in San Francisco, it will culminate in one great, destructive storm cloud. The thunder-bolt will strike. The proud and haughty oak tree that has withstood so many storms, will be seared and shattered; its nourishment cut off; its life blood, oozing from every pore; its despised and insulted friend of later birth and meeker men will live and prosper, proudly telling to the world its new and more appropriate name—"The Brotherhood of Locomotive Enginemen."

If the able editor of the *Monthly* can read the "hand-writing on the wall," he can see that this is the manner in which we turn the other cheek, also. Let all Brotherhood firemen agitate the new name question in their Lodge rooms; talk it over among yourselves, and send a solid vote to San Francisco. Thus you will benefit yourselves and heap untold blessings on the Order you love so well. Let your motto be, "Federation and a new name." Fraternally,

Frank Walton.

NEW HAVEN, Feb. 24, 1889.

Editor Firemen's Magazine:

It has been the cause of some wondering that Elm City Lodge, No. 289, is seldom noticed in the columns of the *Magazine*, and the following is to inform the Brotherhood that notwithstanding our silence, we are up and doing, with hearts for any fate. There are many interesting features connected with our Lodge, but we cannot expect space for them in the *Magazine*. One thing about the *Magazine*: it is very much liked by those who have the good fortune to receive it. The boys have not fully recovered from the fifth annual ball of Jan. 23d. It has been pronounced the most successful ever held. All of which was owing to the untiring efforts of the members to make it so. The committee of arrangements spared no pains, and were ably assisted by the brothers. It was remarked that there never was a more respectable or pleased party at any of the former entertainments. The Wheeler & Wilson Band, of Bridgeport, Conn., was engaged to furnish the music and this was considered the most important feature of the evening. There were 128 couples in the grand march, which was led by Bro. James E. Eddridge, one of the proudest members of our Lodge. The conduct of the brothers throughout the evening was highly complimented. Among the many guests were our General Superintendent, O. M. Sheppard, and Lieut. Gov. Gen. S. E. Merwin. The financial result shows \$250, which goes toward helping our sick and distressed brothers. On the occasion of our last meeting there was a good attendance and one candidate was initiated.

Wishing that the future may be a prosperous one for all our Lodges, I am fraternally yours,

W. A. P.

AN INTERESTING MEETING.

Presentation of a Locomotive Model to Just-in-Time Lodge, No. 149, B. of L. F.

Presentation Address of E. J. Rauch, Etc.

NEW YORK, May 30, 1889.

Editor Firemen's Magazine:

On Saturday evening, 11th inst., there was a pleasant time at Just-in-Time Lodge, No. 149, B. of L. F., the occasion being the presentation to the "boys" of a model of the working parts of a locomotive engine by the Manhattan Elevated Railroad Company. The presentation was made on behalf of the Company by Road Foreman of Engines on the Eastern Division, E. J. Rauch, in a little speech. He said:

MR. PRESIDENT AND BROTHER FIREMEN AND ENGINEERS:—There are sometimes pleasant hours in a man's life, and this is one for me. The General Manager of the Manhattan Elevated Railway has delegated to me the pleasant duty of presenting to the firemen of the system a working model of the essential parts of the engine in use on the roads of the Company. This model is not so elaborate as it might be, yet it is sufficient for the purpose intended. A thorough knowledge of its construction will go very far towards fitting the men on the left side, to take a position on the right. As the grub precedes the butterfly, so is the fireman the embryo engineer. Following that code of reasoning, the more perfect the grub the handsomer the butterfly; hence the more intelligent and better educated the fireman, as a matter of course the better will be the engineer. Being alive to this fact the Company is anxious and willing to throw out every inducement and afford every facility to their firemen to become masters of their business; being well aware that the more intelligently any man performs a duty, the more profitable will he be to his employer and the happier himself.

This model is the property of all the firemen of the L. System. The Company does not desire to draw lines between any class of their employes—receiving faithful service alike from all the Company intends that all shall share alike in favors.

If the firemen of the System had a hall free of access to all, to that place would, I think, this model have been sent. Our firemen, as a body, have no such place. A portion of them (I believe a large majority) have very wisely, in my opinion, united themselves into a body—a Brotherhood—for mutual benefit and assistance, and have provided themselves with a suitable place to meet and transact their business. That, in the estimation of the General Manager and myself is the proper place, under the circumstances, for this model; fully believing that this Brotherhood will extend the right hand of fellowship to all good men and true, who are found worthy and well qualified, if they knock at the door; thus placing the model within the reach of all who worthily bear the title of locomotive firemen.

You have members in your Order who are amply qualified to teach the less informed all that is necessary to be known to make a competent engineer. To those I say take an interest in your fellows and devote some of your leisure hours in imparting to them the knowledge you possess. And to the novice I say, make up your minds to learn your business thoroughly.

I will say right here, that three years ago I was astounded at the ignorance of the firemen who came before me for examination for promotion; scarce one in three had any conception of the machine they had been working on for periods

of five to six years. This deplorable ignorance was not due in the majority of cases to any lack of intelligence, but to a complete apathy and indifference to learn. Some of those same men aroused themselves and applied to study, came up again for a test and stood the fire; and there is not one of them that I am ashamed to admit that I said he was qualified to be a locomotive engineer and take his place amongst the body of men who hauled 2,356,000 passengers in three days without an accident or even a complaint against them.

What a change have I found in the past three years? The last firemen who came up for a *hacking* some few months ago had not the least trouble, and, if my memory serves me right, not one in six failed to make the *right*.

Another point worthy of the fireman's attention is to learn obedience to his engineer, and to carry out his ideas about doing his work. I do not say this because I think being on one side or the other of an engine makes a man any better or worse, but the responsibility for the performance of the engine rests on the engineer, and he should have full control; and the fireman who listens to his engineer and obeys him, will be qualified to control his fireman when he has one in charge. Do not understand me to mean that the fireman should take for granted that in every case the engineer's way is the best, but follow his ideas and carry them out, and if you have any doubts on the subject, try and reason on it with yourself; and, also, ask some one whom you think better informed. This course will give the fireman a great deal of comfort on his engine, and will, in addition yield him much information to store up for future use.

One word for myself. It has always been a study with me to make it as pleasant as possible for men whom I have had under my control; knowing, in business, neither friend nor foe; and I again repeat what I have said before, any assistance I can give the firemen of the "L" system in their efforts to educate themselves is at their command.

Master Workman Jas. F. Hough, of Lodge No. 149, received the model in behalf of the firemen and brothers in a very handsome and appropriate manner.

There were present Mr. J. D. Campbell, Supt.; Mr. E. M. Headly, Gen'l Foreman of Shops; W. W. Thompson, Railroad Foreman of Engines, Western Division; Mr. J. Brown and Mr. Headly, Foremen of 2d and 6th avenue shops. In fact nearly all the Officers of the Mechanical Department were present. General Manager Hahn and Master Mechanic Peoples being away from the city and could not attend.

Supt. Campbell was called to the front and made a very happy and well received address, calling the attention of the boys to the fact that the model would be of no use to them if they did not study it: and proffering his services to them in a lecture (which he is well able to make instructive and interesting) on the locomotive, at any time he was honored by a call.

Addresses were made by Mr. E. M. Headly, W. W. Thompson, Bro. Donigan and others with a wind up by Bro. Geo. Ford, who announced that a collation was in readiness and invited all present to join in and refresh. The party accepted the invitation and adjourned to a near dining room and passed an hour in social chat and enjoyment. There were some forty or fifty engineers present and amongst them the old war horse, Nat Sawyer, of the N. Y. Central. When it is known that "Nat" is present at any gathering, it goes for saying that there was some fun

on hand; and the number of engineers present is a clear proof that on the "L" the man on the right hand of the fire door takes an interest in the chap on the other side, showing "how sweet it is for brethren to dwell together in unity."

A committee of firemen with Road Foreman Rauch called on Mr. Nathans to ask for a sectional model of the "Monitor" Injector and the "Nathans Lubricator;" and it took Mr. N. about three minutes to decide to give them to the Lodge.

It is the purpose of Lodge No. 149, as soon as arrangements can be made to have at least one meeting a month for lectures on the locomotive, its uses and abuses, and to invite such men as Angus Sinclair, Mr. Lockwood and others of like ability to help out the local talent in furthering this object.

If railroad companies would place in the reach of their firemen convenient means for them to master thoroughly the construction and workings of locomotives, injectors, air and steam brakes, etc., the money thus expended would be as "bread cast upon the waters," and would return a fat dividend. *E. J. Rauch.*

[The *Magazine* takes special pleasure in publishing the foregoing, as the incident supplies proof that the employes on the "L" are living and working in harmony, and advancing in knowledge and skill, and furthermore, that the relations with the officials of the road are such as must always exist when there is intelligence, moral worth and fair dealing.—*ED. MAGAZINE.*]

SAN FRANCISCO, CAL., May 10, 1889.

Editor Firemen's Magazine:

The boys of Golden Gate No. 91, gave their annual ball at Odd Fellow's hall Saturday evening, May 4th, and it was pronounced by all who had the opportunity of attending, as being one of the most enjoyable events of the season. The attendance was not very large on account of the inclemency of the weather—there being about one hundred couple present, which gave all a chance to dance to their heart's content. The committee of arrangements spared no time or expense to make everything as complete as possible. The hall was trimmed with the red, white and green lights, and with corresponding flags, also with the big headlight, which sat up over the clock at the back end of the hall, and as it cast its glaring light across the spacious hall and fell upon our motto, "Golden Gate B. of L. F., No. 91," it made a scene that will long be remembered. Much credit is due our brother, W. J. Allen, who acted as floor manager, for the way he rustled the boys around, at the sound of his whistle, and as the band sounded its joyous strains, each man swung his partner, and they made at least sixty miles an hour, if not sixty-five—throttle wide open.

Mr. Ed. Stewart, one of our engineers, made our motto, which was admired by all for its artistic taste and neatness of design, as being one of the most beautiful things of its kind. Our

Master Mechanic, Mr. J. T. Wilson, kindly gave his consent to allow as many of the boys to be in that evening as possible, also, the loaning of lights and flags all of which was appreciated. Blum's Band, which gives the best dance music in the city, executed some of their finest music, and as their joyous strains poured forth, all seemed to forget the small hours of the morning, which were fast approaching, and as the last dance was finished, each couple bade adieu to the pleasures of the evening, and wended their way homeward. The joys of the evening will long be remembered by all who were there.

2 C's

STRATFORD, ONTARIO, May 12, 1889.

MR. EDITOR:—Bro. William O'Brien was seen a few days ago with his coat off, and his good-natured face beaming with smiles which indicated that his heart had expanded to the size of a watermelon. The boys could assign no cause just then, but in the course of twenty-four hours we solved the conundrum; it was a boy, ten and one-quarter pounds in weight, who had arrived to bless his sweet home. We are glad to report everything in favor of parent and child. Bro. John Cooper was in attendance at the fireman's ball, held April 25th, 1889. Bro. Cooper made quite an impression on the fair sex by his graceful dancing, and the ease with which he chewed gum. Suggestion, try hay next. Bro. Frank Bowen, located at Fort Erie, Ont., says he contemplates living in a hall; that is when autumn arrives. Enquirer wonders if it is Rideau Hall? Bro. William Patterson says the young lady who is considerate enough to carry one's overalls, will receive his first consideration. The lady came to the rescue. Therefore Rufus is engaged. Bro. George Metter, now located at Fort Erie, was heard to remark in stentorian tones, that is, between gasps and smiles, that a stranger had entered his cosy little home, and that with his usual custom, he reconciled himself to the fact that with the stranger it would make his family three. Correct—two and one equals three. It's a girl, and we are glad to report favorably on both the child and parent. Fraternally,

James Burke.

CHICAGO, ILL., May 24, 1889.

Editor Firemen's Magazine:

The members of Chicago Lodge, No. 95, wish, through the columns of the *Magazine* to return their sincere and heartfelt thanks to the brethren of Triumphant Lodge, No. 47, and S. S. Merrill Lodge, No. 188, as also to the members of Division No. 97, B. of L. E., for their able assistance in making arrangements for the funeral of our beloved brother, James Gallagher, who died May 18th, after a long and painful illness. Our especial thanks are due to Bro. Frank Denehan, of No. 47, for the trouble he went to in securing for us the regalias of his Lodge. Hoping that we can some day be of some service to these brothers in some way, we remain as always with sincere thanks and good wishes.

Chicago Lodge, No. 95, B. of L. F.

For the Magazine.

UNSEEN FRIENDS.

"A friend in need is a friend indeed,"
I have often heard it said;
And I never heard of so small a word
In all that I have read,
As this word "friend," in which there blend
So many jewels of thought,
Like purest gems in diadems,
With purest luster fraught.

And yet as dear as friends more near
Are some I have never seen;
I enjoy their smiles though many miles
Between us intervene;
And there's a place for each friendly face
In the casket of my mind;
And in my heart, there is set apart
A corner for all mankind.

But still I think that a stronger link
Is the one that binds to me,
Through the *Magazine*, my friends unseen,
Perhaps from sea to sea;
For farther west than the Rocky's crest,
All over our country wide
Are those who pore upon its lore
And in its columns pride,

A year ago, perhaps, you know
I expressed my "Gratitude"
To friends unseen, through the *Magazine*,
A theme that I wish renewed.
A volume neat and all complete,
Was kindly sent to me,
And I take my pen to state, again
The giver kind and free,

Remember still with a kindly will
The efforts of a man
Who, I'll not deny but tries to try
To do the best he can,
By a volume more, like that before,
In half morocco bound;
And I feel, indeed, the friends I need
Are the very ones I've found.

For as I look all through that book,
'Tis a joy, indeed, to see
So neatly there, on its pages fair,
The lines of one like me;
But better still if the thoughts that fill
One uncouth, broken rhyme
Were but impressed within the breast,
Where the heart's own echoes chime.

And when I stand on a brighter strand,
In the haven of the soul,
I hope to clasp with a friendly grasp
The hands that have shoveled coal:
A veil of tears and a few short years
Are all that intervene,
When I shall see the friends to me
No longer then unseen.

Geo. W. Hall.

STANBERRY, Mo., May 28, 1889.

A Ringing Neigh From the Old War Horse.

PHILLIPSBURG, N. J., May 20, 1889.

MR. EDITOR:—I am no writer. I make no pretensions in that line, but I have seen J. Paffenberger's admission of being in the dark. I am glad that he is a man, and a game one, to admit it when in the wrong, and I will try to see him, to shake hands with him.

I love true manhood. Bro. Sargent, I think if you will just recall the words I spoke to you at the round house at Hoboken, you will think I am a prophet. I told you I was down-hearted because the B. of L. E. was dying, that its laws were killing it. But, thank God, I have done my whole duty to save it, but it will not be saved. J.

Paffenberger is my witness that I did my duty, I will not have anything more to say to save them. I have been treated like a thief and a felon. The more I have tried to save it, the more I have been persecuted. Now, I say, "Let her go Riley, for Gallagher is dead." Yes, I am my own man, and I do not intend to take any more taffy. I only get mad when I think how much the B. of L. F. boys have stood from the B. of L. E. I am a member of Division No. 30, B. of L. E., and a member of Excelsior Lodge, No. 11, B. of L. F. Now, I challenge any member of the B. of L. E. to a joint debate for right and wrong. But what is the use of wasting words; the engineers don't want the firemen. Now, I am opposed to any more begging to change the laws of the B. of L. E., but give us the new name and make the insurance \$3,000 and \$1,500, and let the old ship go to the bottom. She is dying, dying, dying—Bro. Sargent, how do you like that sound? It is what I told you some years ago at Hoboken. I want federation, but I do not want the *Firemen's Magazine* nor the members of the B. of L. F. to beg engineers for it any more; but I want them to stand up like true, honest men, and say, "We will federate with those who federate with us," and I say, I will not trust the man who takes a withdrawal card from the B. of L. F. to join the B. of L. E. He is anybody's dog. This you can send from Maine to California, and just put "Old War Horse's" name to it, too.

Yours in bonds of Brotherhood,

George R. Nichols.

LA FAYETTE, IND., May 15, 1889.

Editor Firemen's Magazine:

As we have not heard anything from Tippecanoe Lodge, No. 36, for a long time, and as two of our brothers have lately taken that dark and mysterious road down through the shadows of death, I think it some one's duty to send a few words to our beloved *Magazine*. Bro. Mark Hewes was killed on the evening of May 20th. While trying to jump from his engine he lost his foothold and fell so close to the track that an oil box hit him in the head, and death was sudden. We all mourn the loss of our dear brother, for the Lodge loses a worthy member; but we have done all we can for him now. Our attention will be given to the widow, and it will be our pleasure to look after her welfare in the future, and if she needs a friend No. 36 will always be willing to help or counsel her in every way. Bro. Buchanan died May 11th, with brain fever. He was another good worker in the ranks of the Brotherhood. He was a single man but leaves a sorrowing father and brother to mourn his loss. As to all the other brothers they are doing well; a few are getting to the right side. Bro. Cartwright of the L. E. & W. was among the lucky ones of late. Bro. Johnny Kreigar has taken a lay off and gone east for sixty days; we think he may bring back a bride from his native town—hope you will John. No. 36 wishes all the brothers God speed, and would like to hear from them.

Fireman.

BONZANO.**Cogitations and Interrogations.**

BY SWITCH.

MR. EDITOR:—I don't want to press my welcome beyond the limits of good breeding—
And the fact that I am satisfied, you very well do know,
But I have seen so many paragraphs about the boys on the "Reading,"
That I've wanted to ask you about Mr. Bonzano,
The Bound Brook Bonzano.
Is he an Italian Dom Dago,
Or is he a Spaniard, a Polander or a Hun?
His name sounds brigandish,
Stilltoldish, outlandish,
In fact, isn't he an imported son of a gun.

[We know nothing of Mr. Bonzano except what we hear of him in the papers. He seems to have taken it into his head that the days of chattel slavery have come again, and that firemen and engineers on the "Reading" have no more sense of independence than the same number of imported Africans in the days of the slave trade.—ED. MAGAZINE.]

MR. EDITOR:—I have been feeling of myself from my heels to my head,
And have asked myself, also my wife, if I really am a man?
Mrs. Switch remarked, "If you ain't, I wish you were dead."
And I endorsed the sentiment, if I didn't I'll be d—d.
I said, "If Bonzano was my boss,
And as big as a rhinoceros,
And I no bigger nor any stronger than a cockroach or a beetle,
Should he try his gad on me,
I should get as mad as mad could be
And should show Bonzano some courage, just a keltle.

[Courage is very desirable, if it is only "just a keltle" sometimes. Locomotive firemen ought not to be "bulldozed," nor intimidated nor will they be unless they invite the degradation when a boss cracks his whip.—ED. MAGAZINE.]

MR. EDITOR:—I have traveled on the "Reading,"
a road of debt and disaster,
It is loaded down with mortgages, bonds and other kinds of debt.
For years its been going to the devil, and every year goes a little faster,
For its fate is in the hands of an awful mangey set—
Among them Bonzano,
A mass of bird guano.
But Corbin likes the smell of his Bound Brook boor,
But no matter what he is,
His position, pay or biz,
He should not control my destiny, that's sure.

[Yes, the Congressional Committee fully warrants your estimate of the "Reading's" financial condition, and the reputation of its managers is worse, if possible, than its finances.—ED. MAGAZINE.]

MR. EDITOR:—I see a startling statement going the rounds of the press,
That Bonzano has busted a Division of the B. of L. E.,

And that a Lodge of firemen is about to confess
That their hearts are in their boots, and that
they are weak in the knee—
That their rights they will waive,
That they will cower like a slave,
That they will lick the dirt from Bonzano's boots,
That they will kiss Bonzano's rod,
And obey Bonzano's nod,
And play to perfection the part of d—d galoots

[Well, for the sake of the proud name of Americans, it is to be hoped that "Switch" exaggerates the situation. At any rate, it is reported that some engineers can't be whipped in, and it is to be hoped that some of Bonzano's firemen will show equal manliness.—ED. MAGAZINE.]

NEW YORK, May 11, 1889.

Editor Firemen's Magazine:

An open meeting of Just-in-Time Lodge, No. 149, B. of L. F., was held in their rooms this date for the purpose of receiving a model of a locomotive from the Manhattan Railway Company. An invitation was extended to the sister lodges in this vicinity, to the officials of the company, and to the enginemen on the system. The meeting was called to order with Bro. F. C. Donigan in the chair, who stated the object of the meeting, and thereupon introduced Mr. E. J. Rauch, Road Foreman of Engines of Eastern Division, who presented the model on behalf of the Manhattan Railway Company with some very instructive remarks. The model was received on behalf of the Lodge by the Master, James F. Hoogh, who stated, in the course of his remarks, that the Lodge would hold special open meetings for the purpose of inviting proper persons to explain the workings of the locomotive to all enginemen who wished to attend. Mr. John D. Campbell, Superintendent, was then introduced. He stated the benefits to be derived by studying the working parts of the locomotive from this model, and that, not only would the members derive benefits, but that the company would also derive great benefits through the members by presenting them with this model. He was followed by Mr. W. W. Thompson, Road Foreman of Engines of Western Division, Mr. J. D. Dutot, Engine Dispatcher Second Avenue line, Mr. Headly, General Foreman of Ninety-eighth street shops, who had charge of building the model, Mr. J. A. Brown, Foreman of Sixty-sixth street shops, and by Mr. Headly, Foreman of 145th street shops.

Among those present were visiting members from Lodges Nos. 3, 13, 155, 284, 285, 291, 309, 349, 382 and 354. Dr. Nat Sawyer, Chief of Division No. 145, B. of L. E., kept the meeting in an uproar by his witty remarks, and Engineers Outwater, Holeman, Courtwright, Trimner, Stillwell and Hallaway, of Third Avenue line; Tower, of Sixth Avenue line; Carpenter, Ryan, Taulman, Morrell, Dolback, Feil, Crosby, Russell and Babcock, of Second Avenue line, and W. Peeples and E. L. Slayback, of the Suburban road, were also present.

Yours fraternally.

A. H. Hawley.

For the Magazine.

IN THE OLD PLANTATION DAYS.

In the old plantation days—the days of pen, and block and lash,
There was a “labor-market,” and the “nigger” sold for cash.
Then labor didn’t strike, ’twas in its owner’s grip,
And any show of discontent was subdued by the whip.

In the old plantation days, when “Massa” held the rod,
When “massa” owned his “labor,” and “massa” owned the sod,
There were no “labor troubles,” peace reigned everywhere, profound,
For old “massa” was supreme, with his shot gun and his bound.

In the old plantation days, the laborer was a chattel,
And laborers were bought and sold, just like so many cattle,
And when “old massa” had more men than he had work or hash,
He traded them for land, or auctioned them for cash.

In the old plantation days, when “old massa” had control,
Of the “market” and the laborer, his body and his soul,
All grievances were settled without arbitration or appeal,
In a way the chattel could both understand and feel.

The old plantation days are gone; so reads the pleasing story.
We hear it in the poet’s song and in thrilling oratory,
That the chattel block has disappeared, the chattel, lash and pen,
But the “labor market” still exists for worthier workmen.

And every day, throughout the North, workmen are told,
The “labor market” is “thus and so,” when labor’s bought and sold;
That “labor’s a commodity,” like wool or hides or hair,
A “raw material” to be “worked up” by the purse-proud millionaire.

Veteran.

SOMERVILLE, MASS., June 12, 1889.

Editor Firemen's Magazine:

Personally, I don’t care what we call our Order. I should like to see it named to suit all parties interested, but I do care, personally, that our precepts and principles remain the same as at present, for they are the acme of honor. By our honor have we reached our present greatness; by the honorable dealings of our officers and members have we been placed on the pinnacle of integrity, and only by such precepts and principles can we or any other order exist. Of what low, mean, contemptible acts have we ever been guilty of? I can not remember any such acts; they are not yet placed on record, and if we do not forget our obligations (of which there is no present danger) such acts will never be recorded. I have never heard of our officers sneaking out of their part of the “Q” strike, crying “It was the men, not I.” What I have heard was, that we acted nobly. Don’t forget, my brothers, that there is nobility in a lost cause, if the object in

view was a righteous one; and remember, brothers, that with a very slight experience, our officers entered upon the great battle on the “Q,” and now look and see if they do not appear in a more favorable light than the rest. They had no mistakes to profit by or improve upon, notwithstanding, they showed ability that was equaled by whom? Now, don’t get excited, for it was equaled by none. All we wanted was a little experience. It came a little high, but we have it, and what is more, we mean to profit by it. That is the kind of stuff the B. of L. F. is made of. No sneaking off behind the returns and holding love-feasts; no vain attempts to lull us into inaction. We had a little business matter to attend to, and we did it up brown; not a love-feast, but hard, solid facts. Nobody heard us belly-aching around skinning our jaw for “no strikes.” *We will never strike*, (our colors, I mean.) Not much. We are not built that way. We are just taking sand for future need, and intend to use it if we are called upon. Who said defeat? Why, my brothers, there is not a man in our Order that can define the word. We are dandies, if we do wear cowhide boots. The man who said “we can’t have any change,” forgets that we can go barefooted in winter if we want to. Now, let’s return to the name. What’s in a name? Is the purport of some of the letters in the June *Magazine*. I say there is everything in a name. No matter about the rose, etc., but just rename the O. R. C. and make it B. R. C. Rename the B. L. E. and make it ———. Extreme modesty compels me to stop. Now, my friends and brothers, do you think there is nothing in a name? I like the double header, the B. of L. Men, the Brotherhood of the Footboard, and I love the B. of L. F. Question, Question! Are you ready for the question?

*Chas. H. Trenholm,
Boston Lodge No. 57.*

MONCTON, N. B., May 11, 1889.

Editor Firemen's Magazine:

I feel it my duty to send you a few words from this section of the country. Glad Tidings Lodge is again in a prosperous condition. The firemen here, are all in favor of federation. Some of the B. of L. E. men are against federating with the B. of R. B., but what I believe is, if they don’t want to federate with the brakemen we don’t want them with the firemen. The B. of L. E. has used us pretty rough at their conventions by passing such obnoxious laws and then not repealing them when they had the chance. But, thank God, we have engineers in our Order who are willing to stick to us and who, I believe, will never join the B. of L. E. as long as they keep such insulting laws upon their books. Let every brother go to work and see if we can’t double our membership—and let us change the name of our Order and call it the Brotherhood of Locomotive Engineers and Firemen. Hoping this will find space in your valuable columns,

I remain yours truly,

Patent Ash Pan.

IS MARRIAGE A FAILURE?

In reply to "E. M." in April Number.

It's a failure, a fraud, sighed poor little wife
 As she sat by the embers alone,
 While S—— was off on a glorious spree
 And the hearth was as cold as a stone.
 "With this ring I thee wed." "Ah! what did it
 mean?"

'T is a fetter indeed to my soul,
 But a glamour was o'er me, the future unseen,
 I fancied I'd reached woman's goal.

So I had, if 't is spelled with a j and an i,
 And the fetters are double and strong,
 And she glared at the stove-box that stood by
 the jam

Where "the twins" sang their matutinal song.
 "To his pals he steals off like a thief in the night"
 Or snores on the lounge or the chair,
 While I mend, or I wash by the flickering light
 And sigh for my girlhood so fair.

I fear it's a failure, but when you have crushed
 And withered, this opening rose,
 You can go for some "vidder, with a wallet of
 cash,"
 To crimson the end of your nose.

"One month," "Shandy" says, is as long as one
 wife

Can stay one man's longings so fierce,
 When Solomon, with his thousand fair brides
 "Sipped liquid honey" for 85 years.

Ye gods! what a life! but then, what a fix
 The amorous old monster was in,
 When Aurora, with smiles, ushered 86 in,
 Nary new one, on which to begin.

No wonder he raises the sorrowful wail,
 When Atropos' scissors he'll see,
 He has found that at last "desire will fail,
 And the grasshopper a burd'n can be."

It's a failure, we cry. Give a standing vote;
 From her chair Mrs. Maguire half arose,
 But sank, with a sigh, and cried with a groan,
 "Let the rest of the pigs scald their nose."

Sue M. Miller.

"I've given the old fellow a few extra days be-
 tween times, which is, no doubt, good for him,
 and my rhymes, too.)"

A New Name for Our Order.

HUNTINGTON, IND., May 13, 1889.

Editor Firemen's Magazine:

I am glad that so many of the members of our Order are taking an active interest in the new name suggestion, and it is also gratifying to know that so many of the B. of L. E.'s are ready to go in and take the new name with our boys. The new name proposition is in the line of success, independence, self-reliance, and no reasonable objection has been waged against it, while a great many good reasons have been published in its favor in the *Magazine*. I could name a great many instances, give place and date, showing how the B. of L. E. has used the B. of L. F. as a boot jack, and then thrown aside, but the Brotherhood is too familiar with such things to require their particular mention here, though I am tempted to do so; but it may be better for the present to reserve such ammunition for future use, as it is surmised that the B. of L. E. at its Denver Convention will change its laws and its policy. For one, I do not take any stock in such a theory; and whether laws remain as they are, or changed, is of no consequence to me. Let

the B. of L. F. go forward and do what is right and proper, regardless of what the B. of L. E. may do or refuse to do. If the B. of L. F. goes courageously forward in the discharge of its duty, no brother will ask in the name of one God, nor of all the gods at once, why engineers, members of the B. of L. F. join the B. of L. E., because not one in a hundred of them will ever be guilty of such an act of folly. Submit the new name to the Lodges and let them vote upon it—then perfect federation and success will be achieved. I suggest that the new name be Brotherhood of Locomotive Firemen and Engineers, leaving out "of"—the initials would then be B. L. F. & E.

Yours,

Sand Box.

MR. EDITOR:—Why should we call a *halt* in our march of progress, simply because some men of other days have builded a monument to commemorate their victories? Because men before us did well, is that any reason why we should stand still? Must we pay tribute simply because we live? True enough the B. of L. E. has done a grand work, when viewed from the side colored with greenbacks, but have we done less, for the same length of time? The very fact that the B. of L. E. has done well should stimulate us to do better, for we would be far less than men to try and do half as well. For my part (and that is only one twenty-thousandth), I have had quite enough of this senseless mouthing about an engineer being *better* than a fireman, in the sense that he can't associate with firemen. I have been on the right side four years in road service and found the B. of L. F. good enough, so far, and as for B. of L. E. men getting jobs, I have had just as good luck as they can boast of, and don't you forget it. I am not above associating with any honest toiler, white or black, Christian or pagan. Give me fair play, tell the truth about me, as you want me to do about you, and one Brotherhood (without caste) of Locomotive Men.

Dirigo.

TRIBUTE TO THE LATE L. B. CHAMBLIN.

[To the memory of Luther B. Chamblin, who died September 26, 1888, at Queen City, Mo.]

If joy is the wages that faithfulness gives,
 Thy joy, my dear brother, we cannot conceive.
 If forgiveness is proffered for trusting in Him,
 Thy cup of salvation is full to the brim.

If fervor could teach us to conquer the strife,
 That lesson we've learned from your manner of life;

If for hoping and watching a "home" could be given,
 Thy title is sure to a mansion in heaven.

As the tempest-torn clouds are succeeded at eve,
 By the sun's golden rays and the twilight they cause.

So this boisterous life has drawn to a close,
 As serene as the death of a freshly plucked rose.

And thine may it be in the ages to come,
 When the ransomed are gathered to sing "Harvest Home."

To be found in the van of the incoming train,
 And fire with new spirit that welcome refrain.

G. F. Boynton.

Responsibility of Firemen.

ALLEGHENY, PA., June 3, 1889.

Editor Firemen's Magazine:

I notice in the June number of the *Engineer's Journal*, an article under the heading of "Responsibility of Trainmen," which seems to favor the plan of holding the fireman equally responsible with the engineer for carelessness in overlooking danger signals, and condemning the Board of Railroad Commissioners, of New York, for announcing in a recent report, that they did not think it advisable to hold the firemen responsible for such oversight. The article states that the fireman has a great deal of spare time away from the scoop; it also states that any fireman who "*knows enough to lie*" can escape the consequence of this most *flagrant heedlessness* by simply stating that he was throwing in coal at the time of the engineer's oversight. Now let us moralize. In the first place, what right has the fireman to share the responsibility of the engineer when he is only serving an apprenticeship? If you ask an engineer why he gets so much more pay than his fireman, he will say, "it is not the work we do; it is the responsibility that rests upon us." Well, now, we will take half of that responsibility and place it upon the fireman. Do you think the engineer would be willing to have a portion of his pay also placed on the fireman? As to the fireman having so much spare time away from the scoop, I will cite one instance from my own knowledge. There is a run on this division that is forty-four miles round trip; the train is generally composed of from sixty-five to seventy loaded cars, each way, and the round trip is made in about three hours. We are allowed at the rate of four pounds of coal to the car per mile, which, for seventy cars each way, or one hundred and forty cars, the round trip, would be 12,320 pounds of coal, all to be shoveled in three hours, so you can see how much spare time the fireman has away from the scoop. I do not think it necessary to make it compulsory for the fireman to watch for danger, for self-preservation teaches him that much, even if he did not "*know enough to lie* out of it," for it is a glorious and well-known fact that the time has long gone by when the firemen were supposed to be made out of wood. Do they, the engineers, offer this suggestion only because "misery likes company," or is this their idea of federation?

Yours fraternally,

Division A.

[The point is well made that if responsibilities are to be equally shared, pay should be equalized. The Railroad Commissioners of New York, in deciding that the fireman are not responsible for the neglect of duties on the part of engineers, decided wisely, and the case cited, in which a fireman is required to shovel into a fire-box six tons of coal in three hours, emphasizes the wisdom and justice of the New York Commissioners and really leaves nothing more to be said upon the subject.—ED. MAGAZINE.]

Personals.

On June 26, Bro. Geo. A. March, member of San Diego Lodge, No. 90, was married to Miss Lydia Leveidge. The *Magazine* tenders hearty congratulations.

W. F. VANARSDALE, of Fairmount Lodge, No. 333, recently led to the altar Miss Mame Brudner, an accomplished young lady of Tullytown, Pa. All the members extend their hearty congratulations.

LAWRENCE DONEHUE, Secretary of Atlantic Lodge, No. 291, writes to say that the members of Atlantic Lodge have extended congratulations to Geo. W. Bruno, upon the arrival, at his home, of a ten pound baby boy. The *Magazine* joins the procession.

JAMES WILLIAM TERRELL, of Great Western Lodge, No. 24, was united in marriage, June 20th, to Miss Ann Mary Hixon, daughter of Mr. and Mrs. Armanus J. Hixon, of Parsons, Kansas. Most cordially does the *Magazine* felicitate the happy couple and wish them a happy life voyage.

STEVE DAVIS, one of the most popular members of Taylor Lodge, No. 175, was married May 22d, to Miss Cummings, of Newark, O. We happened to be in that vicinity at the time and helped to smoke a box of excellent cigars to the health and happiness of Steve and his accomplished bride.

JOHN BURNS, one of the active members of Gate City Lodge, No. 93, of Keokuk, Iowa, was married on May 26th, to Miss Mary McCarty, a beautiful and accomplished young lady of the Gate City. The members of Gate City Lodge wish Bro. Burns the largest share of success, and in this the *Magazine* most heartily joins.

It is most gratifying to know that Past Grand Master, Frank W. Arnold, has been elected Secretary of the Columbus, Ohio, Water Works Company—a responsible, and we are glad to learn, a lucrative position. Brother Arnold has every required qualification for the position, and his hosts of friends in the Order, of which he is one of its most distinguished members, will be glad to hear of his good fortune.

WE are glad to announce that Bro. J. D. Franklin, of Fort Pickering Lodge, No. 206, has been promoted and has taken his place on the right-hand side of the cab. His first trip at the throttle was on the pay car, May 13th, and he is now running a work train, and for his efficiency has been highly complimented by General and Division Road Masters, as also on the success of his first trip. We are told that promotions on the K. C., M. & B. R. R. have been dull of late, but an improvement is promised—all of which is agreeable information.

WM. T. FIELD, Master of Custer Lodge, No. 191, has been elected a delegate to the Montana Constitutional Convention, to be held at Helena, July 4th, 1889, to draft a constitution preliminary to the admission of the Territory into the Union. The election of Bro. Field to the important position is a high compliment to him personally and the Brotherhood of which he is an honored and active member feels justly proud of his success. The organic law of Montana should make it impossible for trusts and combinations which prey upon the weak to get a foothold in that young State.

THE Schenectady Locomotive Works, Schenectady, N. Y., are building three passenger engines, with 18 by 24 inch cylinders, fifteen mogul freight engines, and seven six-wheel switching engines, for the Lake Shore & Michigan Southern road.



Correspondence must in all cases be brief and to the point.

Subscriptions must begin with the January, April, July or October number and expire with the year.

Changes of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazine will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

JULY, 1889.

THE Order of Railway Conductors paid insurance policies during the last fiscal year amounting to \$145,000.

THE railroads of the United States will want for the current year, about 200,000 ties, which is a strong argument in favor of tree planting.

A LITERARY gentleman remarked that he never read the Mechanical Department of the *Magazine* because it was "too cabalistic for him." He seemed to be Vulcanized, and entirely indifferent to hammer-blows.

THE New York *Times* is of the opinion that workingmen should favor prison labor, so that convicts may have good trades when they get out of limbo.

A GYPSY long ago informed the emperor of Russia, that he would die in his forty-sixth year. He is now forty-five, and recent events indicate that the Gypsy was on familiar terms with Fate.

JAY GOULD's daughter, Nellie, is now said to be worth not less than \$6,000,000. She inherits about all of her mother's wealth, and her indulgent daddy occasionally, as the mood takes him, presents her with such trifles as a hundred thousand or two.

SEVENTY-FIVE Pullman car builders went out on a strike early in April. Pullman is several times a millionaire, and to read of the town one would think it an earthly paradise. Still mechanics have their wages reduced to a point where they say it does not afford them a living.

QUEEN PIA, of Portugal, is in the habit of ordering two or three hundred dresses during the season. Twenty at a clip, with bonnets, gloves, etc., to match, is her style. There is nothing mean about the Porter gal, and she knows how to feather her nest by plucking the Porter guse.

IT is stated that a mammoth coke enterprise has been organized in Pennsylvania, in which Pittsburg and Philadelphia parties have invested \$1,000,000, and at the same time news comes that a big strike is threatened in the Connorsville Coke District, owing to the grinding oppressions of proprietors.

THE *Switchmen's Journal* for June, in speaking of the benevolent features of the Order of which it is the organ, gives the figures showing that Lodge No. 1, since March, 1885, has paid out in benefits, other than total disability and death benefits, which are paid by the Grand Lodge, the sum of \$16,615. These figures answer the question, "What good is your association?"

ON April 14th a freight train was wrecked on the Cairo Short Line, near Belleville, Ill. While passing over the Walnut Valley Co.'s coal mines, the ground gave way and suddenly sunk from six to eight feet, completely wrecking the train. The engineer and fireman jumped and escaped with slight damage, but the brakemen were caught in the wreck and seriously, if not fatally, injured.

THE *Railroad Gazette* of May 3d reports for the month of March 101 railroad accidents, classified as follows: Collisions, 28; derailments, 39; miscellaneous 4. Forty-four persons were killed and 104 injured; total killed and injured, 148. If this rate is maintained for twelve months, we shall have sum totals as follows: Killed, 528; wounded, 1,776. Total, 2,304.

THE *Railway Section Foreman*, in its May issue, refers to Mr. James Sweeney, of St. Louis, as follows:

To show our readers how much Mr. Sweeney has done for the Brotherhood and the Journal, we will state, first, that he never lifted his hand to help the paper, or never subscribed himself. Second: He never joined the Brotherhood until last fall, and he never did one single act to help build it up or improve it, but has, ever since joining, been a great disturbing factor in its progress. Instead of trying to improve the Order and better its condition he has been a constant fault-finder and a determined disruptionist.

Notwithstanding all this, the *Foreman* seems to be getting on exceedingly well. Opposition is not always an unmixed evil. It tests staying qualities, and develops many qualities of head and heart which challenge admiration.

FEDERATION.

Three Orders of Railway Employees Federate. Viz.:
The Brotherhood of Locomotive Firemen, the
Brotherhood of Railroad Brakemen,
and the Switchmen's Mutual
Aid Association.

THE LONG HOPED FOR MOVEMENT CONSUMMATED
AT CHICAGO, ILL., JUNE 6, 1889.

The Meeting of the Grand Officers of the Fed-
erating Brotherhoods Harmonious, and
Their Mission Accomplished.

A Constitution Adopted Creating a New
Order with the Title of—

THE SUPREME COUNCIL OF THE UNITED ORDERS
OF RAILWAY EMPLOYEES.

In furnishing the readers of the *Magazine* with a summary of the proceedings of the meeting of delegates, representing three Orders of railway employes, held in the city of Chicago, Ill., commencing June 3d, 1889, we deem it appropriate to refer to the fact that as early as February, 1887, the *Firemen's Magazine* referred to "federation" as the hope of workmen of the country, we refer to the fact here and now, because we desire to have it understood, that while the C., B. & Q. strike brought into the boldest possible prominence the importance and necessity of federation, it did not suggest such action on the part of workmen to the *Magazine*. We said—"federation is not impracticable. On the contrary, federation is feasible, and if labor is ever to reach the goal of equality with capital in shaping policies, in the assertion of prerogatives, it will have to federate." * * * "No greater service could be done for society, for the welfare of all, than for thoughtful men to devise plans whereby labor organizations could be brought into a grand national federation." At the time these expressions were printed, the C., B. & Q. strike was not thought of, but when it did come, "as waves come when navies are stranded," it served as a convincing argument in favor of federation, and the logic of facts and the logic of events finally, and at a much earlier date than was anticipated, culminated in the

FEDERATION

of the three orders of railroad employes, viz.:

THE BROTHERHOOD OF LOCOMOTIVE FIREMEN,
THE BROTHERHOOD OF RAILROAD BRAKEMEN,
AND THE
SWITCHMEN'S MUTUAL AID ASSOCIATION.

The great strike on the C., B. & Q. had but just begun to develop the staying qualities of the strikers and the corporation when

this *Magazine* put upon record its views relating to "federation, the lesson of the great strike" and among other things, said: * * * "Viewing the subject from such standpoints, we venture the prediction that the day is near at hand when the Brotherhoods of railroad employes will federate for mutual protection." * * * "Federation means victory for the right, and the great strike on the C., B. & Q., has brought its necessity into such bold relief that its advocacy becomes a duty, and its consummation will be fraught with incalculable blessings, not only to employes, but to employers, to society and to the whole country."

During all the dreary days and months of the strike on the C., B. & Q., days of hopes, and doubts, and fears, when money flowed in from a thousand sources, and the hearts of all Brotherhood workmen beat responsive to duty, and sacrifices were endured with a heroism as sublime as ever embellished the pages of fiction or fact, thoughtful men saw the weak link in the chain of circumstances which was the want of federation on the part of all the Brotherhoods of railroad employes on the system. As a consequence, federation became the theme the one important subject of discussion in the lodges of railroad employes. It reached beyond the boundaries of the organizations, and was discussed in the press of the country, and the more it was discussed, the more convincing became the conclusion that federation was the one thing needful to achieve victory for the right.

In the month of September, 1888, the

BROTHERHOOD OF LOCOMOTIVE FIREMEN

at its first biennial session, held at Atlanta, Ga., took action upon the subject and decided to federate with such other organizations of railroad employes as should arrive at the conclusion that federation was required to emancipate them from oppression and secure to them their rights as men and citizens.

Fortunately the

SWITCHMEN'S MUTUAL AID ASSOCIATION

was then in session in the city of St. Louis, and was at once informed of the action of the Brotherhood of Locomotive Firemen. Promptly, without delay, the Switchmen's Association came into line under the banner of federation. Its bugle blast was grand. Doubts and fears were given to the winds. Reason triumphed. There was conviction and the courage of conviction. Misgivings went down before the conquering power of facts, and the outlook was such as to dispel despondency. In the month of October, 1888, the

BROTHERHOOD OF RAILROAD BRAKEMEN

held its annual convention in the city of Columbus, Ohio. It is needless to say that all eyes were turned towards that city, and

the question was everywhere asked, what will the Brakemen do? The country did not have long to wait. In fact, it never had been a debatable question, and soon the wires flashed the tidings. "The Brakemen have declared in favor of federation." Then there were three great Orders in line, shoulder to shoulder, knee to knee, hand in hand, they had decided to form a national and an international alliance, the fruits of which they hoped and had a right to believe, would be fruitful. This done, the discussion went forward, and the agitation strengthened conviction that federation was in the line of emancipation.

The subject having been thoroughly analyzed, the Brotherhood of Locomotive Firemen issued the following letter to the organizations of Switchmen and Brakemen:

GRAND LODGE OF THE
BROTHERHOOD OF LOCOMOTIVE FIREMEN,
TERRE HAUTE, IND., March 18, 1889.

DEAR SIRS AND BROTHERS:—The subject of federation having been brought to the attention of our respective organizations in convention, and having been passed upon favorably, and all matters involved, referred to the Grand Officers of each, for further deliberation and action, we respectfully submit the following propositions:

1st. That the time has arrived when the representatives of the Brotherhood of Railroad Brakemen, the representatives of the Switchmen's Mutual Aid Association, and the representatives of the Brotherhood of Locomotive Firemen, as designated by the conventions of the respective Orders, should meet for consultation and to perfect and put into practical operation, the *alliance* contemplated by the action of our respective Orders.

2d. We respectfully suggest that the time for the meeting of the representatives of the Orders named, and for the purpose set forth, be the first Monday in June, 1889, and that the city of Chicago be selected as the place for holding the conference.

3d. We suggest that the representatives of the Orders prepare a plan of federation to be submitted and discussed at the conference, as this will, we believe, greatly facilitate action, and enable the representatives of the Orders to arrive at wise and judicious conclusions.

The foregoing suggestions are respectfully submitted for your consideration. With regard to the time and place designated, we hope they will suit your convenience, as we are desirous of doing all in our power to facilitate deliberations, so that final conclusions may be reached with as little delay as possible.

In conclusion permit us to say, that our respective Orders have conferred upon us great power, which, if wisely used will not only redound to the glory of our Orders, but will be fraught with untold blessings to organized labor throughout the land. Our Orders fortunately are the *avant courier* of a new departure, which, if wisely inaugurated, is to lead to victories in the interest of the rights of labor which the most sanguine of us find it difficult to estimate. That we can meet reasonable expectations we feel assured and that we shall set an example of equality and mutual respect and confidence, we do not doubt.

Anticipating, at the earliest possible date, your reply to this communication, with such suggestions as you may wish to make, we subscribe ourselves in the bonds of federation, most respectfully and fraternally, your friends,

F. P. SARGENT, Grand Master.
J. J. HANNAHAN, Vice Grand Master.
EUGENE V. DEBS, Grand Sec'y and Treas.

The response to the letter was favorable. The time and place were agreed upon, and as a consequence the official representatives of the federating Orders assembled in the city of Chicago, on the first Monday in June, 1889, to formulate a plan of

FEDERATION.

The representatives of the Brotherhood of Locomotive Firemen, were:

F. P. Sargent, Grand Master.
J. J. Hannahan, Vice Grand Master.
E. V. Debs, Grand Secretary and Treasurer.

The representatives of the Switchmen's Mutual Aid Association, were:

Frank Sweeney, Grand Master.
John Downey, Vice Grand Master.

John A. Hall, Grand Organizer and Instructor.

The representatives of the Brotherhood of Railroad Brakemen, were:

S. E. Wilkinson, Grand Master.
W. G. Edens, Vice Grand Master.
Ed. F. O'Shea, Grand Secretary and Treasurer.

ORGANIZATION.

The representatives of the Orders having assembled, they were called to order by S. E. Wilkinson, whereupon an organization was effected by the election of

F. P. Sargent, Permanent President.
E. V. Debs, Permanent Secretary, and
J. A. Hall, } Associate Secretaries.
Ed. F. O'Shea, }

The organization having been effected, a committee of three was appointed, representing the three federating Orders, to formulate a plan of federation. The committee was constituted as follows:

S. E. Wilkinson, J. A. Hall and E. V. Debs.
J. A. Hall was made Chairman of the committee, and E. V. Debs, Secretary. The committee promptly entered upon the task of formulating

A CONSTITUTION

for the government of the Orders in their federated capacity. After two days of exhaustive work, the delegates were reconvened and the constitution prepared by the committee was submitted for final action. Every section, and paragraph was critically considered, and when a vote was taken the constitution, as submitted, with a few unimportant alterations, was unanimously adopted and subscribed to, on Thursday, June 6th, 1889. The constitution thus adopted confers upon the new Order, which it creates the following title:

THE SUPREME COUNCIL OF THE UNITED ORDERS
OF RAILWAY EMPLOYÉS.

In connection with the proceedings of the Supreme Council, the following official letter was prepared and ordered sent to all the local Lodges of the federating orders:

To all Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby

notified that at a meeting of the Representatives of the three Orders above named, held in the city of Chicago, Ill., beginning June 31, 1889, a plan of federation was formulated and agreed upon, the same being now in full force and effect.

The federated board, having jurisdiction of the three organizations, is known as the Supreme Council of the United Orders of Railway Employés, and its acts and decisions upon all matters of grievance are final.

A Constitution and Common Seal have been adopted.

The Supreme Council takes occasion to warn all members of the several organizations embraced in its jurisdiction against the so-called Voluntary Relief Associations, which are being organized upon some of the principal railways. The purpose of such Relief Associations is apparent to the most casual observer. The methods employed to capture employés is like the alluring song of the spider to the fly. Of course it is made to appear that the authors of the movement are animated by a purely philanthropic spirit, that the high purpose is to provide for "our dear employés," who must be cared for on the same principle that the owners of plantations, in the days of chattel slavery, provided for their slaves.

Brothers, the simple purpose of such movements, stripped of their alluring embellishments, is to undermine and ultimately destroy every organization of railway employés. At first the system is voluntary, so as to make the bait more tempting, and the scheme more plausible; but, as soon as a sufficient number of the employés have been taken in under the voluntary arrangement, penalties more or less direct will be attached to the non-participants, and later on it will be found that the so-called voluntary plan is compulsory, and that the men have placed themselves in a position to be the victims of the despotism of the corporation.

We are persuaded that the time has not come for railroad employés to abdicate their manhood, sacrifice their self-respect and strip themselves naked of independence. We are inclined to the opinion that railroad employés have an ambition above the plane contemplated by voluntary relief associations, which would reduce them to the level of serfs and constitute them a part of the rolling stock of the corporation. We take the position that a corporation is simply required to treat its employés fairly, and pay them fair wages for fair work. If this is done, the employés can provide for their own relief in their own way; they can employ their own doctors and otherwise administer their own affairs, without becoming the wards of the corporation or being subjected to humiliations of surveillance, under the guise of solicitude for their welfare.

Brethren, we call your attention to this matter for your own good. We would warn you against what we believe to be an organized effort to destroy your organization, thereby depriving you of the protection you now enjoy, and which, if successful, will place you at the mercy of the corporation.

Now, that the organizations of brakemen, switchmen and firemen have federated, the supreme desire is unity and harmony all along the line. Let local discontent and factional feeling disappear. Let the motto be, "Each for all and all for each."

The step we have taken has far reaching significance. It practically unites the three organizations into one body, for mutual protection. We appeal to each member who is enlisted under the banner of federation to be a true soldier in the cause. Let the past with its differences and prejudices be forgotten. A new era has dawned and the future is rich with promise. Hand in hand we shall march forward together, animated with high ambitions and noble purposes. Our sympathies for each other, born of mutual peril and mutual privations, should cement us together as one Brotherhood, and to be a true and devoted member of that Brotherhood should be the ambition of each and all who hope for the

triumph of labor over corporate oppression and injustice.

We salute, you, brethren, in behalf of the Supreme Council of the United Orders of Railway Employés, and trusting that your hearts are attuned, as are our own, to the harbinging notes of victory, we are,

Yours faithfully,
S. E. WILKINSON, JOHN A. HALL,
W. G. EDENS, F. P. SARGENT,
ED. F. O'SHEA, J. J. HANNAHAN,
FRANK SWEENEY, EUGENE V. DEBS,
JOHN DOWNEY, Supreme Council U. O. R. E.

Immediately following the adoption of the constitution, the representatives of the federating Orders, proceeded to the election of officers for the Supreme Council, resulting as follows:

F. P. Sargent, President.

Frank Sweeney, Vice President.

Ed. F. O'Shea, Secretary and Treasurer, who are to hold office one year, or, until their successors are elected and qualified.

THE SUPREME COUNCIL

meets annually at Chicago, on the 3d Monday in June, and the constitution makes provisions for special meetings as exigencies may arise.

The constitution makes provisions for admitting

OTHER ORGANIZATIONS

of railway employés, which the Supreme Council will welcome when application is made, and it is believed that other organizations will, at no distant day, see the reasonableness of the movement and unite their power and influence with the federated Orders.

At present, and as it has ever been, the weak are at the mercy of the strong. Power is only overcome by power. In theory, the wrong is always weak, the right always strong. The saying is as old as the hills, that "Truth is mighty and will prevail," but the history of the world shows conclusively that Error has stubbornly resisted Truth, and by federating its forces, has scored innumerable victories.

The time has come for Truth to federate its forces and say the onward march of Error. The firemen, the switchmen and the brakemen have federated to secure and to maintain the right. The right wrongs no man. Its triumph is alike a benediction to all, to the employé, to the employers, to society, to the state, to humanity.

The Supreme Council of the federated Orders of railway employés sets up no claim to infallibility. It believes its constitution fairly meets demands, but it may be amended as time and circumstances make known requirements.

With this, for the present, it must be content. Every provision bears the impress of an earnest desire for the betterment of conditions, the elevation of labor, in which, say what we will, the hopes of humanity (croakings to the contrary) center.

A RECEIVER'S EMBEZZLEMENT.

IN the latter part of May we were required to attend the trial of John Adkins, late Receiver of Taylor Lodge, No. 175, at Newark, Ohio, indicted for embezzling the funds of the Lodge. The trial occupied ten days, at the conclusion of which the jury rendered a verdict of "not guilty" on the Grand Lodge indictment. This is a mere legal technicality and Adkins is still held to answer an indictment upon the same charge made by Taylor Lodge. The *Magazine* is not disposed to pursue Adkins, who still lingers in jail, though there is no doubt of his guilt, and should he be finally acquitted it will be because of the careless manner in which the accounts of the Lodge were kept, and for which there can be offered no excuse. The methods prescribed for keeping accounts are simple and designed for clearness and accuracy, and when followed, errors are reduced to the minimum and are readily found and corrected. The case of Adkins should serve as a warning to all subordinate Lodges. Loose account keeping is certain to lead to troubles of the most serious character and are well calculated to dishearten and demoralize a Lodge.

The embezzlement of the funds of a Lodge, all things considered, is a crime of exceptional depravity. The man who is guilty of it is without one redeeming trait. He steals from the sick, from the unfortunate, from widows and orphans. He may not be totally depraved, but he is so near it that only a miracle could save him. The remedy for such evils is found and found only in frequent examinations of the finances of the Lodge, and such examinations should be of the most searching character. The custodian of the funds of the Lodge should be the first to invite such investigations, and if he winces, the more close and thorough should be the scrutiny.

* *

A. D., 1889, marks one hundred years since George Washington was inaugurated President of the United States, and as a consequence we are hearing a great deal relating to the ancestry, character and education of the men who have held the distinguished position. It is said that "VanBuren is the only President whose ancestry is not traceable to Great Britain. His parents were both Dutch. Monroe, Grant and Hayes were Scotch; Jackson, Polk, Buchanan and Arthur, Scotch-Irish, and all the others of direct English descent. Both Harrison and Hayes have clearly defined recorded history for six generations, while Cleveland and the younger Adams' count four: but there are some of the Presidents of whom historians have found it difficult to say who were there grandfathers. In religion, the Presbyterians claim five; the Episcopalians, nine; the

Methodists, four; the Congregationalists, two, and the Reformed Dutch and Disciples, one each. Jefferson was an atheist." Such facts pretty effectually knock Knownothingism in the head, since all hands, at no very remote date, were immigrants, and as certainly as those who came later, and are still coming, sought a new country for their own if not for their country's good. But the chronicles are suggestive of another and a still better line of thought. It is said that "the parents of Jackson, Fillmore, Buchanan, Lincoln, Johnson, Grant and Garfield, were in humble circumstances. Johnson was taught the "three R's" while he was courting his wife. Jackson, in early life, was exceedingly ignorant. Washington was without college experience, and the schooling of Lincoln was of the most limited and original character. Fifteen of the Presidents, however were graduates of institutions of learning, three being credited to William and Mary, of Virginia, two to Harvard, and one each to Hampden-Sidney, Princeton, University of North Carolina, Bowdoin, Dickinson, West Point, Kenyon, Williams, Union and Miami." Such facts triumphantly establish the truth of Burns' philosophy—

"The work is but the guinea's stamp;
A man's a man for a' that."

And it brings into the boldest possible prominence the insufferable idiocy of American aristocracy based upon birth, or anything else outside of manliness. Lincoln splitting rails, Johnson handling his goose, Grant working in a tan yard, Garfield driving a mule on tow-path, how better they than a fireman with his pick and scoop? The poor boy who is ambitious, industrious and studious is certain to rise, and fortunately there is always room on top.

* *

It is reported from Warsaw that the newly-appointed Russian Minister of Communication has ordered all the railroad managers in Poland to send him lists of those employes who are Catholics or Jews. Since the accident at Borki, which nearly cost the Czar his life, all employes on the Russian railroads are required to belong to the Orthodox Church. That's it. Now let us Russianize the American railways according to Mr. John Livingston's idea, and it will then be proper to institute inquiries in this country as to the religious belief of employes.—*Railway Service Gazette*.

But first we must establish a State Church, define the metes and bounds of Orthodoxy, what shall constitute heterodoxy, etc. It might be well to decide if there be a personal devil. To "Russianize the American railways" we must have a Czar, which can't be had under the Inter-State Commission act. As it does not appear feasible just now to Russianize American railways, it occurs to us that it is best to go forward with organization and federation. They are American ideas and winning cards.

PRIZES FOR 1888 AWARDED.

In the *Magazine* for January, 1888, the Grand Lodge made the following announcement:

The (Grand Lodge of the Brotherhood of Locomotive Firemen has decided to offer the following Prizes to Agents, and other persons, securing the best lists of subscribers to the Locomotive Firemen's Magazine for 1888, viz.:

First Prize.—To the Lodge securing the largest number of subscribers, one set (4) Officers' Upholstered Chairs, finely finished. (This includes a chair each for the Master, Vice Master, Past Master and Chaplain.)

Second Prize.—To the Lodge securing the largest number of subscribers in proportion to membership, a handsome ornamented Banner, suitably inscribed.

Third Prize.—To the Lodge organized after January 1st, 1888, securing the largest number of subscribers, a handsome Altar, suitably inscribed.

Fourth Prize.—To the Ladies' Society, B. of L. F., ordering the largest number of subscriptions provided not less than fifty are ordered,) through its authorized Agent, a Parlor Organ.

Fifth Prize.—To the Lady (open to all) securing the largest number of subscribers, (provided not less than twenty-five are ordered,) a handsome Gold Watch.

Sixth Prize.—To the Gentleman (exclusive of regular agents,) securing the largest number of subscribers (provided not less than twenty-five are secured,) a set of Chambers' Encyclopedia.

Seventh Prize.—To the Members' Wife or Daughter, securing the largest number of subscribers, (provided not less than twenty-five are secured,) a first-class Sewing Machine.

Eighth Prize.—To the Members' Son securing the largest number of subscribers, (provided not

less than twenty-five are secured,) a Silver Watch.

MISCELLANEOUS PRIZES FOR REGULAR AGENTS ONLY.

The following Prizes will be awarded to the *Magazine* Agents (regardless of membership of their Lodges,) who secure the largest lists of subscribers:

PRIZES:

First Prize	Gold Watch
Second Prize	Diamond Shirt Stud
Third Prize	18 Karat Gold Watch Chain
Fourth Prize	Monogram Gold Ring
Fifth Prize	Monogram Gold Watch Charm
Sixth Prize	Forney's, Sinclair's and Alexander's Books on the Locomotive.
Seventh Prize	Nickel-Plated Scoop
Eighth Prize	Nickel-Plated Cab Light
Ninth Prize	Nickel-Plated Torch
Tenth Prize	Gold Badge B. of L. F.

The time for awarding the prizes has been postponed for proper reasons, but the awards are now made in strict conformity to the foregoing announcement, and the prizes ought to be esteemed far above their intrinsic value, because they bear testimony of efforts to increase the circulation of the organ of the Order, which, whatever else may be said of it, has sought, by every means at its command, to increase the growth and influence of the Brotherhood. The award of prizes for 1888, was as follows, (there being no competitors for the 4th, 5th, 7th and 8th prizes for Lodges,) viz.:

PRIZE LIST FOR LODGES.

No. of Prize.	Character of Prize.	Name of Lodge.	No. of Lodge.	Name of Agent.	Remarks.	No. Subscriber.
1st . . .	Set of Officers' Chairs	Justin Time	149	Peter Witzel	Largest number of Subscribers	208 ¹ / ₂
2d . . .	Banner	Re-Echo . .	195	James Duffey	Membership	138.
3d . . .	Altar	Mutual . . .	314	I. N. Lancaster	Organization after January, 1888	17 ¹ / ₄
6th . . .	Set Chambers' Encyclopedia .	Vigo	16	W. H. Crise	Largest number exclusive of agent . . .	65.

PRIZE LIST FOR AGENTS.

No. of Prize.	Character of Prize.	Name of Lodge.	No. of Lodge.	Name of Agent.	Remarks.	No. Subscriber.
1st . . .	Gold Watch	Justin Time	149	Peter Witzel	. . . . .	280 ¹ / ₂
2d . . .	Diamond Shirt Stud	Mo. Valley .	254	H. F. Reimoebl	. . . . .	208.
3d . . .	18-Karat Gold Watch Chain .	Re-Echo . .	195	James Duffey	. . . . .	138.
4th . . .	Monogram Gold Ring	New Era . .	76	Fred. Whitbread	. . . . .	131.
5th . . .	Monogram Watch Chain . . .	Vigo	16	Ed. Bundy	. . . . .	114.
6th . . .	Book on Locomotive—Forney's, Sinclair's and Alexander's	Salt Lake .	178	Arthur Roberts	. . . . .	108.
7th . . .	Nickel-Plated Scoop	Gold Range	341	John Simons.	. . . . .	104 ³ / ₈
8th . . .	Nickel-Plated Cab Lamp . . .	Prospect . .	162	Frank Roderick	. . . . .	100.
9th . . .	Nickel-Plated Torch	Ortole . . .	214	Frank Gibbons	. . . . .	91.
10th . .	Gold Badge B. of L. F . . .	Mt. Hood .	167	H. C. Smith	. . . . .	85.

The foregoing tells the story of those who won the prizes, and comments are not required, but, when again prizes are offered, those who have done well, we are confident will do better, and in the absence of prizes, for the good of the Order, the *Magazine* ought to enlist the best efforts of every member to increase its circulation.

One of the difficulties that beset locomotive engineers and firemen is that from impure feed-water, resulting in scale formations and corrosion. A novel and fair offer covering this subject is made in our advertising columns under the head of "Notice to Firemen," which every one should read and consider.

THE MILWAUKEE UNION MEETING.

On Sunday, May 19th, the Brotherhood of Locomotive Firemen held a large Union Meeting in the city of Milwaukee. The *Milwaukee Sentinel* of the 20th said:

"The Brotherhood of Locomotive Firemen held an open meeting in the large hall on the third floor of the Public Library building, on Grand avenue, last evening. The meeting was attended by about 400 firemen and 200 to 300 persons, embracing men in various departments of railroad employment, citizens and ladies. Delegates were present from Lodges of the Brotherhood throughout Wisconsin and from various points in Minnesota, Dakota, Iowa, Illinois, Indiana and Michigan. The object of the meeting was to discuss the purposes of the organization, with a view to giving the general public some knowledge of its intentions, and the objects it seeks to accomplish."

The private meeting of the Order, for the transaction of Brotherhood business, was held Sunday morning, but the evening meeting was for the public and was called to order by C. S. McAuliffe, Receiver of Guiding Star Lodge, No. 130, who introduced E. E. Chapin, Esq., a prominent lawyer of the city, who was asked to preside during the exercises of the evening. In taking the chair Mr. Chapin made a ringing speech, and among other things said:

He held that while there were many things in the organization of skilled labor which the general public did not understand, yet an organization whose Constitution and By-Laws contained such sentiments as did those of the Brotherhood of Locomotive Firemen, could not well be otherwise than worthy of high respect. The fundamental principles of this Order were protection, charity, sobriety, and industry, which he regarded as four of the grandest words in the English language. The work of locomotive firemen is so hazardous, he said, that a majority of mankind was too cowardly to engage in it, and he held that it was right and just for skilled labor to organize and stand together for mutual protection in the performance of duty and that the prime objects of this organization were not the engendering of strife and disruption, but exactly the reverse—the alleviation of suffering, the proper education of its members, the production of a better class of labor and the prevention of strife, and an organization based upon such principles was worthy of the confidence and encouragement of all worthy persons in every station in life. He believed that ignorance regarding the purposes of such organizations on the part of the people was the cause of all opposition to them, and rejoiced to see them hold open meetings to discuss their principles, that the people might thereby gain a proper knowledge of them. He pitched into organized capital that seeks to breed dissension in the ranks of organized labor with a big broad ax of contempt, and shoveled big scoopsful of odium upon the so-called detectives, who sell their services to corporations for the purpose of getting up strife and wars between different organizations, lest they become too strong and too firmly federated to be controlled by organized capital. The speaker closed his remarks with a hearty welcome to the visiting firemen to the city, and was heartily applauded.

Bro. Jerry Doherty, member of S. S. Merrill Lodge, No. 188, responded felicitously to the words of welcome, and indorsed the eloquent words of the presiding officer, who had so happily referred to the noble purposes of the Brotherhood.

The remarks of Bro. Doherty were followed by Senator Kroeger, of Milwaukee, who said:

I am highly in favor of the intelligent and thorough organization of skilled laboring men. It was no new thing, but dated back to the fifteenth century, when, in Holland, all branches of skilled labor were thoroughly organized and worked together for mutual protection and for protection of the government. He saw, with pleasure, a better feeling existing, on the part of the people, towards organized wage workers than existed a few years ago, and counseled against strikes, except as a last resort, when all other means of maintaining harmony had failed. He denounced trusts as the greatest outrage of the age perpetrated by combinations of capital upon the great mass of people of this country, and as well calculated to bring such encroachments upon laboring classes as to cause justifiable disruptions between capital and labor.

At the conclusion of Senator Kroeger's remarks, Brother Frank P. Sargent, Grand Master of the B. of L. F., was introduced, and is reported as follows:

In addressing the assemblage as brothers, he wished it understood that he included, in that expression, all organizations whose objects were the moral, mental and physical improvement of the laboring classes, the alleviation of human suffering, and maintaining of amicable relations between capital and labor. He said the object of this meeting was to give the people an intelligent idea of the purposes of the organization. The common belief that organization was maintained for the purpose of strikes and causing trouble between capital and labor did great injustice to the Order.

Mr. Sargent said the organization dated from November, 1873, soon after the Sputen Duval disaster on the Erie road in which a fireman was killed who left a widow and two children in destitute circumstances. The superintendent of the road sent another fireman to inform the family of the death of the husband and father. The messenger's heart was touched by the helpless condition in which he found the family; he raised money for their relief and then set to work and effected the organization, with the prime object of caring for the widows and orphans of firemen who lost their lives in railroad accidents. He related many touching cases in which the organization had carried comfort to the destitute. As it grew in years other worthy purposes obtained places in it and by its influence and teachings the character of the locomotive firemen of the country had been vastly changed. Fifteen years ago they were, as a class, intemperate and untrustworthy. To-day they are, as a class, temperate, careful, conscientious men, the owners of homes and the heads of families, and the class of service they render was of a vastly higher character. As in every other occupation, there were men among them, who became members of the Order, who did not obey its dictates, but the Order should not be judged by the course of the few. The worthy far outnumbered the unworthy and all were being improved. When railroad managers and the public understood the purposes of the Order, they would no longer look upon it with disfavor.

The meeting was one of the most important that has been held since the Atlanta convention, and the true Brotherhood spirit was exhibited, which could not fail of having a most salutary effect.

* * *

The Canadian Pacific is building 150 miles of track into Southwestern Manitoba to head off the Northern Pacific. The rivalry is entirely pacific.

FUNERAL ADDRESS.

The following funeral address was delivered at the burial of Bro. Geo. Knecht, by his former Pastor, the Rev. J. E. Freeman, A.B., now Pastor of the Reformed Church of the Good Shepherd, at Boyntown, Pa.:

Brothers, Parents and Friends:

Must I, for the first time since I left Weissport, stand here, where I have often stood, among my dear friends and acquaintances, under such trying circumstances?

Dear parents, I knew your son; children, I knew your brother; Order and Brotherhood of Locomotive Firemen, I knew your Brother. I know that the fraternal tie bound you together. As a mere boy, I knew George Knecht; he lived in my family for a year and a half.

Would it be necessary to have any witnesses, I would summon the tears of his Engineer, who said at the house of mourning, while he was weeping bitterly, "George was a good man. I will never get such a one." If I would need any other witnesses to prove his character as a man and his faithfulness as a father and friend I would call on you all present on this solemn occasion of mourning and bereavement.

He was a steady, sober young man. He was of industrious habits. Earnest and liberal in the church of his choice. Being a man of sturdy character and integrity, he was honest and trustworthy. He was a good workman, always ready and obedient.

He was your brother. He is gone; gone to that country from whose bourne no traveler has ever returned. But the Great Head Light shone on his path and track of life that he could enter his glorious destination. It is Jesus who is the light. His light is our life. He is the Head Light. We must be on the narrow track of eternal life. Here no broad gauge. That is the other road.

I know not the secrets of your Order, but let me point you to that secret which shall be made known in Heaven, "which eye hath not seen, nor ear heard, nor has it ever entered into the heart of man to conceive." This world is the ante-room. Here we may not see at all, perchance "through a glass darkly." In the Grand Lodge of Happiness we shall "see face to face" after we shall have passed the inner door. There we will learn all the secrets previously unseen, unheard, and unconceived. When found worthy these will be revealed.

Christ is the Inner Door and the Great Head Light. Run carefully around the curves of life. Not too fast. Slowly. Keep the throttle of life in the hand of faith, all ready for any emergency, so that when the last station of life is reached the Lord may receive you through the tunnel of the grave and pass you higher into the last degree of love and joy unspeakable, and full of glory.

It appears that the Legislature of Maryland has repealed the charter of the Baltimore & Ohio Relief Association, and now that railway system contemplates the formation of a new society to be known as the Relief Department of the Baltimore & Ohio. Against this new society the employes of the B. & O. are making a manly protest. They contend that it has "many objectionable features, such as medical examination before employment, limitation of age at which employment can be had, exorbitant monthly dues, small benefits to be received, and much red tape and circumlocution." The employes further assert that the company

having derived great gains from the association, is now demanding that the employes "sign a new contract containing many objectionable features" which they resolutely refuse to do. The purpose of all such Relief Associations on the part of railway corporations is chiefly to tie the employe to the road and thereby totally obliterate organizations of railway employes. The road assumes the right, under the rules of the Relief Association, to deduct dues from employes, to loan them money on mortgage, and thereby virtually own the homes of their men. The road supplies the members with medicine, physicians, hospitals, etc., precisely as was the case in old plantation times "down south," and the movement is predicated upon the hypothesis that railroad employes are incapable of taking care of themselves, and require an overseer. The Baltimore & Ohio men see this; they have been made to realize it, and at a meeting held in Chicago resolved to decline to enter into any contract of benefit or insurance with the B. & O. Railroad Company.

MR. CARROLL D. WRIGHT, Commissioner of Labor, has made an exhaustive report on the statistics of the laws relating to marriage and divorce in the United States from 1867 to 1886, inclusive. It is shown that during the period named there were granted in the United States 328,716 divorces. Illinois leads the column, having to her credit 36,072. Ohio comes next, with 26,367. Indiana stands third in the list, with 25,193. Only five states afford the means of showing with practical completeness the marriages celebrated during the period named. Connecticut reports 96,737, Massachusetts 308,195, Rhode Island 49,593, Ohio 544,572, Vermont 54,913, a total for the states named of 1,055,007. Accepting such data as the basis of calculation, the conclusion is warranted that for the twenty years ending 1886, there were 12,000,000 marriages in the United States.

We are under obligations to Burt E. Sione, Esq., Secretary of the National Steam Fitters' Association, for a copy of the hand-book of the association for 1889. The publication contains many well written articles upon subjects of importance to the members of the association, and to all who are interested in machinery operated by steam power. The motto of the association is "mutual protection, education and cooperation," and notwithstanding its first annual meeting was held in June, 1888, the association has developed strength and is rapidly growing in numbers and importance. The *Firemen's Magazine* wishes it continued growth and prosperity.

THE HARP OF TOM MOORE.

Read at the Scotch-Irish Congress, May 8, 1889,
Columbia, Tenn.

[The harp is now owned by George W. Childs, Philadelphia, and loaned by him to the Scotch-Irish Congress.]

The top of the morning to Ireland
And the Scotch-Irish Congress to-day!
All hearts respond at the banquet
When the harp of Tom Moore leads the way.
The bells of the Shandon are ringing
Their music from over the sea,
But sweeter the harp of her poet
In the mountains of old Tennessee.

The sons of the Shamrock and Thistle
Still cherish the visions of yore,
And the harp of old Tara awakens
Again to the voice of Tom Moore;
Each string, with memories sacred,
Is tuned to Liberty's key;
And the songs that float down the ages
Are always the songs of the free.

It stings of the "Exile of Erin,"
But her exiles are exiles no more,
For the Isle of Old Erin has drifted
Close under Columbia's shore.
"Where liberty is, is my country,"
Has guided her over the way,
And Columbia holds in her borders
The heart of old Ireland to day.

Manhattan and Plymouth and Jamestown
Can boast of their heritage true,
But Mecklenburg's fame is immortal
When we number the stars in the blue;
The Scotch-Irish Puritan Fathers
First drafted the words of the free,
And the speech of Virginia's Henry
Is the crown of Our Liberty's plea.

The sons and the grandsons of heroes
Who fought for freedom and right,
With joy hail the dawn of the morning—
"Mavourneen!" awake to the light!
The maidens of Lorne and Killarney
Are swelling the chorus to-day,
For true castles of Oban and Blarney
Are only just over the way.

Then welcome, a thrice hearty welcome,
To legendry, lyric and lore,
With a pledge and "Guld Hielan" welcome"
To the voice and the harp of Tom Moore;
A toast to the Shamrock and Thistle,
And sunshine both sides of the sea,
As Erin clasps hands o'er the ocean
With Columbia in fair Tennessee.

—Wallace Bruce.

THE READING.

The *Locomotive Engineer*, in a late issue, pays its respects to the Reading Railroad under the caption of "The Czar and His Serfs," in true American style. It says:

Both the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen have been complimented by the delivering up of the charters of all the divisions and lodges on the Reading Railroad. Men who will surrender every vestige of manhood and independence, and conduct their private business to suit the whims of such men as the Reading officials, can best serve any Order by getting out of it.

The Reading Railroad, from top to bottom, from first to last, from the men at the mahogany desks in the general office to the coal-pits, where half naked Huns toil from sun to sun for a pittance of sixty cents, is manned—in the main—by such things as these.

The Reading officials demand for their service

men who dare not look up and say they are free and independent men; to be sure there are a few who will, and who defy the autocrats who would disrobe them of their manhood; but the great majority are the kind of clay that fall down and lick the sweat off their master's belly, and then swear it is holy water. The service of the road shows it, their shops show it, their reputation shows it, and their business will show it.

We have not so far lost faith in human nature as to believe that people will continue to patronize a road conducted on such principles, by such excuses of men, under the orders of such slave-drivers as openly declare that they want no one in their employ except that they surrender soul and body to the service of the company.

These are not the first individuals invested with a little brief authority who have tried to make money by injustice, oppression or force, and by outraging every sense of right, justice, or humanity. Pirates used to do so, but they finally got to the end of the string. Public opinion, like the mills of the gods, grinds exceedingly slow—but it eventually gets there. In the case of the Reading it is long over-due, but it is thundering down grade—and the brakes are beyond control.

While we can hardly find language strong enough to condemn railroad officials who oppress the men under them for not conducting their private business to suit them (the officials), we have very little sympathy for the Reading men; they have not the requisite manly independence to make good Brotherhood men—or hardly good citizens. When the Knights of Labor trouble came on there, two years ago, the Engineers' Brotherhood offered themselves for service (with the approval of their officers), and became the tools with which the officers of the road knocked out the Knights; last year, when the "Q." trouble came on, the Reading Knights "got even," and the officers of the corporation, seeing that they could pit the one against the other, did so—and then fired them both.

By this process the Reading will be able to keep their men just where they want them, and, as we said in the first place, the Orders are to be complimented on getting rid of them so easily.

It is a cheering sign of the times when a publication like the *Locomotive Engineer*, of acknowledged ability, and with a rapidly increasing constituency, uses its pages and its power to properly advertise such a colossal fraud and devouring devil-fish as the Reading railroad. We invite the readers of the *Magazine* to read the article we reproduce from the pen of Editor Hill. It is in the right direction, and has the ring of pure coin.

REPORTS have it that the Inman steamer, "City of Paris," during her voyage terminating at New York, May 8, made the westward run in five days, twenty-three hours and seven minutes, being two hours and forty-eight minutes better than the best previous run, that of the "Etruria." This was the second trip of the "City of Paris." The greatest distance run in any one day was 511 miles. The run for each day was:

May 3	445 miles.
" 4	492 "
" 5	504 "
" 6	505 "
" 7	511 "
" 8	388 "

An average of something more than twenty miles an hour.

CHARLES LAPHEN.

The *New York World*, of May 15, contains the following special dispatch, dated Denver, Col., May 14:

With his body crushed and pinioned beneath his engine and his face so near the fire that it was blistered by the heat, the brave and heroic fireman, Charles Laphen, made his last will and testament. It is one of the most thrilling stories in the history of railroad accidents, and ranks with that of poor Ben Westlake, the Colorado engineer whose hand, though severed from the body, still held the lever.

Laphen was the fireman of a South Park freight train that was wrecked Monday near Bailey's Station, thirty-five miles from Denver. The train was composed of the engine and fourteen cars. A short distance above where the accident occurred a freight car was picked up, and, there being no switch, it had to be taken ahead of the engine.

Two brakemen, one of whom was Ben Hedges, were seated on this car as a lookout. A few moments later, when turning a short curve, a boulder, several tons in weight, was seen on the track. There was hardly time to signal, much less stop, the train. The engine and seven cars were thrown into the ditch. Under the engine was the mangled fireman, Charles Laphen, crushed to the ground beneath the terrible weight. He could neither move arm nor leg. Only his head was free from the debris.

The heat of the fire-box added to the terrible torture of the unfortunate man. It was impossible to rescue him, and he must slowly die in the presence of his friends, who were powerless to aid. It was suggested that water be thrown upon him, but that would not do. What with the intolerable heat he would be scalded to death.

Though slowly roasting to death Laphen did not lose his grit. "Boys," he said, "I know you can't do anything for me. I have a good constitution and may last a good while, but I am living longer than I want to, anyway."

Among the group of horrified men that gazed upon the scene was Robert Jacks, the engineer. It had been impossible for him to stop his engine. He had been knocked senseless by the collision, but reviving was brought to where his partner was dying.

The big-hearted engineer forgot his own misery and pain, and bending beside the pinioned form of his friend cried like a child. "I don't blame you," said Laphen to the engineer. "It could not be helped. Nobody is to blame. Don't cry Jacks, it's not your fault."

Never in their experience on the mountain roads did the train men witness such a scene. Engineer Jacks was not the only one who cried. They all wept.

One of the train men whom he called Mike, came to his side at his request. "Mike," said the pinioned man, "I want to make a will," and kneeling by his side "Mike" took down his last testament. He said he had property and money in San Francisco valued at about \$12,000. Of this sum he gave his brother James \$1,500 and his other brother, Thomas, the remainder. He said his father and mother were dead, but he had two rich aunts in San Francisco. "I have \$75 in my pocket," he added, "that can be used for my funeral expenses."

He made the request that the Rev. Father Carr, of Denver, preach his funeral sermon. Laphen then asked for a priest and prayed fervently. He lingered for over an hour in this horrible condition, without a word of complaint, and then died. He was conscious until a few minutes of his death. He was a member of Lodge No. 77, Order of Locomotive Firemen. The body has been brought to this city.

In the foregoing it would seem that all is said that the terrible accident demands. The cause of the accident, where and when, are

recited. The awful death of Charles Laphen is given with horrifying minuteness and the unparalleled heroism of the dying man is brought into the boldest relief. Still, there is something more to be said. Charles Laphen was a member of Rocky Mountain Lodge, No. 77, Brotherhood of Locomotive Firemen. He was a Brotherhood man. The *New York World* says "he was a railroad hero." All railroad men will claim him; all men, everywhere, in all lands and climes, who admire the qualities that go to make up heroism, as they read of Charles Laphen's death, will claim him—but in a special sense the Brotherhood of Locomotive Firemen will claim him. He was one of our boys, and don't you forget it. Is the question asked, how do Spartans die? It is only required to say "Thermopylae;" and if it be asked how locomotive firemen, members of our Brotherhood die, let the answer be, "Laphen at Bailey's Station," and then challenge all history to furnish a parallel case of heroism in the presence of horrible, appalling death. No extravagance of hyperbole reaches the case. No imagination can add to its blood curdling and soul-thrilling, fearful and solemn features.

Charles Laphen was learning railroading. He was a member of an order which seeks to supply railroads with that sort of men, and which, in that line, has achieved wonderful success. How ought such an order to stand in the estimation of railroad corporations? How ought such an organization to stand in the estimation of the public? And how ought such a railroad corporation as the Reading to stand in public estimation, which tells locomotive firemen, members of the Brotherhood, "You cannot be promoted while you remain a member of the Brotherhood?" Take the ashes of Charles Laphen's little finger, and let them stand for manhood; they outweigh such human reptiles as Corbin, McLeod, Bonzano and the rest who control the destinies of the Reading railroad and the subjugated men in their employ. Fortunately, the engineer of the train, Robert Jacks, did not lose his life. Knocked senseless, he regained his feet, and forgetting his own wounds and condition, went to the place where his pinioned partner lay, and while the fire was doing its work, cried like a child. What a text for equality! Death agonies were leveling up Charles Laphen, the locomotive fireman, and when his work was done, the fireman stood high enough to make the proudest monarch envy his exaltation. Says the account: "Laphen did not lose his grit." No martyr ever looked death squarer in the face, nor more composedly. He said, "Boys, I know you can't do anything for me. I have a good constitution and may last a good while, but I am living longer than I want to, anyway." Yes, fire and torture were doing their work, slowly.

creeping up to his vitals. Minutes must have seemed like centuries. In this agony, Laphen's soul triumphed throughout. He quietly made his will. "I have \$75 in my pocket that can be used for my funeral expenses." Courage to the last. His Lodge would have buried him, but no, thoughtful of his brethren he provides for the funeral, and then naming the priest he desired to officiate at his funeral he prayed fervently, and having lingered for more than an hour in indescribable agony, passed on and up to his reward.

It is painful to record such deaths as that which befell our brother fireman, Charles Laphen, and yet, in such deaths human nature expands to colossal grandeur. Such deaths, such heroism, ought to teach and do teach lessons of incalculable value. They multiply horrors and become monumental.

THE Court of Appeals, of Kentucky, affirms a verdict for \$3,000 in a case where a woman took a train to ride to her home, having purchased a ticket for that purpose. The train passed her destination without blowing a whistle; she asked to be put off at her destination, but the conductor refused, offering to take her on to the next station; she then got off the train, the conductor not offering to assist her in any way, and his voice and manner to her being rude and insulting; she walked back about a mile to the station to which she had purchased her ticket, carrying a bundle and valise; her route lay through an uninhabited country, and, as a result of the walk and excitement, she was sick for several days.

REV. JOHN R. PAXTON D. D., is making a robust effort to get Jay Gould to join his church—Presbyterian—and said to be one of the wealthiest congregations in New York. Mr. Gould has got so far along as to be the owner of two pews, and now attends the church regularly. But should Mr. Paxton say to Mr. Gould, "If thou would be perfect go and sell that thou hast, and give it to the poor," the probabilities are that the great financier would say, "The bears are on top, and for selling, I think it would be better to wait for a rise."

THE Chicago News of April 9th says that "About seventy clerks employed in the statistical department of the Burlington Road have been discharged, and Vice President Stone says a policy of retrenchment is to be adopted. Business has been very bad, and the outlook for the future is not good." The real fact is, that the C., B. & Q. is about in the condition of the old Yankee, who in trying to get credit, said his "neighbor owed him \$20 for pasturing his cow next summer."

TO MAGAZINE AGENTS.

Let it be understood once for all that all subscriptions for the *Magazine* must come to the Grand Lodge through the *Magazine Agent*. For the purpose of simplifying matters and to avoid confusion, the forms of blanks are provided and should be used.

One blank is for members of the Lodge, and such subscriptions are charged to the Lodge under the provision that every member of the Order receives a *Magazine*.

Another blank, which is white, is provided for subscribers who are not members of the Order. It is easily seen that unless these subscriptions are kept separate, confusion is introduced which grows worse as it proceeds.

Lodges are responsible only for subscriptions sent in by the Magazine Agents, hence the *Magazine* will be sent only to such persons as the Agents authorize.

If at any time, from any cause, a members' blank is used for a subscriber, not a member, opposite the name should be marked "subscriber."

THE *Magazine* is in receipt of information from Boston Lodge, No. 57, that the anti-Pinkerton bill, before the Massachusetts Legislature, has a fair show of becoming a law, and we are also informed that the Lodges, east of New York, which we think should be profoundly interested in the passage of this bill, are showing an indifference, of a most discouraging nature, to its fate. By showing a bold front, by being active and energetic, anti-Pinkerton legislation can be secured in all the states. That these things should be permitted to overawe workmen, and shoot them down with impunity is a disgrace to the age, and it is to be hoped that our brethren of all Eastern Lodges will wake up to the importance of the subject and push the bill through the Massachusetts Legislature.

THE *Denver Patriot* says "the receipts of the Grand Lodge of the Brotherhood of Railroad Brakemen at Galesburg for the quarter ending February 28, 1889, was \$70,624.32. Two hundred and ninety lodges furnished this sum and the largest amount sent in by any lodge was \$1,558.72. This was from No. 160 located at Philadelphia. During the same quarter the Grand Secretary and Treasurer disbursed \$66,600 from the beneficiary fund alone." The B. of R. B. is a mighty live order, and we hear of its success with unqualified satisfaction.

It goes the rounds that \$300,000,000,000 about represents the value of the railroads of the world. That is placing a higher value on water than has been known since the deluge.

UNION MEETING AT BLOOMINGTON, ILL.

On May 23d, a grand union meeting was held in the city of Bloomington, Ill., under the auspices of the Brotherhoods of Railroad Brakemen and Locomotive Firemen. The Bloomington Daily Leader, of May 24th, gives an extended notice of the public meeting of the Orders. The Leader says, "the Opera House was filled last evening with the friends of the railroad men, it being the Brotherhood's open session. De Molay band furnished some excellent music, and on the stage were noticed Chairman Patrick H. Morrissey, Hon. L. S. Coffin, Messrs. Frank P. Sargent, S. E. Wilkinson, Grand Masters of the two Brotherhoods, Mayor J. R. Mason, Revs. J. W. Dinsmore and J. L. Jackson, and William Ryan." The meeting was called to order by Mr. Morrissey, a member of the B. of R. B. Prayer was offered by the Rev. Mr. Dinsmore, and Hon. J. R. Mason was introduced, and delivered the opening address. The mayor was received with generous enthusiasm. He said:

It is a pleasure to welcome the representatives of such organizations. * * * They may present a rough appearance as they come in after an all night's run, but go with them to their homes, and see the love and thought that displays itself there. I should like to see so grand a meeting as all the steam workers and railway brakemen in one grand convention. I am glad to welcome all whose objects are to lift men up. We see men now in the manager's chair who twenty years ago twisted the brake or fired the locomotive. True grit, a fixed purpose, and a determined spirit is what elevates men to power and influence. The mayor referred in a modest way to his own experience as a railway employé. Twenty-four years ago this spring he beheld Bloomington for the first time from the top of an Illinois Central box car, and my brief career in that capacity taught me to look upon the railway employé with only feelings of friendship. My experience was a sad one, for my partner was killed between two cars, and it was my duty to care for him until he died, which was but a few moments, and to convey to his mother and sister the last words of farewell from his dying lips. It was in this single instance that I learned the loyalty in the brakeman's heart. The city extends you a cordial welcome, and is interested in your proceedings.

At the close of the mayor's address, Hon. L. S. Coffin, of Fort Dodge, Iowa, a railroad and warehouse commissioner of that state, was introduced. He is known as the "railroad man's friend," and his remarks were listened to with undivided attention. Among other things, Mr. Coffin said:

Since the railway was first invented there has been no improvement in the link and pin and the hand brake as now used on freight trains, and by these bungling appliances over 2,700 of these brave boys are killed every year, and over 20,000 more or less, are crippled for life. Of the 2,700 two thirds are killed away from home, thus rendering a severe shock to the family. About one passenger is injured to ten employés, and one passenger is burned from the car stove to 10,000 employés. Let one passenger be fatally burned by this means and every paper in the land will set up a terrible cry about the deadly car stove, and every sort of a safety heating apparatus will be tried in the passenger coach, but did you ever hear a newspaper argue for a safety

heater in a caboose, or demand a new coupling pin or brake for the freight train to insure the safety of these brave and faithful employés? Never.

At the close of Mr. Coffin's address, Bro. F. P. Sargent, Grand Master of the B. of L. F., was introduced, and referring to the Brotherhood of which he is chief executive, said that "the Brotherhood aims to make better and nobler men of its members, and its aims are all that is good. It teaches its members to do as they would be done by, to love their mother, their family, to be sober, industrious, and while to the world his exterior may be rough no, truer heart beats than that of a railroad man." Mr. S. E. Wilkinson, Grand Master of the Brotherhood of Railroad Brakemen, was introduced and made an interesting address. During a second meeting of the Order, held on the 24th, the following resolutions were adopted:

ON COUPLINGS.

WHEREAS, As long as men are compelled to go between the rails and between the ends of cars to couple or uncouple them, there will be the ever increasing and fearfully long list of casualties now so common from the use of the old link and pin coupling, and

WHEREAS, The continued use of the old hand brake for controlling freight trains causes the death of hundreds of train men every year, and

WHEREAS, It has been demonstrated beyond all further question that automatic safety couplers and power brakes are as practically applicable to the freight as to passenger cars. Therefore be it

Resolved, By this union meeting of brakemen, firemen, switchmen and conductors, this 24th day of May, 1889, called for consultation by Bloomington Lodge, No. 40, B. of L. F., and the Ed. F. O'Shea Lodge, No. 62, B. of R. B., Bloomington, Ills., that we respectfully petition the Honorable Board of the Inter-state Commerce Commission, Hon. Judge Cooley, chairman, to earnestly take up this matter of danger and exposure to train and yard men by the longer continued use of the old form of coupling and braking on freight cars, and recommend that congress shall require, by proper laws, that all cars entering into Inter-state commerce be equipped with some uniform safe automatic coupler and brake as speedily as consistent with a proper regard to the ability of the railroads to do this.

Resolved, That as every man prizes his limbs and life above dollars and cents, so we ask railroad commissioners, both state and national, and legislators, state and national, to regard the limbs and lives of railway employés above the money they earn for transportation companies; therefore the cost, which is not great, should not be considered as an obstacle in requiring safety appliances.

This has our hearty approval and endorsement.

F. P. SARGENT,
Grand Master B. of L. F.
S. E. WILKINSON,
Grand Master B. of R. B.

ON SUNDAY LABOR.

WHEREAS, The Sabbath was ordained for man, and

WHEREAS, All history shows the best state of society and the highest and best civilization when the hours of Sabbath were devoted to rest and a relief from labor, therefore, be it

Resolved, That we, as railroad employés, ask of the general public to forego Sunday travel on railroads, and the demanding or requiring managers of railroads to run Sunday trains for freight traffic, to the end that we, who are willing to give six days and nights of our time to the faithful service of the public and to our employers, may

have the hours of the Sabbath with our families at our own command for the great good and comfort to ourselves from being at home with our families and for church, Sabbath school and other privileges the Sabbath is designed to bring to us.

Resolved, That we tender our sincere and hearty thanks to those presidents and managers of roads who have recently issued orders curtailing Sunday work, and we most respectfully ask all other managers of roads to follow their example.

Resolved, That, as workingmen, we feel that we can do better service during the six days of the week when we are permitted the rest and recuperation the Sabbath was designed to give us.

Resolved, That we, as railway employes, pledge ourselves to be of the best possible service in our power to the several railways which employ us, and to regard the interests of our employers when they show an interest in our best welfare by giving to us the best possible safety appliances and as much of Sunday rest as the exigencies of railway transportation will admit.

This has our hearty approval and endorsement.

F. P. SARGENT,
Grand Master B. of L. F.

S. E. WILKINSON,
Grand Master B. of R. B.

The foregoing indicates very conclusively that the Union meetings of the Orders of Railway Employes, are growing in interest and importance, and that they all have interests in common which continued and united action can promote. As final action, the following resolutions were also adopted:

Resolved, That the sincere thanks of this meeting are due to His Honor, J. R. Mason, mayor, of Bloomington, for the courteous welcome extended us on behalf of the citizens of Bloomington; to Revs. J. L. Jackson and J. W. Dismore, and Mr. L. S. Coffin, for their presence and efforts in our behalf; and to the citizens of Bloomington for their liberal attendance and interest shown in our open session, believing it indicates an awakening interest in the welfare of railway employes by the public at large.

Resolved, That the thanks of this meeting are extended to the ever generous officials of the Alton road for the transportation placed at our disposal; to Mr. W. W. Hunter for the beautiful gavel and slab presented to us; to Grand Master F. P. Sargent, B. of L. F., and Grand Master S. E. Wilkinson, B. of R. B., for their presence and the kindly instructions given us; to the committee of arrangements for the complete arrangements and untiring efforts made for our reception and entertainment; and to the press of Bloomington for courtesies received.

Resolved, That a copy of these resolutions be sent to the press of Bloomington and to the official organs of the different railway organizations for publication.

C. N. TERRELL,
J. TURPIN,
JOHN KIRK,
Committee.

* * *

MR. JAY GOULD and his well trained subordinates, have recently made a tour of inspection over his vast railroad properties. Mr. Gould laments the tendency to hostile legislation, but finds generally, that business has improved, as for instance, the Missouri Pacific, shows up from \$40,000 to \$50,000 a week increase over last year, or, say \$2,500,000 gain for the year. Mr. Gould sees in the tendencies of the times, the swallowing up of all small lines by the big ones, and when the swallowing time comes, it goes without the saying, that Mr. Gould will swallow his share of the small fry.

NEW INSURANCE POLICIES.

At the Minneapolis convention, a new series of insurance policies was ordered to be issued, and all the old policies were ordered to be surrendered. The old policies were declared dead, null and void, and each policy holder was required to provide himself with a new policy. To carry out this order, blank slips were at once forwarded to all Subordinate Lodges, in number corresponding with the number of members of the Lodge. These blank slips were to be filled out by every member of the Lodge and forwarded to the Grand Secretary, who, under the law, was to fill out an insurance policy in accordance with the slips and forward the same back to the Subordinate Lodge, when it would be properly signed and sealed and placed in the possession of the member entitled to it, upon his surrender of the old policy.

In numerous instances these slips have not been returned according to law, and, as a consequence, there are a number of the dead, null and void, old policies, still outstanding.

In all cases, where members have not received their new policies, they should lose no time in filling out a slip properly, and sending it to the Grand Secretary for a new policy. If the Lodge, from any cause, is not provided with slips, the Secretary should at once inform the Grand Secretary, and upon application, they will be promptly forwarded.

In every case where a new policy is issued the old policy must be taken up and destroyed before the new policy is delivered.

We give this timely warning, and we urge upon members to regard it. It is given in their interest, and if disregarded and trouble should arise in consequence the fault will not rest with the Grand Lodge. We have repeatedly notified the membership, and in this regard have done our duty. We hope all interested members will act promptly in this matter.

* *

A RAILWAY tunnel, under the St. Clair river at Port Huron, is now in process of construction by the Grand Trunk Railway Company. The tunnel, as finished, will consist of 2,500 feet on the American side, 2,200 under the river, and 4,000 feet on the Canadian side, and its estimated cost is \$2,500,000, although well-informed men predict that it will cost \$5,000,000.

* *

SAM JONES claims to have converted 1,200 persons during his campaign in Los Angeles, Cal. We are inclined to the opinion that Sam ought to divide the honors with Col. Howard, Chief of the B. of R. C., who has been doing a large converting business in the ranks of railway conductors.

THE FIREMEN'S MAGAZINE.

A bound volume of the *Locomotive Firemen's Magazine* for 1888 is before us. The volume is bound in morocco, gilt edged and handsome. Editor Debs has the reputation, not only in his own order, but among railroad men in every part of this great country, of saying just what he honestly thinks ought to be said, regardless of who it pleases or displeases. Careful not to wrong any man, he fearlessly defends the right, and denounces the wrong, without caring who is hit or missed, so long as it is the right ones.

The *Magazine* is the best family magazine published for railroad men; it contains ringing editorials on the live subjects of the day, of interest to the head of the family, and gives advice that can be safely followed; it has an interesting mechanical department, in which practical railroad subjects are discussed, and a woman's department, equal if not better than that of any metropolitan magazine.

Presuming that bound volumes are for sale, we would say that no one interested in labor subjects can afford to miss the chance of preserving the honest, able and eloquent opinions expressed in the editorials of the *Magazine*, from the pen of so fearless a champion of right as Eugene V. Debs.—*Locomotive Engineer*.

Such complimentary words from such a paper as the *Locomotive Engineer* have a significance and a value reaching far beyond mere personal pride, however agreeable they may be in that line. We accept and value them as meaning, in a special manner, that the *Firemen's Magazine* is worthy of the support and patronage of every Brotherhood Fireman; that it is a publication they ought to support, and leave no honorable means untried for extending its circulation.

* *

The *Railroad Gazette* has an excellent article on "Red tape." Red tape means circumlocution, routine, as distinguished from directness, and when carried to an extreme is ridiculous, and excites derision. There should be order, method, regulation, in all business, but in cases of emergency if the right thing to be done has to await the slow and toilsome process of redtapeism, serious consequences are likely to follow. As an illustration, the *Gazette* introduces the following:

In a certain yard a track used for cabooses was so near an adjoining building that a certain style of caboose, of which a dozen new ones were lately put in service, came in contact with the roof of the building and suffered damage. Every one of these cabooses, which was pushed far enough down on the track, encountered the roof and had to go to the shop for about \$10 worth of repairs. The first one smashed was reported to the yard master, and he reported the case to the local agent; thus far the routine was all right. But the next report went to the engineer of buildings; and as the offending roof was on a private owner's building, off the company's premises, this officer took little interest in the subject. In the meantime another caboose was put upon that track one dark night and necessitated repair bill No. 2. After awhile the local agent reported to the division superintendent. This superintendent happened to be one who meant well, but whose red tape was all of his own make and not very effective; but after two or three attempts, the owner of the troublesome roof was seen and the projection cut off, but not until the third caboose had run against it. Here

was a case where several kinds of red tape was needed. First, station agents and yard masters ought to have received written notice when the wide cabooses were put in service. There being but a few of them and the obstruction being near the inner end of a spur track, it is perhaps not to be wondered at that the yard master made the blunder of not ordering them kept off that track. The local agent ought to have known at once what office the report should go to. If he had no authority to negotiate with the owner of the building, he should have been able to set the right officer on the track immediately. The officer to whom the report was wrongfully sent should have been drilled in a routine that would have led him to either turn that letter over to the proper official or else send it back to its writer without any delay. All concerned should have known when to use the telegraph and when to request a telegraphic acknowledgment of a letter.

It is doubtless true that redtapeism has much to do with the accidents and troubles which beset railroading in this country. It takes too long to find the man in authority, the man who dares exercise discretion. Orders and instructions have to take such a circuitous route, that waiting throws everything out of gear, and it is not until the mischief has occurred that a remedy is found. Redtapeism carried to extremes is fruitful of endless troubles. Once started it grows, becomes more aggravating, and invariably secures the contempt of its victims.

* *

WORD comes from Bonanza Lodge, No. 194, that its members have been imposed upon by brotherhood firemen, who visit Missoula on the Northern Pacific Railroad in search of work, and when it is secured for them, in a number of cases, they have worked for a short time, and then, without cause, or, no cause at all, have demanded their time, received their money and quit. In one case specially referred to, a fireman worked till he earned \$75. He then drew his money, went on a big drunk, and when finally he left town he had only \$3.50. To help such men to find work, with such results, is exceedingly annoying, and what is still worse, their conduct is well calculated to create such feelings of opposition, that when a really meritorious brother is in search of work, his chances are rendered more precarious by the unpleasant experience of those who have been deceived. There have always been imposters, nor is there any good reason to hope that the tribe will be immediately reduced in numbers. But when found out, they should at once be driven from the Brotherhood. There are good men in search of work—and that such men should suffer for the wrong doing of others is deplorable. It is to be hoped that the Lodges generally have escaped the annoyance that has fallen to the lot of 194, and that the number of imposters who are traveling with the endorsement of the Brotherhood is small, and that by vigilance it may be rapidly reduced.

A CIRCULAR.

We have received the August circular of the Order of Railway Conductors, over the signature of Wm. P. Daniels, Grand Secretary of the Order. In this circular we find the following:

Information has been received at this office that members of the B. of L. E. and of the B. of L. F., are acting as "spotters." It behooves members to be on their guard. Three members of the Order have lost their situations for passing engineers or firemen within the last few weeks, and in two cases it is known positively that the men who were passed were the ones who reported it.

To start out, we brand the statement that members of the B. of L. F., "are acting as spotters," maliciously false. The purpose of the statement is easily seen; it is to saddle upon the Brotherhood of Locomotive Firemen, the insufferable stigma, of favoring or permitting its members to play the role of spotter, than which nothing is more foreign to its principles and laws. The secret circular seeks to stab the Brotherhood in the back and in the dark, and is designed to arouse suspicions that every locomotive fireman, member of the Brotherhood, is an indescribable sneak and scoundrel, who would, while receiving a favor at the hands of a conductor plot his ruin. If Mr. Daniels tells the truth, let him name the fireman who has played traitor to friendship, and if he is a member of the Brotherhood he will be ignominiously expelled.

It will be noticed that the charges made in the circular are vague. These conductors have lost their situations for passing *engineers or firemen*. Which? The conductors knew, why not state the fact. If engineers, say so; if firemen, say so. Why "engineers or firemen"—possibly neither, or if one or the other, they may not have been members of either Brotherhood. The conductor passing them could have known their names, could locate them, and now, if the statement is not a bold, bald fabrication, let the names be given. If a fireman was guilty of such an act as the circular charges, he is simply a scoundrel, a depraved wretch, and if found out and found to be a member of the Brotherhood, he could not remain in it a day, and this *Magazine* would take special pleasure in publishing the name of the villain.

We ask Mr. Daniels to specify. If he knows of a fireman guilty of the base conduct he charges, give the name, the place, the date, and we will help hunt him down, expose and exorcise him.

Stabbing in the dark is an outrage and is a poor way to gratify personal spite. In all such matters the demand is boldness, daylight work. A spotter is a human reptile, and no honorable man will engage in the dirty business, and the O. R. C. cannot more heartily detest such cattle, than does the Brotherhood of Locomotive Firemen.

BEER FOR THE MILLION.

The *Western Brewer* furnishes some interesting statistics relating to the brewing and consumption of beer in seventeen of the largest brewing cities of the United States as follows:

Cities.	1887. Barrels.	1888. Barrels.
Albany	377,442	378,252
Baltimore	409,611	457,773
Boston	867,294	872,882
Brooklyn	1,394,419	1,328,648
Buffalo	428,584	447,070
Chicago	1,228,843	1,331,631
Cincinnati	1,077,750	1,067,458
Cleveland	306,587	293,311
Detroit	249,650	256,163
Milwaukee	1,273,811	1,322,048
Newark	892,900	911,337
New York	4,215,518	4,239,207
Philadelphia	1,410,421	1,318,223
Pittsburg	281,441	267,611
Rochester	318,219	373,489
San Francisco	398,169	459,558
St. Louis	1,378,133	1,469,057

If this ocean of beer costs five cents a glass, then in that case the beer drinkers of the cities named paid out for the beverage for the two years named, about \$485,000,000.

* *

A NEW conspiracy against the life of the Czar has been discovered. It was among the military officers and had extensive ramification through the army. Several hundred conspirators have been arrested, and the cable reports have it that the Czarina is completely unnerved by the discovery. How the Czar himself feels about it is not reported.

We who have the power of curing evils of government by the peaceful agency of the ballot can have no sympathy with conspiracies against the lives of public officials, nor conspiracies of any kind that aim to accomplish their objects by means of violence. If we suffer from bad government the fault is with ourselves, for the remedy is in our own hands. But in a country like Russia, where the Czar is autocratic, and refuses his people a constitution to govern himself as well as them, there is but one remedy, and that the conspirators of Russia have adopted. Not only is it the best way, in that it involves the lives only of the crowned criminal and of those who make the voluntary sacrifice, but it is the only way. Civil war would be sanguinary and hopeless, while regicide is economical of human life and if pursued as a policy will make an autocratic throne too dangerous to be enjoyed.—*Henry George in N. Y. Standard.*

A great many people deplore the frequent attacks upon the life of the Czar, the Russian Bear. But this autocrat does not hesitate a minute to take the lives of any number of his subjects who dare intimate that they desire liberty. If all tyrants could be made to pass in their checks without a day's delay, it is quite possible that constitutions would take the place of autocratic decrees.

* *

THERE are beds of anthracite coal in Rhode Island, and the Worcester Steel Co., of Worcester, Mass., will, in future, draw its supplies from the Rhode Island field instead of Pennsylvania. If it were possible, the country should boycott the rascally Reading corporation until its Russian methods of conducting its business are abandoned.

A NEW NAME.

Under the caption of "A New Name," the *Locomotive Engineer* has the following:

The Firemen's Brotherhood is composed of engineers, firemen and hostlers, and, in many Lodges, there are as many engineers as there are firemen, so that the name, Brotherhood of Locomotive Firemen, is misleading and unsatisfactory.

The *Magazine*, the official organ of the Order, proposes a change in name to Locomotive Enginemen, Locomotive Men, or some name that will cover the three classes entitled to membership. Locomotive Enginemen is a little cumbersome, and is as much too broad in its scope as Firemen is too narrow; and Locomotive Men might reasonably include machinists and wipers.

We are inclined to think a change would be beneficial if a good name were selected. A quarter of a century ago, when the engineer's brotherhood was organized by W. D. Robinson, he called it the Knights of the Footboard; but some influence, with a love for long titles, soon got it lengthened into Grand International Brotherhood of Locomotive Engineers.

While we believe in leaving knights to the chess board, the queen's garter and the history of the sixteenth century, there is something modern, inspiring and fitting in the word "Footboard;" it is the deck of the locomotive, where the engineer, the fireman and the hostler stand while on duty, and where no other employé does stand; it covers the three classes entirely, and includes no outsider, and as these three co-employees are brothers, why would not "Brotherhood of the Footboard" cover them all, and be preëminently the proper name?

Let the Firemen's order become the Brotherhood of the Footboard. Let them preserve, respect and live up to their grand motto of Benevolence, Sobriety and Industry. Let them disband their grievance committee, and thereby two-thirds of their grievances, and put their striking power into the hands of the grand officers.

Let them establish higher standards of membership—expel men for drunkenness before, rather than after, they have been discharged by the master mechanics. Let them establish Lodge room discussions, buy books and models, seek instruction, court examination, and offer to railroad companies better posted, better selected and more reliable men from the ranks of the Order than can be secured outside of it, and they will have found a practical solution of their dream of federation; for in ten years the Brotherhood of the Footboard would soar above orders with any other foundation, just as an eagle soars above a toad.

Few men are better qualified than the editor of the *Locomotive Engineer* to suggest a name, and for brevity and significance "Brotherhood of the Footboard" is likely to have a large following. The indications now are that a new name will be adopted at no distant day, and we doubt not that the "Brotherhood of the Footboard" will be nominated with favorable chances of adoption.

* *

L. O. GODDARD, in the *April Century*, in writing of Railway Relief Associations, says: "Seeing as we do the many lines in the country grouped into large systems, whose ownership will no doubt remain stable in years to come, permanence of employment and stability of position is easy to be guaranteed, and the corporations can now better secure their own rights and strengthen

themselves against the encroachments of the public by drawing their employes more closely to them, showing that paternal care and solicitude for them which tend to establish good feeling and community of interest." The corporation proposes to "strengthen themselves against the encroachments of the public." What encroachments? In what way does the public imperil railroad corporations that they can escape, by "drawing their employes more closely to them." What self-respecting railroad employé wants the "paternal care and solicitude" of a railway corporation? Such language used towards an American citizen, is to the last degree degrading. It is the old plantation talk, when, throughout the South, the black flag of chattel slavery floated everywhere—and the slave-pen and the auction-block constituted labor markets. Workingmen, railroad employes want no "paternal care" exercised over them by their employers. It is the old serf talk of Russia. It ought never to be heard in America. The animus of the business is disclosed by the corporation parasite, who referring to two corporations that have established relief associations, says, "the employes are rapidly leaving the local benevolent association; they find they can insure themselves, with the aid of a solvent and powerful company, for much less money than in the thousand and one local lodges, whose solvency depends on the honesty of a secretary or a treasurer." Here is disclosed the purpose of the corporations, which is to break up organizations of railroad employes. Employes who do not see this are blind.

TAYLOR LODGE, No. 175.

During our visit to Newark, to attend the trial of Adkins, the embezzling Receiver of No. 175, we had the pleasure of meeting with the Lodge, and a more devoted, loyal and energetic body of firemen cannot be found. Few Lodges have had a larger share of trials to test their fidelity, their fealty to conviction and obligation, but such ordeals have only served to make them more courageous. They will not yield to adversity. Their motto is "Up, and at 'em." Like the trained hunters of the olden time, nothing discouraged, they "pick their flint and try it again." Taylor Lodge will do to "tie to," you bet, and with such men as Hickerson, Callahan, Hogue, Stone and others of the same type, No. 175 is bound not only to overcome every adverse circumstance, but to grow in numbers and influence.

* * *

A GEORGIA Sheriff, armed with a writ attached a railroad train by chaining the engine to the track, but when informed that Uncle Sam's mail bags were aboard, he just let her go, Gallagher.

PLEASANT MEETING AT CONNEAUT, OHIO.

On June 12th Grand Master Sargent held a meeting with switchmen, brakemen and firemen at Conneaut, Ohio. This union meeting, which was of special interest, continued for an hour and was addressed by Bro. Sargent. After the union meeting adjourned a closed meeting was held by Nickel Plate Lodge No. 337. During the proceedings, and at about 10 o'clock, a delegation of about fifty ladies, the wives, mothers, sisters and sweethearts of 337 came to the Lodge room, headed by Mrs. C. A. Wilcox. The meeting, as in duty bound, promptly adjourned to receive the ladies and to extend to them the freedom of the hall. Rarely has it been the good fortune of the Grand Master to see so many beautiful women at a glance. It was apparent that they were on a mission of love, of kind regard, and that some testimonial of their esteem was to add still another charm to their smiling presence. Mrs. Wilcox was orator of the occasion and in words of liquid music presented the Lodge, on behalf of the ladies, with drapery, beautifully ornamented and painted, for its charter. It was the work of the ladies, and therefore thrice valuable to the members of the Lodge, and it will be cherished as a beautiful souvenir of the ladies' regard for the Lodge. Brother Sargent, on behalf of the Lodge, accepted the present, and seldom has the Grand Master had to face so many bright eyes in such close proximity to the rostrum. Following this pleasant ceremony, the members were invited to follow the leadership of Mrs. Wilcox. The invitation was obeyed with that faith which is "the substance of things hoped for," and sure enough, the boys were led into a banqueting room, where the viands were such as to tempt the most fastidious palate. It was a complete surprise; not one of the boys had had an intimation of it from any one, and it was therefore the more enjoyable. Supper over the happy company returned to the hall, where, *ad interim*, the carpets had been removed and where music was in waiting for the merry dance. Tripping feet soon responded to the music, and the dancing was under full headway when Bro. Sargent took his departure, at 12 o'clock, retiring to the delicious strains of Prof. Thompson's orchestra. It is useless to say the occasion was one of unalloyed pleasure.

* *

THE Canadian Government is awakening to the insufferable stigma of being the refuge of American rascals, and a bill has been introduced in the Dominion Parliament which, if it passes, will effectually rid Canada of American boddlers. Prof. Weldon said, in responding to a question referring to the object of the bill:

"It is to clear Canada of the horde of American

criminals now finding a refuge within her borders. I, as well as every respectable man in the Dominion, am suffering with the facility with which a thief, or blackmailer, or briber, or embezzler, can find a refuge here. I go to a hotel, and the chances are that my name on the register is preceded by some well-known American boddler or defaulter. In the dining-room the chances are that I am put at the same table with this thief. I ride beside him on railroad cars; he sits in the galleries of this house and mixes with my family and friends; he lobbies in the halls of legislation; he is omnipresent, leers into your face and obtrudes his unsavory personality and worse character at every turn you make; he occupies a box at the theater while you sit in the stalls; he obtains control of important manufacturing industries and becomes a director in corporations chartered by the Dominion or provinces; he is a social Pariah, a national disgrace, a menace to our institutions, and a temptation to our clerks, our business men, our cashiers, our bank officials and our children to do wrong and live in luxury on the other side of the line, safe from pursuit and punishment."

The Canadian legislator sized up the business magnificently, and thieves and embezzlers are frightened. But should they be driven out of Canada, it is not probable that one in a dozen of them would ever be punished. "Influence" would shield them. As a general proposition, every law in the United States has a "technicality," and if a villain of any grade has the funds, the technicality can be found, and out he goes. It is this technicality business that sends a great many cases to Judge Lynch's court, where mistakes are seldom made.

* *

THE *Indianapolis Journal* remarks that "under new regulations on the New York, Susquehanna & Western road, employés are restricted to one pass a month, and their wives to but one pass a year. A few years ago an Indianapolis line refused to give any employé or member of his family free transportation, but the road was the loser in the end, and with a change in the management this close-fisted method of doing business was dropped. The friendly relations between the present management and the employés is doubtless one of the causes of the increasing prosperity of the road." Shrewd railroad managers, long since learned, that for every act of courtesy extended by them to their employés, was an investment that paid wonderfully large dividends. Such managers, are not only students of human nature but of a philosophy, the mastery of which has been productive of incalculable benefits and felicities. When an employé works a day for his wages, and receives it, no question of kindness or gratitude is involved, any more than there is between lender and borrower, when principal and interest have been paid. Honors are even. But when a man accepts a favor, if he is not an ingrate, he feels the weight of the debt of gratitude, and he may pay it a thousand fold, and still believe the obligation is not cancelled.

GRAND MASTER SARGENT.

The *Magazine* makes no apology for referring to the enviable position occupied by Grand Master Sargent of the B. of L. F. Untiring in his devotion to the interests of the Order of which he is the chief executive, observant and sagacious, cautious and conservative, neither premature nor presumptuous in his acts, he has won his way from a fireman in the cab, to his present position in the B. of L. F., and to that responsible office of President of the Supreme Council of the United Orders of Railway Employés, and certainly, while such honors must be fruitful of pleasant meditations on the part of Bro. Sargent, we regard his election to the chief executive office of the Supreme Council, as a compliment to the Brotherhood of Locomotive Firemen. That he will do his duty fearlessly there need be no doubt on the part of those who have a right to expect good results from federation.

* *

THE man in this free land, where the race for success is open to all, who by word, or pen, or act, incites, or seeks to incite hostility and strife between labor and capital, is an enemy to labor, an enemy to capital, an enemy to his country, an enemy to mankind. Labor is helpless and foodless without capital to furnish it employment. Capital is dead and worthless without the aid of labor to make it remunerative. Labor and capital are complements of each other—together they form the perfect arch, complete in symmetry and strength; separated, each is only the broken, weak and useless fragment of the arch. From the creation of man down to the present time competition has been the life of trade and the soul of progress. It gives inspiration to effort, arouses ambition, quickens invention and nerves a man for endurance in life struggles. Combinations and aggregations of either capital or labor formed for the purpose of throttling competition, and controlling the price of either labor, or the commodities and products produced by labor, are hurtful; and hurtful not only to the individuals immediately affected but to the community at large and to the nation.

Hon. Jno. M. Butler, of Indianapolis, is credited with the foregoing utterances. They are taken from a speech delivered April 30th, 1889, the anniversary of the inauguration of the first president of the United States.

In a certain sense "the race for success is open to all." The idea is embodied in constitutions, but it is often throttled in statute. It is very pretty to talk about "this free land," but if Hon. Jno. M. Butler will read the report of the congressional committee, charged with the investigation of labor troubles in Pennsylvania, he will be profoundly impressed with the fact that the anthracite coal region is not a part of "this free land." He will find that it has been Russianized and that as foul a despotism as ever cursed any country prevails in that poor benighted region.

The talk about "hostility and strife between labor and capital" is an old chestnut, as antiquated as any clownish quip known to circumsdom. Since the world began, labor

was never hostile to capital. Capital is born of labor, it is the child of labor. There never was a man since the day Adam began to tend the garden of Eden, that has sought to "incite hostility and strife between labor and capital. As a result, no such "an enemy," as Mr. Butler's imagination creates, "to labor, to capital and to mankind" ever existed. The enemy, Mr. Butler talks of is a spook; a goblin, dressed up and made to do duty on occasions, when orators at a loss for argument, seek to tickle the ears of the people with thread-bare platitudes totally unworthy of a first class demagogue.

Capital, as Mr. Butler remarks, to his own discomfiture, "is dead and worthless without the aid of labor," but when Mr. Butler says, "labor is helpless and foodless without capital," he makes a mistake, so utterly baseless, so foreign to fact and experience, so destitute of that ordinary common sense so prevalent now-a-days, in the ranks of workingmen that there is nothing left to redeem it from ridicule. Mr. Butler, like many others, whose profession it is to *spout*, has yet to learn the difference between capital and a capitalist. It may not be to his interest to learn the difference, or if learned, to state it. Capitalists are the men who pay lawyers large fees, and lawyers would have to be something more than human if they were not influenced by incomes. A capitalist is a man who has capital, who uses capital, wields capital. Some capitalists are just men, honorable men, who use their capital in a way to merit approval. Others there are, who pursue just the opposite course—they deny labor its just share of the capital it creates—they degrade labor, they clothe it in rags, they starve labor, they shelter it in dens, and thus it happens that labor is often in a state of hostility and strife with capitalists, but none with capital.

* *

THE B. of L. E. *Journal* for June, has an article under the caption of "A Senator's Honor," in which the Legislature of Illinois, or certain members of that august body, are censured for failing to pass a bill providing for the examination of engineers. Some how the Illinois Legislature concluded that "strict neutrality" would be the thing to adopt, and as a consequence the members of the Legislature declined to *federate* on the bill. In all such matters it is best to be philosophical.

* *

THERE is a small rumpus on the B. & O. relating to dividends. It is claimed that from 1882 to 1887, both inclusive, \$7,220,731 was earned for dividends, and only \$6,200,339 paid, and experts are trying to find out what has become of the difference, \$1,041,392. Perhaps it went into the B. & O. insurance fund.

A MOVEMENT is on foot to build steel freight cars, and designs have been prepared. It is held that they will be greatly superior to the wooden structures.

* *

MR. CALVIN S. WHEATON, G. C. C. of the O. of R. C., has ceased being editor of the *Conductor's Monthly*, and Mr. Evans H. Belknap, of Galesburg, is Mr. Wheaton's successor, who takes charge July 1, 1889.

* *

THE *Frog* of May 15th makes the announcement that hereafter it will be published in Denver. The statement is made that the *Frog* "has been a success from the first issue," and the *Magazine* wishes it continued prosperity.

* *

PRESIDENT CABLE, of the Rock Island road, says that the low rates fixed by the Iowa Railroad Commissioners, is costing that company \$1,000 a day. Nevertheless, it is asserted that the Commissioners will not make any change of rates.

* *

THE rulings of the Iowa Railroad Commissioners, it is said have compelled the roads in that state to cut down their local train service, all the traffic now being handled by the main trains. It is claimed that this will make a saving of 150,000 miles of service per month, amounting to about \$30,000.

* *

THE O. of R. C. has decided to make Sioux City, Iowa, headquarters of the Order, and will erect a building costing \$200,000. The city donates \$75,000, and guarantees 8 per cent net increase on the investment. In case the Order gets tired of the business, the city will take the edifice off their hands at the original cost.

* *

MR. W. H. ERMENTROUT, 141 North Fifth street, Reading, Pa., upon receipt of a postage stamp, will send a photograph of a model link and valve motion. The model is said to be one of the most useful devices about a railroad association, as it is made to represent any valve gear or any locomotive, or any other link motion engine.

* *

ON June 11th Grand Master Sargent held a union meeting in the city of Buffalo, under the auspices of Buffalo Lodge, No. 12, B. of L. F. There was a large attendance of switchmen, brakemen and firemen, and the meeting was addressed by Grand Master Sargent upon topics of mutual interest, and was both interesting and profitable. Under the auspices of federation, now an accomplished fact, such meetings will grow in fraternal fervor.

THE photograph of Bro. Joshua A. Leach, the founder and first Grand Master of the Brotherhood of Locomotive Firemen, can be secured by addressing Messrs. COE & MYERS, PHOTOGRAPHERS, ST. LOUIS, MO. These gentlemen are artists of acknowledged ability and their work is unexcelled. For price list see page 5-13, June *Magazine*.

* *

JAY GOULD's projected railroad across the northeast corner of the Indian Territory, connecting Coffeyville with Fort Smith is under construction and will be completed within six months. The road will be about ninety miles long and will contribute largely to Mr. Gould's facilities in the southeastern portion of the country, to meet the wants of the people of that section.

* *

WE had the pleasure recently of attending a meeting of Eureka Lodge, No. 14, and were delighted with what we saw and heard. The meeting was largely attended and the interest manifested in Brotherhood affairs, could not have been more cheering. Eureka Lodge is in line of the best thought of the Brotherhood and on all matters it is "on time."

* *

THE Fourth of July has been designated as the day for giving prominence to the eight hour movement throughout the country, and under the auspices of all branches of organized labor, a grand demonstration is advertised to take place in the city of Minneapolis, Minn. The movement is in the right direction and good results may be anticipated.

* *

THE Master Mechanics of the Wabash have issued an imperative order that in future positions will not be given to any young man to learn any of the skilled trades who has not passed a creditable examination in the eighth grade of the common school. Boys who want to be railroad mechanics will have to be industrious students or there will be no place for them in the Wabash shops.

* *

THE Journeymen Barbers' International Union of America, being eager to push the Trades Union cause, appeals to Trade Unionists, affiliated with the American Federation of Labor to help in the work of organizing branch unions of barbers throughout the country. By addressing H. G. Hach, President, Room 15, Landreth Block, Muskegon, Michigan, charters can be obtained, and all required information necessary to perfect the work. Labor organizations are increasing in numbers and in power, and when Federation comes—as come it will—the day of Labor's emancipation will dawn.

B. OF B. C.

Advices of the most cheering character are constantly received, showing the steady growth of the B. of R. C. The railroad press of the country, with the most gratifying unanimity refers to the new Order in a way that shows it to have a warm place in the regards of all classes of railroad employes. The reputation of Col. Howard, the Grand Chief of the Brotherhood, meets with universal endorsement. Intellectually equipped for a leader, possessed of indomitable will, and of a courage which defies opposition, he is steadily and surely leading his Order on to victory. The Brotherhood of Railway Conductors has a mission and a field, and Col. Howard will make the most of both.

NEWLY ADMITTED MEMBERS.

The Subordinate Lodge has no higher duty to perform than to follow strictly the law relating to beneficiary certificates of newly admitted members to the Brotherhood. Section 58 of the Constitution provides as follows:

Upon the admission of an applicant the Secretary of the Lodge shall forward his application for a beneficiary certificate to the Grand Secretary and Treasurer, who shall immediately enter the name of said member on the Grand Register, make proper record of the same and issue and forward to the Secretary of the Subordinate Lodge, a beneficiary certificate for said member. The Secretary shall make proper record of the same in the beneficiary certificate register and, in conjunction with the Master, countersign, seal and deliver the same to said member.

When should the Secretary forward the application for a beneficiary certificate to the Grand Secretary and Treasurer? We hold that the law contemplates that it should be forwarded *immediately*. The very day the brother is admitted to membership. There should be no delay. The Secretary should forward the application immediately after the close of the Lodge meeting at which the brother was initiated. This is a matter of supreme importance to the newly admitted member. Why? Section 64 gives the reason why, as follows:

No members shall be entitled to participate in the Beneficiary Fund of the Order until his beneficiary certificate shall have been signed and sealed by the officers of the Lodge of which he is a member.

Now, then, it will be observed that according to Section 58, of the Constitution, the application for a beneficiary certificate must be sent to the Grand Secretary and Treasurer. That section should be read carefully by the Secretary of Subordinate Lodges. The Grand Secretary and Treasurer, after receiving the application, must issue a certificate which must be returned to the Subordinate Lodge, where it must be signed, recorded, countersigned and sealed, and all this must be done before the newly admitted member is "entitled to participate in the Beneficiary

Fund." Read Section 64. The laws we have quoted, show how important it is to newly admitted members to have their application for a beneficiary certificate attended to with the greatest promptness. We invite the earnest attention of all Secretaries of Subordinate Lodges to this matter; it is a case in which "delays are dangerous." The law must be complied with to the letter as a guarantee to the newly admitted member, that in case of death or disability, his rights and interests are secure. We write this because there are far too many instances of delay and disregard of the laws, and in every case, the interests of the newly admitted member are placed in peril.

* *

MR. ECKLEY B. COX, one of the witnesses before the Congressional Committee appointed to investigate the Reading Railroad rascalities, testified that he had been mining anthracite coal since 1865, and employed 3,699 men and boys. He testified regarding the houses he supplied for these people as follows: We have

1 house that rents at	25 cents a month
1 " " "	50 " "
68 houses that rent at	\$1.00 a month
29 " " "	1.50 "
44 " " "	2.00 "
1 house that rents at	2.40 "
3 houses that rent at	2.50 "
25 " " "	2.75 "
10 " " "	3.00 "
1 house that rents at	3.20 "
13 houses that rent at	3.25 "
1 house that rents at	3.45 "
10 houses that rent at	3.50 "
20 " " "	3.60 "
348 " " "	4.00 "
1 house that rents at	4.10 "
1 " " "	4.35 "
24 houses that rent at	4.50 "
28 " " "	4.60 "
45 " " "	4.75 "
131 " " "	5.00 "
3 " " "	5.25 "
119 " " "	5.50 "

931 houses. Average monthly rent \$3.21

What sort of houses must they be that rent for 25 and 50 cents a month?

* *

THE *Railroad Gazette* remarks that while Eastern roads are curtailing Sunday freight traffic, Western roads are expanding Sunday passenger traffic. Round trip tickets from Denver to Georgetown, Col., are \$3.30 on week days and \$2 on Sundays, and rates to other points are in proportion. To Manitou a round trip ticket good for five days costs \$5, while one for Sunday only can be had for \$2.25. The Western idea is the correct one. Thousands of poor people only have Sunday for recreation, for enjoyment, and the railroad that contributes to their pleasure and happiness is fulfilling a splendid mission. Railroad employes should have one day of absolute rest in seven—but it need not be Sunday.

THE TRANSFERRING OF INSURANCE POLICIES.

It frequently occurs that members of the Order desire to transfer their insurance policies. It should be remembered, however, that the legal transfer of a policy involves Lodge action. Section 67, to which we call special attention, provides as follows:

Any member desiring to make a new direction as to the payment of his beneficiary certificate may do so by and with the consent of the Lodge of which he is a member. He may then authorize such change in writing on the back of the certificate in the form prescribed, attested by the Secretary, with the seal of the Lodge attached, but no such change or transfer shall be valid or have any binding effect until reported to the Grand Secretary and Treasurer. All subsequent transfers shall be made in the same manner, except that a duplicate beneficiary certificate shall be issued by the Grand Secretary and Treasurer, when a third transfer is authorized, provided that the old certificate has been returned to the Grand Lodge. All transfers of beneficiary certificates shall be recorded in the beneficiary certificate register of the Subordinate Lodge, and also in the Grand Register.

In this matter the letter of the law must be strictly complied with, if not the action is null and void. The directions are simple and easily understood, and when not followed as the law directs are fruitful of great vexation and trouble. We print the law relating to the subject so that no one can claim that they were not informed.

Let it be understood that when the transfer is made that it is *not* required to send the policy to the Grand Lodge, but it is of the utmost importance, as is shown in Section 67, that the transfer be promptly reported to the Grand Secretary and Treasurer, because until that is done the transfer is not valid and has no binding effect whatever, and must of necessity be disregarded by the Grand Lodge. It is only required of the Secretary of a Subordinate Lodge to make the transfer on the back of the policy as per blank there printed, and then notify the Grand Secretary and Treasurer. This fills the requirement of the law and the transfer of the policy will stand. We hereby notify all that the law must be strictly complied with to avoid complications, and we hope it will be done. If not, the responsibility must rest where it belongs.

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THE annual report of the Rock Island Railway Company has been published, as follows:

The gross earnings for the year ending March 31 were \$12,841,029; operating expenses and taxes, \$9,127,198, leaving net earnings for Rock Island proper of \$3,713,831. The lines west of the Missouri River earned \$4,721,476 from June 1, 1887, to March 31, 1889, and operating expenses were \$1,038,978, leaving net earnings amounting to \$3,682,498, and swelling the total net of the entire system to \$4,396,429. In addition the other receipts, including \$130,000 for land sales, \$103,500 premium on bonds sold and \$1,116,442 interest from the Chicago, Kansas & Nebraska Road, swell the total net income to \$6,057,259. The expenditures were

\$2,282,200 interest on bonded debt, \$1,865,733 rentals, \$220,141 bridge tolls and rentals; dividends, \$2,653,824; premium on bonds purchased for sinking fund account, \$3,585; total expenses \$7,031,493, leaving a deficit for the year of \$974,231. The comparative statement shows that gross earnings for the year decreased, as compared with the previous year, \$668,697; operating expenses increased \$323,801, and net earnings decreased \$1,053,836, or 22.13 per cent. The salient feature of the financial report is the deficit of \$974,231 for the year. The report shows that the lines west of the Missouri River did not earn interest charges by nearly a million dollars, so that this heavy deficit can be charged almost wholly to this account.

President Cable expresses the opinion that in the near future the lines west of the Missouri River will pay handsomely.

.

THE *New York Sun*, discussing the health of railroad men, says, "that according to M. Duchesne, railway men improve in health during the first four years, but at the end of ten years they are tired out; in fifteen years they are actual sufferers, and very few can remain in the service after twenty. Dr. Lichtenbag, of Buda Pesth, says that out of 250 railway employes, ninety-two, or more than a third, suffered from ear disease. Engine drivers are especially liable to rheumatism and pneumonia, and after some years' service a certain proportion of them become dull of sight and hearing. Others suffer from a mild form of spinal concussion, muscular feebleness and continuous pains in the limbs. They are also apt to develop a peculiar mental state—a sort of cerebral irritation—with excessive nervousness and morbid sensation of fear." If this is true, it supplies a strong argument in favor of good wages for the few years that railroad men are in a condition for effective service.

.

THE members of Macon Lodge, No. 246, May 25, held their annual picnic at Beach Farm, on the Georgia Southern & Florida railroad. Ample provision was made for a grand good time, and our sunny southern boys make no mistake when they determine upon having a good time. Preparations were made for music, and dancing, and feasting, and we confess that we should have liked to have participated in the festivities. We anticipate a lively account of the picnic from some one of 246.

.

A RUNAWAY engine at Kingston, N. Y., recently made eleven miles in nine minutes over the West Shore road, but a message starting somewhat later got ahead of the engine and measures were promptly taken to render the runaway harmless, and it finally stopped for want of steam, but electricity was the only thing that could have out-traveled the truant. In "getting there" electricity is a success.

ORDERING SUPPLIES.

It has become seriously embarrassing to receive orders for printing and supplies from the Collectors, Receivers and other members of the Lodges. Such orders cannot in any case be complied with by the Grand Lodge. No order will in any case be honored, except from the Secretary of the Lodge. This is the law, it is eminently wise and economical and will be *strictly* adhered to in every case. If supplies are forwarded to any Lodge the order must *invariably* come from the Secretary of the Lodge. By bearing this in mind much annoyance can be avoided.

* *

DURING the month of May the Inter-state Commerce Commission issued a circular addressed to the labor organizations of the country soliciting information and discussion upon the question of federal regulation of safety-appliances on railroads. The letter is important, and reads as follows:

"The large number of accidents to employes and passengers occurring on the railroads of the country, and the public belief that a great part of these might be avoided by the use of proper appliances have led many States to make the mechanical features of railroad working the subject of statutory regulation. It is well known, however, that in respect to some, at least, of these features, the conditions are such that regulation, if attempted, can neither secure adequate benefit to the public nor be just to the railroads themselves unless it be universal over the whole country. In view of this fact, and of the request of the Railroad Commissioners of the country as embodied in a resolution adopted at their recent convention, the Inter-state Commerce Commission desires to call out as full information and discussion as possible upon the question of federal regulation of safety-appliances on railroads. The following matters seem to be of especial importance, but it is not intended to restrict the discussion to them:

"First—The history in each State of safety-appliance legislation? How far such legislation has been enforced? What have been the means used to enforce it? What obstacles have been met with? What the general effect has been?

"Second—What is the present condition regarding automatic couplers? What prospect there is of a uniform and safe coupler coming into use? What progress the standard coupler, adopted by the Master Car-builders' Association, is making, and what is the attitude of railroads toward it?

"Third—What progress there is in the use of train brakes on freight cars? Whether such progress is satisfactory, viewed as a means of greater safety to trainmen? To what extent freight trains are run without the necessity of brakemen traversing the tops of cars?

"Fourth—What is being done to introduce safer methods of heating and lighting passenger cars?

"Fifth—What is the state of affairs respecting other safety devices?

"Sixth—Whether legislation looking to federal regulation of these matters or any of them, as described, is desirable, and what the reasons are for and against such regulations?

"Seventh—What such federal legislation, if any be desirable, should attempt to accomplish in regard to couplers; in regard to train brakes; in regard to car heating and lighting; in regard to other matters? What its provisions should be upon each of these points?

"Eighth—If federal legislation be expedient, what special administrative agencies, if any, should be provided to carry it out? Whether

federal inspection should be attempted, and to what extent and how? Whether a board should be created after the analogy of the steamboat inspection service? If so, how such a board should be constituted in regard to the number and character of its members; what its powers and duties should be; what its connection with other branches of the administration?

"The commission believes that justice to railroad employes, and to all others concerned, requires that this matter receive thorough consideration, and trusts that you will be able to give it immediate and careful consideration."

That such a letter should have been addressed to labor organizations, indicates several things of special significance. 1st. That labor organizations have, or will properly obtain, the required information and forward it to the commission. 2d. That they are able to discuss the questions propounded intelligently and honestly. In view of such facts, it is to be inferred that labor organizations have obtained consequence in the eyes of the Inter-state Commission. Labor organizations of railway employes now have an opportunity to discuss important questions before a commission eminently qualified to render an honest verdict; a chance to be heard, which should not be permitted to pass unimproved.

* *

A PAPER that on more than one occasion has scabbed its office, remarks that "Some of the younger members of the Brotherhood of Locomotive Engineers are somewhat uneasy that the association is not more radical in its character. They think that the chief officers are entirely too conservative, and if their numbers were sufficient would endeavor to bring about a change in the leadership of the association. Fortunately, a majority of the membership are cool-headed, sensible fellows." Cool heads are well enough, but cool hearts are at a discount when workmen are in trouble. It is then that "strict neutrality" is the equivalent of scabbing.

* *

DURING the month of May there were serious "shake-ups" among the conductors on the L. & N. and the Cincinnati Short Line. A number of conductors were unceremoniously bounced, without warning or explanation. As a matter of course the O. R. C., even if the conductors were members of that Order, will accept the situation, since getting "nearer the throne" requires silence and obedience.

* *

THE *Chicago Knights of Labor* remarks, that "it is unfortunate that the Brotherhood of Locomotive Engineers don't see their way clear to federate with other railroad organizations. The refusal to do so is liable to precipitate a feeling that will be anything but advantageous for any of the parties concerned except the railroad companies." It is doubtless unfortunate for the B. of L. E.

SELECTIONS.

MORN AT NAZARETH.

I think I see Him now at morn
Before the burst of sudden day,
Above the silver fields of corn,
Where He has gone apart to pray;
I think I see Him looking thoughtful down
Beyond the corn, beyond the waking town.

Beyond the silver'd mists that rise
From all-night tolling in the corn.
The mists have duties up the skies,
The skies have duties down the morn.
While all the world is full of earnest care
To make the fair world still more wondrous fair—

More lordly fair; the stately morn
Moves down her walks of golden wheat,
Her guards of honor guild the corn
In golden pathway for God's feet.
Her purpled hills she crowns in crowns of gold,
And majesty before the Lord is rolled!

—Joaquin Miller, in the *Independent*.

RAILROAD BUILDING IN 1888.

It appears from statistics presented by the *Engineering News* that 6,430 miles of new railroad were laid in the United States during the year just closed. Although this is about half the number of miles of railroad constructed in 1887, the result is by no means unfavorable in view of the direful predictions concerning the effects of the inter-state commerce law.

In New England and the Middle states railroad construction seems to be well-nigh completed. During the last year 167 miles of new track were made in New England, of which 127 miles were in Maine, 19 miles in Vermont, 17 in Connecticut, and 2 each in Massachusetts and New Hampshire. In the Middle States 176 miles of new railroad were constructed during the year.

On the other hand, greater activity in railroad enterprise was displayed in the South than ever before. Of the new railroads, 1,107 miles were laid in the South Atlantic States, 946 miles in the States of the Gulf and the Mississippi basin, and 1,504 miles in the southwest—making a total of 3,557 miles, or more than half the entire railroad construction in the United States.

In the Northwestern States 750 miles and in the Pacific States 937 miles of new road were made in 1888. Kansas leads all the states of the Union with 523, and California come next with 465 miles.

Among the great trunk roads that have extended their lines during the year the Rock Island system takes the lead with 298 miles of extension to Colorado Springs. The Santa Fe Company constructed 174 miles; the Northwestern, 120; the Burlington, 102; the Illinois Central, 90; the St. Paul, Minneapo-

lis and Manitoba, 312; the Northern Pacific, 80, and the Southern Pacific, 237 miles.

On the whole, the statistics of railroad construction do not indicate that the great transportation companies have been discouraged or checked in their prosperity by the legislation of congress. So far from it, they are extending their giant arms in every direction in which trade can be reached.

LOCOMOTIVES IN CHILI.

From the Engineering News.

Mr. Jas. W. Romeyn, United States Consul at Valparaiso, gave in a recent report some interesting particulars as to machine works in Chili. He had visited and inspected, unofficially, the extensive works of the contractors for the six locomotives for the State railways, Messrs. Lever, Murphy & Co., at Caleta Abarasa, about four miles from Valparaiso. Mr. Lever is an Englishman, though formerly a resident of San Francisco. The firm has a large capital, has been long established, and has done a great deal of work in repairs on United States vessels of war.

The wages of employees, about 450 in number (some 70 per cent of native birth, the others English, Scotch and Irish), run as high as \$7, Chili money (nearly \$4 gold), per day. The locomotives (two still in the shops in a forward state, the four others contracted for having been delivered, the first in December last) were entirely constructed there with the exception of the wheels, which were of English manufacture. The contract price was \$40,000 each, about \$21,000 gold. Eighteen months were allowed for the construction of all. The general design is the American type, with "bogies" trucks and outside cylinders, instead of the English plan. The cylinders are 17x24. "Certainly the American engine is much the better adapted to the sharp curves of these mountain roads."

The machinery used by the constructors for this and other of their metal work is English; that for wood working the United States. Their steel is imported from England, pig-iron for castings from Scotland. Through Capt. Saukey, an Englishman, holding the appointment in the Chilean naval service of Inspector General Machinery, Mr. Romeyn had the opportunity of inspecting the new steel boilers in construction at the same works for the Chilean steam corvette *Pilcomayo*, a wooden vessel built in England and captured from Peru in the late war. The contract price for these two boilers was \$52,000 paper currency, about \$27,000 gold.

DEPENDS WHERE IT IS PUT.

New Orleans Picayune.

When the iron enters a man's soul it crushes him. When it enters his stomach, in the shape of tonic, it naturally braces him up.

TWO FAMOUS DETECTIVES.

**The Pinkerton Brothers and the Great Agency
They Have Built.**

St. Paul Pioneer Press.

The Pinkertons—William A. and Robert A.—better known as "Bill" and "Bob," came to St. Paul yesterday and put up in parlors I and K at the hotel Ryan. It would be hard to find two brothers anywhere who think better of each other than these two sons of the great Allan Pinkerton.

These two are at the head of the greatest private detective agency in the world. Allan Pinkerton started the business in Chicago before the war. Bill and Bob grew up with the business and the business grew up with them. Few people have any idea how big a concern it is. The Pinkertons employ 5,000 men. Besides the two head offices in Chicago and New York, there are agencies in Boston, Philadelphia, Kansas City, Denver and St. Paul. They have a force of patrolmen in these cities known as "Pinkerton's Preventive Watch." They have arsenals at Chicago and New York, with uniforms and Winchester rifles enough to arm five regiments of men. Pinkerton detectives are everywhere.

They are employed in nearly every large mercantile house in America, in hotels, in banks, following circuses and watching suspected employes of railroads and other big corporations. The business has doubled in the last ten years, and promises to double in the next decade. It is making rich men of Bill and Bob. Their joint income is variously estimated at from \$150,000 to \$200,000 a year. Either one of the brothers could probably count more than a half a million dollars' worth of this world's goods.

The secret of their success in business is that it has been run on business principles. The Pinkertons do not chase criminals in the hope of getting rewards. They charge their clients so much a day for the services of an operator. Prices vary, but \$8 a day is about the average. The Pinkerton detectives are not known to outsiders, and very often they do not know each other, except when two or more are put on the same case. Bill and Bob hire all the new men themselves, putting their knowledge of human nature and the world to use in making their selections.

They have plenty of applicants to choose from. Healthy young men who are quick-witted, well informed and have large bumps of secretiveness and valor, are preferred. Usually the new man goes to work as a watchman or in the office until he has shown what stuff he is made of. Then he is put forward by degrees. The Pinkertons have gray-haired detectives in their employ who have been there from boyhood. No man who ever worked for them and did his duty was allowed to go unrewarded, and when

death takes off a good man the Pinkertons pension his widow and orphans.

There are probably few men in the world so well posted on what might be called thievery as "Bill" Pinkerton. He has made it a life study. He has in his library a photograph, description and record of every professional criminal of America and the most important of those of Europe. He has cultivated a wonderful memory for names and faces, and his brain is a store-house of knowledge on this subject. He keeps a constant watch of the movements of professional criminals of all kinds, and when any big crime is committed in New Zealand, or Delaware, or anywhere else, he can come pretty near guessing who did it, if it was the work of a professional.

TRUSTS AND LABOR.

The trust is the natural offspring of the protective tariff. The protective tariff we are told is maintained solely in the interests of American labor. To what extent labor is benefited the Chicago Sentinel briefly tells:

"Last week Senator Vest rolled up his sleeves and pitched into the whisky, the sugar trusts and the copper syndicate.

If the Missouri Senator had gone farther he might have referred to Stewart's Statistics of Idleness and found out that the combined industries of the country pay the Vulcan steel works of St. Louis \$400,000 to stand idle, thus throwing its workmen out of employ. The Weaverly stone ring pays quarries thousands of dollars—in one instance \$4,500 a year—to do nothing. The salt works along the Kanawha were bought up by the American Salt Manufacturer's Association and never have employed a man since. The Standard Oil company buys up competitors and dismantles their works. The tack manufacturers buy out a refractory fellow who will not join the pool, and not a wheel has turned since. The Western Lead and Shot association buys the shot tower of Dubuque, Iowa, to keep men from working there. The bagging-mills at Dixon, in this State, have been idle for three years, while the proprietor draws a dividend from the pool for "limiting production" greater than he could realize by running the works. Sloan & Co. stop as many coal mines as is necessary to prevent the output from exceeding the limit agreed upon at the "annual meeting" of the combination.

ASHES OF ROSES.

I've buried the past deep down in my heart,
Where near it fond memory reposes;
Yet often my senses are roused with a start,
By a faint, distant perfume of roses.
It awakens old memories, calls up the past,
Its lights and its shadows discloses;
But the dream is a short one, such dreams do not last,
And it leaves me but ashes of roses.

—Mrs. F. G. de Fontaine.



This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Dues and Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

JULY, 1889.



Grand Dues Notice.

1889-90. \$1.50.

OFFICE OF GRAND LODGE, B. OF L. F.,
TERRE HAUTE, IND., July 1, 1889.

To Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified that the amount of One Dollar and Fifty cents (\$1.50), for Grand Dues for the year ending July 31, 1890, is now due and must be paid on or before August 1, 1889. Any member failing or refusing to make payment of his Grand Dues as above required, will stand expelled, said expulsion taking effect August 2d. Collectors are required to deliver their returns for Grand Dues, together with the proper statements, to the Receivers of their Lodges not later than August 5th, and Receivers are required to forward the same so as to reach the Grand Lodge not later than August 10th, as provided in Section 12b, (Page 44), of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.
EUGENE V. DEBS, G. S. and T.

Notice of Quarterly Dues.

OFFICE OF GRAND LODGE, B. OF L. F.,
TERRE HAUTE, IND., July 1, 1889.

To Subordinate Lodges:

SIRS AND BROTHERS:—Notice is hereby given that the Quarterly Dues, for the Quarter ending October 31st, is payable on or before August 1, 1889. The amount is regulated by each of the several Lodges, provided that it can in no case be less than five (\$5.00) dollars. This payment will be in full of local dues and Beneficiary Assessments for the quarter. Any member failing or declining to make payments as above provided will stand expelled (said expulsion taking effect August 2d) and will be so reported by the Secretary to the Grand Lodge.

Yours fraternally,

F. P. SARGENT, G. M.
EUGENE V. DEBS, G. S. and T.

Notice of Protective Fund Dues.

OFFICE OF GRAND LODGE, B. OF L. F.,
TERRE HAUTE, IND., July 1, 1889.

To Subordinate Lodges:

SIRS AND BROTHERS:—You are hereby notified that the amount of seventy-five (75) cents for the Protective Fund for the quarter ending October 31st, is now due, and must be paid to the Collector on or before August 1st, as provided in Section 215 (Page 62) of the Constitution. Any member failing or declining to make payment as herein provided, will stand expelled, said expulsion taking effect August 2d, of which the Secretary is required to make due report to the Grand Lodge. Yours Fraternally,

F. P. SARGENT, G. M.
EUGENE V. DEBS, G. S. and T.

Acknowledgments.

BRIGHTON PARK, ILL., May 15, 1889.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

BROTHERS—I wish to extend my sincere thanks to my brethren for their kindness shown in granting me my disability claim; also to Brother Lighe for the earnest and sincere interest displayed by him. Brothers, accept my best wishes, and may you ever be kept from affliction, is the wish of your brother,

J. EVANS.

HAMPTON, VA., April 27, 1889.

To the Members of Hinton Lodge, No. 236, B. of L. F.:

I desire to return my sincere thanks for the prompt payment of fifteen hundred dollars, the insurance due me on the sad death of my husband, John G. Elkins, who was killed near Charleston, W. Va., Oct. 27, 1888. I also wish to express my appreciation of the kindness and attention shown him at his burial. I have not words to express the gratitude I feel towards your noble Order. May the blessings of God rest upon your noble Order, one and all, is the prayer of his bereaved widow.

EMAR J. ELKINS,

PARSONS, KANSAS, May 17, 1889.

To the Officers and Members of Great Western Lodge, No. 24:

GENTLEMEN—I desire to return my kindest and most sincere thanks for your kindness shown me in my troubles. May Heaven's choicest blessings rest upon you all who so tenderly cared for my husband, and during the last sad rites of bearing his remains to their final resting place. When I read this letter to my little boy, he said, "Mamma, put it in that Richie thanks the Brotherhood, too, for I love the Brotherhood, so did Papa."

May God bless you, one and all, and bless the noble Brotherhood, and keep you all from sudden death, is the wish of

MRS. A. G. MCMAHUS.

Unknown Addresses.

FRED MELVIN—Is requested to correspond with W. G. Mathews, of Magdalena Lodge, No. 261.

PAUL SHAFTER—Will please correspond with the Secretary of Re-Echo Lodge, No. 195, Montpelier, Idaho.

Members of Lodge No. 95 are requested to send their names and addresses to the Secretary, V. L. Culver, 174 N. Halstead St., Chicago, Ill.

MILTON GOCHNOUR—A locomotive engineer, who left Houston, Texas, last July with the intention of going to San Antonio, and has not been heard from since. Anyone knowing his whereabouts will please communicate the information to James J. Coyne, Engineer, Marshall, Texas.

Beneficiary Statement.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., June 1, 1889. }

To Subordinate Lodges:

SIRS AND BROTHERS: The following is a statement of the Beneficiary Fund, for the month ending May 31, 1889:

RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	\$138	68	\$84	135	\$98	202	\$102	269	\$58
2	16	69	80	136	54	203	108	270	190
3	378	70	58	137	48	204	16	271	50
4	92	71	116	138	72	205	80	272	46
5	186	72	166	139	34	206	40	273	86
6	100	73	78	140	116	207	96	274	56
7	58	74	38	141	166	208	86	275	46
8	120	75	161	142	178	209	66	276	38
9	186	76	120	143	90	210	58	277	22
10	108	77	256	144	18	211	100	278	22
11	184	78	64	145	86	212	68	279	346
12	458	79	72	146	62	213	30	280	42
13	146	80	170	147	128	214	60	281	18
14	280	81	174	148	51	215	102	282	44
15	80	82	196	149	366	216		283	80
16	230	83	118	150	112	217	42	284	178
17	58	84	120	151	88	218	38	285	100
18	72	85	110	152	92	219	84	286	116
19	92	86	132	153	58	220	74	287	92
20	58	87	50	154	42	221	74	288	32
21	120	88	104	155	42	222	42	289	30
22	28	89	12	156	70	223	32	290	30
23	70	90	86	157	28	224	54	291	68
24	80	91	179	158	146	225	18	292	28
25	102	92	60	159	58	226	66	293	36
26	122	93	100	160	84	227	48	294	56
27	154	94	102	161	74	228	244	295	36
28	98	95	240	162	190	229	48	296	58
29	60	96	68	163	40	230	111	297	60
30	52	97	146	164	90	231	80	298	46
31	88	98	104	165	102	232	56	299	86
32	64	99	172	166	94	233	50	300	62
33	114	100	60	167	82	234	50	301	54
34	94	101	226	168	104	235	76	302	36
35	54	102	76	169	264	236	42	303	32
36	100	103	228	170	78	237	140	304	58
37	66	104	36	171	48	238	72	305	38
38	112	105	124	172	68	239	82	306	112
39	78	106	42	173	90	240	180	307	70
40	108	107	170	174	194	241	14	308	16
41	72	108	52	175	74	242	174	309	64
42	38	109	138	176	28	243	30	310	46
43		110	60	177	74	244	171	311	44
44	124	111	114	178	114	245	126	312	44
45	126	112	58	179	124	246	109	313	52
46		113	80	180	82	247	110	314	24
47	140	114		181	22	248	90	315	106
48	116	115	64	182	60	249	41	316	76
49	84	116	102	183	106	250	178	317	34
50	232	117	88	184	28	251	110	318	82
51	92	118	50	185	46	252	154	319	34
52	110	119	48	186	120	253	66	320	92
53	46	120	154	187	38	254	106	321	32
54	188	121	96	188	152	255		322	14
55	54	122	56	189	80	256	38	323	28
56	36	123	12	190	40	257	84	324	8
57	320	124	84	191	74	258	42	325	26
58	58	125	68	192	78	259	58	326	7
59	163	126	66	193	46	260	42	327	66
60	28	127	86	194	104	261	52	328	80
61	136	128	52	195	52	262	70	329	26
62	98	129		196	90	263	110	330	34
63	70	130	94	197	76	264	88	331	58
64	68	131	94	198	56	265	125	332	36
65	247	132	88	199	62	266	98	333	170
66	112	133	74	200	22	267	94	334	46
67	156	134	70	201	82	268	18	335	52

Balance on hand May 1 \$3,106 75

Received during the month 32,087 00

Total \$35,193 75

DISBURSEMENTS.

By Beneficiary Claims paid at \$1.500 each, as follows: Nos. 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75 \$37,500 00

Balance on hand June 1, 1889 \$27,693 75

Respectfully submitted,
EUGENE V. DEBS, G. S. AND T.

Grand Lodge.

F. P. SARGENT Grand Master
Terre Haute, Indiana.

J. J. HANNAHAN Vice Grand Master
Box 655, Englewood, Ill.

E. V. DEBS Grand Secretary and Treasurer
Terre Haute, Indiana.

E. V. DEBS Editor and Manager of Magazine
Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

F. P. McDONALD Chairman
1320 South Sixth St., St. Joseph, Mo.

C. C. SUTHERLAND Secretary
Goodland, Kansas.

C. A. WILSON . 147 Pacific Ave., Jersey City, N. J.

GRAND EXECUTIVE BOARD.

HARRY WALTON Chairman
430 Wyoming St., West Philadelphia, Pa.

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SIDNEY VAUGHN . 5 Draper St., Toronto, Ontario

C. J. SINGLETON L. Box 835, Mattoon, Ill.

Subordinate Lodges.

1. DEER PARK; Port Jervis, N. Y.

Meets in Union Hall at 2 P. M., every Sunday.
James Fordyce, Box 385 Master
William Uhlman, 18 Crawford St., Secretary
William Uhlman, 18 Crawford St. Collector
Charles E. Barkman, Box 26 Receiver
W. H. Decker, 143 Pike St. Magazine Agent

2. SPARTAN; Monon, Ind.

Meets in Odd Fellows' Hall 1st and 3d Sundays at 2 P. M.
Chas. N. Hill Master
Thos. Doran Secretary
Clint Williams Collector
Herman 'Crumbo Receiver
Thos. Doran Magazine Agent

3. ADOPTED DAUGHTER; Jersey City, N. J.

Meets in Germania Hall, 140 Newark ave., 2d and 4th Sundays at 2 P. M.
C. W. Martin, 467 Grove St. Master
D. W. J. Mahoney, 421 Summit Ave. Secretary
J. B. Sweet, 125 Academy St. Collector
J. B. Sweet, 125 Academy St. Receiver
J. H. Voorhis, 421 Summit Ave. Magazine Agent

4. GREAT EASTERN Portland, Maine.

Meets in B. of L. E. Hall, 1st and 3d Sunday.
F. O. Mitchell, 12 Mountfort St. Master
C. D. Getchell, 9 Brattle St. Secretary
A. E. Dennison, 23 Merrill St. Collector
F. A. Huff, 47 Hanover St. Receiver
F. Howard Pember, 80 Lincoln St. Magazine Agent

5. CHARITY; St. Thomas, Ontario.

Meets in Engineer's Hall every Tuesday at 7:30 P. M.
M. J. Blanch, Box 1273 Master
Wm. Deyell, Box 1273 Secretary
James Ballentyne, Box 1273 Collector
Frank Turrill, Box 1273 Receiver
Joseph R. Odell, Box 1273 Magazine Agent

6. PRIDE OF THE WEST; DeSoto, Mo.

Meets in K. P. Hall, 2d and Boyd Sts., every Monday at 2 P. M.

J. Christofel, L. Box 196 Master
 Alexander Williams, L. Box 212 Secretary
 Michael Rabbitt, Box 18 Collector
 Michael Rabbitt, Box 18 Receiver
 Alex. Williams, L. Box 212 Magazine Agent

7. POTOMAC; Washington, D. C.

Meets 2d and 4th Sundays in McCaulley's Hall, between 2d and 3d Sts., Pennsylvania avenue, southeast.

A. J. Williams, 327 C St., S. W. Master
 H. A. Wilvert, 17 Virginia Ave., S. W. Secretary
 Wm. C. Jasper, 509 S Capitol St. Collector
 A. J. Williams, 327 C St., S. W. Receiver
 John F. Robey, 442 2d St., S. W. Magazine Agent

8. RED RIVER; Denison, Texas.

Meets in I. O. O. F. Hall, Main St., 1st and 3d Saturdays at 7 P. M., and 2d and 4th at 2 P. M.

W. R. Lanan, 227 Munson St. Master
 R. E. Sherrill, 717 Nelson St. Secretary
 T. W. Weaver, 700 W Munson St. Collector
 J. J. Crofton, 308 Houston Ave. Receiver
 Jerry Scott, 800 Shepherd St. Magazine Agent

9. FRANKLIN; Columbus, Ohio.

Meets at 64½ N High St., first Monday and third Tuesday evenings.

F. W. Arnold, Box 53 Master
 C. C. Coit, 996 Pennsylvania Ave. Secretary
 N. T. Beynon, 240 22d St. Collector
 F. J. Kistler, 212, 214 South High St. Receiver
 Leonard Lawrence, 860 Arsenal Ave. Magazine Agent

10. FOREST CITY; Cleveland, Ohio.

Meets at 182 Ontario St., 1st and 3d Sundays at 1:30 P. M.

Jas. F. Tousley, 24 Alford St., S. S. Master
 A. G. Laubscher, Seward St., West Cleveland Secretary
 T. P. Curtis, 141 Emmett St., S. S. Collector
 J. H. Miner, 324 Starkweather Ave. Receiver
 A. G. Laubscher, Seward St., West Cleveland Magazine Agent

11. EXCELSIOR; Phillipsburg, N. J.

Meets in Grimer's Hall, 2d and 4th Sundays.

Frank N. Caffey Master
 C. A. Stevenson, Box, 106 Secretary
 Elvin Teel Collector
 J. W. Sinclair, L. Box 96 Receiver
 E. F. Stevenson Magazine Agent

12. BUFFALO; Buffalo, N. Y.

Meets at 198 Seneca St., every Tuesday at 8 P. M.

J. J. Knauft, 238 Fifth St. Master
 Wm. J. Bruman, 345 Swan St. Secretary
 W. J. Minor, 507 Eagle St. Collector
 P. J. McNamara, 178 Miami St. Receiver
 Jno. S. Bauld, 237 Elk St. Magazine Agent

13. WASHINGTON; Jersey City, N. J.

Meets cor. Maple St. and Pacific Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M.

George E. Hull, 336 Communipaw Ave. Master
 Henry Kline, 128 Van Horn St. Secretary
 Edward Jones, 93 Pacific Ave. Collector
 Peter C. Quick, Somerville, N. J. Receiver
 Edward Rhodes, 151 Whiton St. Magazine Agent

14. EUEKA; Indianapolis, Ind.

Meets at 34 W Washington St., fourth floor, every Tuesday at 8 P. M.

Geo. P. Kern, 77 E Morris St. Master
 Wm. F. Smith, 680 E Washington St. Secretary
 E. J. Kline, 635 North West St. Collector
 W. J. Hugo, 45 Ruckel St. Receiver
 H. Zink, Vandalia Yard Office Magazine Agent

15. ST. LAWRENCE; Montreal, Canada.

Meets in St. Charles Club Room, Point St. Charles, every alternate Sunday.

James Murphy, 65 Mullen St. Master
 James Ashcroft, 240 Magdalen St., Point St. Charles, Montreal Secretary
 Samuel Edwards, 212½ Bourgeois St. Collector
 H. J. Clarke, 154 Charron St., Point St. Charles, Montreal Receiver
 Richard Burke, 60 Mullins St. Magazine Agent

16. VIGO; Terre Haute, Ind.

Meets 2d and 4th Mondays, at 7:30 P. M.

E. V. Debs Master
 J. F. O'Reilly, 624 N 5th St. Secretary
 Henry Baierdorf, 203 N 12th St. Collector
 C. A. Bennett, 1004 N 9th St. Receiver
 Ralph Sherburne, 602 N 8th St. Magazine Agent

17. PINE RIDGE; Chadron, Neb.

Meets in Lowenthal Bros. Hall, 1st and 3d Sundays at 1 P. M.

J. H. Royce, L. Box 307 Master
 L. V. Bowman Secretary
 E. M. Wiles, L. Box 321 Collector
 Rufus E. Chandler, L. Box 315 Receiver
 D. H. Coyle Magazine Agent

18. WEST END; Slater, Mo.

Meets in I. O. O. F. Hall, 1st and 3d Sunday nights.

Charles McMillan Master
 J. J. Day Secretary
 Albert Disney, Box 19 Collector
 George W. Michel, Box 145 Receiver
 F. S. Adams Magazine Agent

19. TRUCKEE; Wadsworth, Nevada.

Meets every Friday at 7 P. M.

J. S. Raitt, Box 8 Master
 W. E. Cobb, Box 437 Secretary
 F. W. Youngmans, Box 8 Collector
 Edgar Shepley, Box 8 Receiver
 Charles Short, Box 8 Magazine Agent

20. STUART; Stuart, Iowa.

Meets in Engineer's Hall every Monday at 7:15 P. M.

Wm. K. Van Harten Master
 George C. Wells, Box 117 Secretary
 George Morse Collector
 A. H. Copeland Receiver
 Pat Quinn, Box 183 Magazine Agent

21. INDUSTRIAL; St. Louis, Mo.

Meets at 902 South 4th St., 2d and 4th Tuesday at 8 P. M.

Eli Giclas, 944 Chouteau Ave. Master
 D. C. McClintock, 507 S Jefferson Ave. Secretary
 William Merkle, 816 Chambers St. Collector
 Wm. C. Linck, 1422 Dodier St. Receiver
 Wm. C. Linck, 1422 Dodier St. Magazine Agent

22. CENTRAL; Urbana, Ill.

Meets in I. O. O. Hall, 2d and 4th Sundays.

Daniel O'Connor, 93 Decatur St., Indianapolis, Ind. Master
 George Richter Secretary
 Alexander McLennan Collector
 Daniel O'Connor, 93 Decatur St., Indianapolis, Ind. Receiver
 George Brash Magazine Agent

23. PHENIX; Brookfield, Mo.

Meets 2d and 4th Tuesdays, in Odd Fellow's Hall.

Joshua Proctor Master
 John S. Ott, Box 381 Secretary
 C. M. Propst, Box 64 Collector
 John S. Ott, Box 381 Receiver
 A. P. Josselyn Magazine Agent

24. GREAT WESTERN; Parsons, Kansas.

Meets in I. O. O. Hall, on Johnson Ave., every Wednesday at 2:30 P. M.

J. E. Powell, L. Box 144 Master
 F. E. Green, Box 413 Secretary
 Charles W. Maier, Box 514 Collector
 J. E. Powell, L. Box 144 Receiver
 Wm. J. Mathis, Box 568 Magazine Agent

25. CONNECTING LINK; Boone, Iowa.

Meets 1st and 3d Sundays at 2 P. M.
 Aaron Starke, Box 349 Master
 Ed. C. Brownson, Box 34 Secretary
 James F. Bills Collector
 A. M. Fourwine Receiver
 N. Burlingame Magazine Agent

26. ALPHA; Baraboo, Wis.

Meets in B. of L. E. Hall, 2d and 4th Mondays
 William H. Pobjoy Master
 Thomas Williams Secretary
 William H. Pobjoy Collector
 Frank R. Melcher Receiver
 E. M. Terry Magazine Agent

27. HAWKEYE; Cedar Rapids, Iowa.

Meets in Room 13, O'Hara's Block, 2d Sunday at
 2:30 P. M., and 4th Mondays at 7:30 P. M.
 Fred. McArdele, 353 G Ave., West Master
 J. E. Collins, 20 8th St., N. Secretary
 J. L. Jennings, 323 G Ave., West Collector
 Fred. McArdele, 353 G Ave., West Receiver
 C. G. Jones, 69 2d Ave. Magazine Agent

28. ELKHORN; North Platte, Neb.

Meets every Wednesday at 7:30 P. M.
 Thomas Burney, L Box 285 Master
 W. H. Coleman, Box 214 Secretary
 Lewis Clark Collector
 Frank D. Winn, L Box 232 Receiver
 W. C. Stevenson, Box 15 Magazine Agent

29. CERRO GORDO; Mason City, Iowa.

Meets 1st and 3d Tuesday evening of each month,
 corner Second and Main Sts.
 Charles O. Burkhart, Box 147 Master
 J. H. Fulton, Box 706 Secretary
 Max Newbowers Collector
 J. H. Fulton, Box 706 Receiver
 S. A. Trine, Box 391 Magazine Agent

30. CEDAR VALLEY; Waterloo, Iowa.

Meets in Black Hawk Hall, Lafayette St. and E
 Waterloo, 1st and 3d Sundays at 2 P. M.
 E. T. Gregory, 514 Saxon St. Master
 R. A. Corson, Box 1154 Secretary
 H. P. Esty Collector
 R. A. Corson, Box 1154 Receiver
 J. A. Mulkern, 26 5th St., Dubuque,
 Iowa Magazine Agent

31. K. R. CENTRE; Atchison, Kansas.

Meets 2d and 4th Sundays in Woodman's Hall,
 cor. 6th and Kansas Ave.
 H. L. Clark, cor. Roberts and Commer-
 cial Sts. Master
 S. S. Hamrick, 1606 Main St Secretary
 Chas. Bennington, 14th and Santa Fe St. Collector
 John O'Connor, 1303 Main St Receiver
 Frank Short Magazine Agent

32. BORDER; Ellis, Kansas.

Meets in K. of P. Hall every Tuesday at 3 P. M.
 George M. McClure, Box 205 Master
 Gustave Ebeling Secretary
 A. M. Petrie, Box 103 Collector
 A. Waters, Box 105 Receiver
 Harry Stigall Magazine Agent

33. SUCCESS; Trenton, Mo.

Meets in Engineer's Hall, over Union Bank, 1st
 and 3d Mondays at 2 P. M., and 2d and 4th
 Mondays, at 7 P. M.
 Thomas E. Torpey Master
 Thomas Griffin, Box 145 Secretary
 Chas. W. Gallup Collector
 Frank M. Park Receiver
 C. H. Torpey Magazine Agent

34. CLINTON; Clinton, Iowa.

Meets in Engineer's Hall, 4th St., 1st and 3d Sun-
 days at 2:30 P. M.
 Frank A. Kinch, 522 7th Ave Master
 J. M. Wheeler, 515 Comanche Ave Secretary
 Frank A. Kinch, 522 7th Ave Collector
 Thomas E. Bulen, 619 6th Ave Receiver
 A. J. Hemstead, 423 8th Ave Magazine Agent

35. AMBOY; Amboy, Ill.

James Lavell Master
 Thomas Monahan, Box 458 Secretary
 James Bersley Collector
 Thomas Monahan, Box 458 Receiver
 James P. Duggan Magazine Agent

36. TIPPECANOE; Lafayette, Ind.

Meets in Red Men's Hall, at 2 P. M., Sundays.
 Charles Ernst, 164 Salem St., over U. S.
 Express Co Master
 Albert H. Kelley, 98 Green St. Secretary
 Louis Raub, 128 N 8th St Collector
 W. R. Johnson, 110 S 4th St Receiver
 M. S. Hewes, 82 Smith St Magazine Agent

37. NEW HOPE; Centralia, Ill.

Meets every Thursday at 8 P. M.
 H. G. Cormick, Box 151 Master
 W. D. Holton, Box 244 Secretary
 W. D. Holton, Box 244 Collector
 C. W. Styles Receiver
 T. J. Prickett Magazine Agent

38. AYON; Stratford, Ontario.

Meets 1st and 3d Sundays at 2 P. M.
 James Harvey, Box 318 Master
 J. T. Burke, Box 318 Secretary
 William O'Brien, Box 318 Collector
 George Nursey, Box 318 Receiver
 S. J. Spencer, Box 318 Magazine Agent

39. TWIN CITY; Rock Island, Ill.

Meets in Engineer's Hall, 2d and 4th Sundays
 at 2 P. M.
 George H. Hinkley Master
 Daniel H. Moroney, 8th Ave. & 27th St. Secretary
 John C. Kane, cor. 5th Ave. and 25th St., Collector
 George H. Hinkley Receiver
 James Griffin, cor. 9th Ave. and 27th
 St Magazine Agent

40. BLOOMING; Bloomington, Ill.

Meets at 910 W Chestnut street, Tuesdays at 7:30
 P. M.
 Joseph Turpin, 707 W Locust St. Master
 P. L. Cutler, 707 W Locust St. Secretary
 P. L. Cutler, 707 W Locust St. Collector
 Ed. J. Spreen, 608 N Mason St. Receiver
 Thomas Powderly, 1208 Western Ave.,
 Magazine Agent

41. ONWARD; Dickinson, Dakota.

Meets in Odd Fellow's Hall, every Thursday at
 7:30 P. M.
 W. F. Cunningham, L Box 215]. Master
 O. A. Dosskey, Box 17 Secretary
 O. A. Dosskey, Box 17 Collector
 Joseph Crosthwaite, L Box 158 Receiver
 W. R. Williams, Box 32 Magazine Agent

42. ELMO; Madison, Wis.

Meets in Good Templar's Hall, 2d and 4th Sun-
 days.
 Alfred H. Tyler, 312 Lake St Master
 Jno. L. Cashen, cor. Clymer & Broom St. Secretary
 John Harrington, 520 W Main St Collector
 Byron B. Wilber, 901 Johnson St Receiver
 Frank Lawrence, 614 Millin St Magazine Agent

43. ST. JOSEPH; St. Joseph, Mo.

Meets in I. O. O. F. Hall, 10 Pacific St., 1st and 3d
 Thursdays.
 F. O. Porter, N. E. Cor. 13th and Penn St. Master
 James Hynman, 2216 S Sixth St Secretary
 James Hynman, 2216 S Sixth St Collector
 W. E. Sullivan, 2303 S Sixth St Receiver
 W. E. Sullivan, 2303 S Sixth St Magazine Agent

44. F. W. ARNOLD; East S. Louis, Ill.

Meets in Jacklesch Hall, corner Missouri and Main Sts., alternate Tuesdays at 7:30 P. M.
 T. J. Hayes, Box 375 Master
 J. P. Collins Secretary
 Chas. E. Long, Box 354 Collector
 Phil. C. Cramer, Box 68 Receiver
 C. E. Long, Box 354 Magazine Agent

45. ROSE CITY; Little Rock, Ark.

Meets in Quapaw Hall every Monday night.
 P. H. Williams, 1114 Water St. Master
 Ed. Chamberlain, Box 174, Argenta, Ark. Secretary
 William Smith, 206 Cross St. Collector
 George Emery, 802 North St. Receiver
 Ed. Chamberlain, Box 174, Argenta, Ark. Magazine Agent

46. CAPITAL; Springfield, Ill.

Meets in Engineers' Hall, 217 South 5th St., 1st and 3d Sundays, at 2 P. M.
 A. Cunningham, 1125 N Fifth St. Master
 E. W. Rowland, 421 S 9th St. Secretary
 E. W. Rowland, 421 S 9th St. Collector
 James Allen, S 11th St. Receiver
 E. W. Anderson, 1007 Cook St. Magazine Agent

47. TRIUMPHANT; Chicago, Ill.

Meets in Prosperity Hall, N. E. corner State and 18th Sts., 1st Monday evening and 3d Sunday afternoons.
 W. E. Burns, 122 Newberry St. Master
 William Keeler, 3830 LaSalle St. Secretary
 William Keeler, 3830 LaSalle St. Collector
 C. W. Watson, 183 E 22d St., Flat 12 Receiver
 Thos. O'Connor, 1240 Indiana Ave. Magazine Agent

48. W. F. HYNES; Peoria, Ill.

Meets in G. A. R. Hall 2d and 4th Saturdays at 7:30 P. M.
 George C. Watt, 617 1st St. Master
 J. V. Johnson, 412 Spencer St. Secretary
 W. A. McMillan, 206 State St. Collector
 George C. Watt, 617 1st St. Receiver
 John Watt, 617 First St. Magazine Agent

49. J. M. RAYMOND; Decatur, Ill.

Meets in Engineers' Hall, E Eldorado St., 2d and 4th Sundays at 3 P. M.
 Charles Hockery, 1113 N Calhoun St. Master
 John Dineen, 537 N Broadway Secretary
 William Murphy, 921 E Eldorado St. Collector
 A. H. Sutton, 975 N Water St. Receiver
 E. J. Wilkins, 1830 E William St. Magazine Agent

50. GARDEN CITY; Chicago, Ill.

Meets 1st and 3d Saturdays at 7:30 P. M.
 John J. Coffey, Kendrick's School, 143d and Tracy Ave., Town of Lake Master
 Calvin M. Wolcott, 5001 State St., corner 50th St. Secretary
 C. D. Dickerman, 5142 Dearborn St. Collector
 John J. Delaney, 4339 Halstead St. Receiver
 James T. Lee, 4404 Butterfield St. Magazine Agent

51. FRISCO; North Springfield, Mo.

Meets in Masonic Hall, 2d and 4th Saturdays of each month at 7:30 P. M.
 John S. Carson, Box 437 Master
 Michael Gaffney, Box 277 Secretary
 George Hasler Collector
 John S. Carson, Box 437 Receiver
 L. S. Wolfe, Box 448 Magazine Agent

52. GOOD WILL; Logansport, Ind.

Meets corner 4th and Market Sts., every Sunday at 2 P. M.
 Charles Truman, 1318 Spear St. Master
 W. A. McDonald, 1216 Smead St. Secretary
 John T. Maloy, 715 W Ottawa St. Collector
 M. W. Jamison, 405 Market Sts. Receiver
 J. A. Holland, corner George and 15th Sts. Magazine Agent

53. EMPORIA; Emporia, Kansas.

Meets in A. O. U. W. Hall, cor. 5th and Commercial Sts., 1st and 3d Mondays at 1 P. M.
 John C. Hadley Master
 Louis D. Brigham, 108 Rural St. Secretary
 John McLaughlin, Moline, Kan. Collector
 John Trumpbaugh, 2 Pine St. Receiver
 Edward Fitzen, Strong City Magazine Agent

54. ANCHOR; Moberly, Mo.

Meets in Supplies Bros. Hall, Tuesdays at 7 P. M.
 James A. Robertson Box 34 Master
 J. T. Grimes, L Box 113 Secretary
 M. Sullivan, Box, 1551 Collector
 R. P. Corrigan, Box 682 Receiver
 M. Sullivan, Box 1551 Magazine Agent

55. BLUFF CITY; Memphis, Tenn.

Meets at No. 16 Johnson Ave., 2d and 4th Thursday evenings.
 Jacob Fuches, L. & N. Shops Master
 Jacob Wagner, L. & N. Shops Secretary
 Jacob Wagner, L. & N. Shops Collector
 A. S. Klyce, L. & N. Shops Receiver
 J. E. McFadden, 196 Johnson Ave. Magazine Agent

56. BANNER; Stanberry, Mo.

Meets every Saturday night at 7:30 P. M.
 Joseph J. Smith Master
 W. E. Baldwin, L Box 400 Secretary
 Charles H. Runyan Collector
 T. A. Newcomb Receiver
 Joseph J. Smith Magazine Agent

57. BOSTON; Boston, Mass.

Meets in Odin Hall, 47 Hanover St., 1st and 3d Sundays of each month.
 F. F. Derby, Fitchburg R. R. Engine House
 Charlestown, Mass. Master
 T. H. Haines, Ocean View St., Winthrop, Mass. Secretary
 A. W. Spurr, 66 Hammond St. Collector
 T. H. Haines, Ocean View St., Winthrop, Mass. Receiver
 H. E. Stevens, 5 Davis St. Magazine Agent

58. SACRAMENTO; Rocklin, Cal.

Meets in Masonic Hall, every Monday and Thursday at 1:30 P. M.
 C. C. Brown Master
 C. E. Warmington Secretary
 George B. Clark Collector
 Elmer E. Greeley Receiver
 Frank J. Peacock Magazine Agent

59. ROYAL GORGE; South Pueblo, Colo.

Meets every Monday evening at 7:30.
 A. M. McMurray, Box 458 Master
 John Gallagher, 27 Block S Secretary
 C. S. Walker, 124 Mechanic St., Pueblo, Colo. Collector
 M. C. Donnelly, 610 E 3d St., Pueblo Receiver
 John T. DeJersey, No. 601 B St., Pueblo Magazine Agent

60. UNITED; Philadelphia, Pa.

Meets in Dover Hall, Marshall St., above Susquehanna Ave., alternate Sundays.
 James Wertz, 2013 N 3d St. Master
 B. F. Pettit, 2655 N 9th St. Secretary
 Fred. Hess, 1630 N 5th St. Collector
 B. F. Pettit, 2655 N 9th St. Receiver
 Chas. H. Reihner, 529 Butler St., Franklinville, Pa. Magazine Agent

61. MINNEHAHA; St. Paul, Minn.

Meets in Druid's Hall, corner Jackson and 7th St., 2d and 4th Sundays.
 James V. Piper, corner Jackson St., and Como Ave. Master
 P. McLaughlin, 103 Sycamore St. Secretary
 H. E. Kemp, 233 Granite St. Collector
 Theo. T. Hart, 709 Tuscarora St. Receiver
 J. F. Mullany, Cor. Como Ave. and Jackson St. Magazine Agent

62. VANBERGEN; Carbondale, Pa.

Meets in Odd Fellows' Hall, cor. 7th and Church
Sts., 2d and 4th Sundays at 1 P. M.,
John P. McCawley, Box 608 Master
U. S. Van Dermark, Box 41 Secretary
W. H. Brokenshire Collector
A. M. Banks, Box 479 Receiver
D. N. Swan Magazine Agent

63. HERCULES; Danville, Ill.

Meets in K. of H. Hall, West Main St., 1st and
3d Sundays.
John Myers, 808 N Jackson St. Master
Bernard Manion Secretary
John Wakely, Box 772 Collector
H. J. Bohn, 501 E Main St. Receiver
T. A. Hudson Magazine Agent

64. SIOUX; Sioux City, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at 2:30
P. M.
D. L. Davenport, 1521 E 6th St. Master
James Griffin, 419 Clark St. Secretary
Sidney Weir, 506 Iowa St. Collector
D. L. Davenport, 1521 E 6th St. Receiver
Warren Bennett Magazine Agent

65. FORT RIDGELY; Waseca, Minn.

Meets in Engineers' Hall, 1st and 3d Sundays.
James B. Newcomer, Winona, Minn. Master
G. Bennett, Box 3 Secretary
J. A. Robinson Collector
W. D. Grimes, Box 488 Receiver
M. J. Fitzpatrick, 821 W 5th St., Wino-
na, Minn. Magazine Agent

66. CHALLENGE; Belleville, Ontario.

Meets in B. of L. F. Hall, 2d and 4th Sundays at
2:30 P. M.
Robert Milne, Belleville Station Master
F. C. Link, Belleville Station Secretary
W. J. Logue, Box 9, Belleville Station Collector
Timothy Daly, Jr., Belleville Station Receiver
R. Snell, Belleville Station Magazine Agent

67. DOMINION; Toronto, Canada.

Meets in I. O. O. F. Hall, 2d and 4th Sundays, at
2:30 P. M.
W. Brent, 85 Spadina Ave. Master
Sidney Vaughan, 5 Draper St. Secretary
James Pratt, 172 Huron St. Collector
Sidney Vaughan, 5 Draper St. Receiver
Robert Reid, 31 Leonard Ave. Magazine Agent

68. EAU CLAIRE; Altoona, Wis.

Meets 2d and 4th Sundays at 2 P. M.
Martin Duggan Master
J. S. McCauley, Box 24 Secretary
Patrick E. Keating, Box 62 Collector
E. W. Brogan Receiver
Charles Dinneen Magazine Agent

69. ISLAND CITY; Brockville, Ontario.

Meets in the Merrill Block, every Thursday at
7:30 P. M.
Thomas Shields, Box 558 Master
A. W. Dales, Box 206 Secretary
J. G. Goodison, Box 206 Collector
I. J. Beehler, Box 558 Receiver
Francis Flanigan Magazine Agent

70. LONE STAR; Longview, Texas.

Meets in I. O. O. F. Hall, every Tuesday at 2
P. M.
I. H. Stout, Box 411 Master
Lorenzo D. Oden, Box 411 Secretary
Albert N. Oden, Box 411 Collector
Lorenzo D. Oden, Box 411 Receiver
C. W. Slayter, Box 421 Magazine Agent

71. SUSQUEHANNA; Oneonta, N. Y.

Meets in B. of L. E. Hall, 2d and 4th Sundays at
3 P. M.
Willard Robinson, 6 Mickley Ave. Master
W. W. Rowe Secretary
R. W. Mills Collector
Irvin Baker Receiver
James Walters, 82 W Broadway Magazine Agent

72. WELCOME; Camden, N. J.

Meets at 2d and Federal Sts., 1st and 3d Sundays
of each month.
John Colton, 508 Benson St. Master
James L. Gibbs, Collinswood, N. J. Secretary
Garret M. Weston, 365 Bridge St. Collector
James L. Gibbs, Collinswood, N. J. Receiver
G. W. Austeruhl, 437 Mickle St. Magazine Agent

73. BAY STATE; Worcester, Mass.

Meets at 302 Main St., 2d and 4th Sundays.
E. Brewer, 27 Houghton St. Master
Charles A. Smith, 124 Central St. Secretary
J. J. Cunningham, 29 Prescott St. Collector
Charles A. Smith, 124 Central St. Receiver
W. N. Holland, 9 Cutler St. Magazine Agent

74. KANSAS CITY; Argentine, Kan.

Meets in K. of P. Hall, alternate Thursdays.
Thomas Donahue, Box 421 Master
Robt. Hockinson, Box 421 Secretary
G. B. Campbell, Box 421 Collector
Edwin J. Pearce, Box 421 Receiver
G. B. Campbell, Box 421 Magazine Agent

75. ENTERPRISE; Philadelphia, Pa.

Meets in Erickson's Hall, 3947 Lancaster Ave.,
2d and 4th Sunday afternoons
Chas. I. Bisbing, 920 Belmont Ave. Master
C. W. Reeves, 750 N 36th St., West Phila-
delphia Secretary
John Finley, 3604 Fairmount Ave. Collector
C. W. Reeves, 750 N 36th St., West Phila-
delphia Receiver
J. T. Findley, 3604 Fairmount Ave Magazine Agent

76. NEW ERA; Breckenridge, Minn.

Meets in Masonic Hall, 2d and 4th Sundays at 2
P. M.
George W. Sebastian, Box 134, Grand Forks,
Dakota Master
W. C. Hall Secretary
Harry Pearce Collector
W. W. Hurd Receiver
Win. Pannon, Box 67 Magazine Agent

77. ROCKY MOUNTAIN; Denver, Colo.

Meets in Neef's Hall, 15th St., every Thursday at
7:30 P. M.
Charles D. Lane, 2646 Lawrence St. Master
W. F. Brundage, 1216 Larimer St. Secretary
D. L. Marrs, 445 Beecher Ave., N side Collector
W. F. Brundage, 1216 Larimer St. Receiver
H. M. Johns, 940 11th St. Magazine Agent

78. GOLDEN EAGLE; Sedalia, Mo.

Meets in Hart's Hall, E 13th St., every Thursday
at 7 P. M.
John Laybourne, 318 Engineer St. Master
H. D. Boulit, 1223 E 6th St. Secretary
Edward J. Moore, 109 E Boonville St. Collector
Henry Meyer, 318 Engineer St. Receiver
G. H. Lyons, 318 Engineer St. Magazine Agent

79. J. M. DODGE; Roodhouse, Ill.

Meets in Engineer's Hall, 1st and 3d Mondays
and 2d and 4th Sundays.
John Underwood Master
Charles E. Stone Secretary
Charles E. Stone Collector
Walker Watson Receiver
J. A. Wells Magazine Agent

80. SELF HELP; Aurora, Ill.

Meets over 26 and 28 Broadway, every 2d Sunday
George Goding, 428 Benton St. Master
William Mitchell, 26 State St. Secretary
Geo. J. Waters, 202 5th St. Collector
Frank G. Boomer, 95 LaSalle St. Receiver
Chas. Kelly, 308 Fox St. Magazine Agent

81. PINE CITY; Brainerd, Minn.

Meets in I. O. O. F. Hall, 6th St., South, 2d and
4th Sundays 2 P. M.
James F. McGinnis, Box 1871 Master
George Watts, Box 1831 Secretary
George F. Watson Collector
Rowland Arundel, Box 1545 Receiver
S. W. Green, L Box 1878 Magazine Agent

82. NORTHWESTERN; Minneapolis, Minn.

Meets 2d Saturday evening and 4th Sunday afternoon of each month, at 68 and 70 6th St., S.
 Ernest B. Mayo, 424 1st Ave. South . . . Master
 W. E. Richmond, 820 N Girard Ave . . . Secretary
 Robert J. Watson, 716 4th Ave. North . . . Collector
 W. E. Richmond, 820 N Girard Ave . . . Receiver
 Ernest B. Mayo, 424 1st Ave. S. . . Magazine Agent

83. TRINITY; Fort Worth, Texas.

Meets in B. of L. F. Hall every Wednesday, at 8 P. M.
 I. M. Dean, Box 406 . . . Master
 George H. Tucker, Box 406 . . . Secretary
 I. M. Dean, Box 406 . . . Collector
 J. M. Russ, Box 406 . . . Receiver
 J. S. Whitley, Box 406 . . . Magazine Agent

84. CALHOUN; Battle Creek, Mich.

Meets in Whitcomb's Block, N Jefferson St., 2d and 4th Sundays at 2:30 P. M., and 1st Monday at 7:30 P. M.
 E. C. Wilder, 50 South Ave . . . Master
 James Burgess, 76 Bennett St . . . Secretary
 Frederick Voss, 103 Green St . . . Collector
 E. C. Wilder, 50 South Ave . . . Receiver
 R. E. James, 106 3rd St. . . Magazine Agent

85. FARGO; Fargo, Dakota.

Meets 2d and 4th Sundays in I. O. O. F. Hall, corner Robert St. and 2d Ave.
 W. W. Sturman, Box 825 . . . Master
 Eugene McAuliffe, 114 9th St., S . . . Secretary
 Wash. Terrett . . . Collector
 R. Roggeveen, 324 13th St. North . . . Receiver
 Thomas A. Kelly, Fargo, Dak . . . Magazine Agent

86. BLACK HILLS; Laramie City, Wyoming.

Meets in K. of L. Hall, Friday evening at 7:30.
 George W. DeForest, Box 455 . . . Master
 James C. Love, Box 517 . . . Secretary
 George W. DeForest, Box 455 . . . Collector
 William N. Roth, Box 348 . . . Receiver
 George M. Harris . . . Magazine Agent

87. SUMMIT; Rawlins, Wyoming.

Meets in I. O. O. F. Hall, 1st and 3d Thursdays, at 7:30 P. M.
 Thomas F. Croake, Box 87 . . . Master
 Ed. Smyth . . . Secretary
 Charles Sullivan . . . Collector
 Frank J. Keefe, Box 152 . . . Receiver
 Myles Scallan . . . Magazine Agent

88. MORNING STAR; Evanston, Wyoming.

Meets in I. O. O. Hall, Thursdays at 7:30 P. M.
 J. C. Bowman . . . Master
 Kenneth G. McLean, Box 150 . . . Secretary
 William L. Gray . . . Collector
 J. C. Bowman . . . Receiver
 Samuel Carpenter . . . Magazine Agent

89. CHEAW; Montgomery, Ala.

Meets every Sunday in K. of P. Hall, over National Bank, Commerce St.
 E. L. Cranford, 207 Holt St . . . Master
 Ed. Austin, 115 Dexter Ave . . . Secretary
 A. F. Grubbs, Box 524 . . . Collector
 George I. Fuller, 26 N Perry St . . . Receiver
 E. L. Cranford, 207 Holt St . . . Magazine Agent

90. SAN DIEGO; San Bernardino, Cal.

Meets in A. O. U. W. Hall, every Thursday night.
 George A. March, Box 645 . . . Master
 James Pixton . . . Secretary
 Harvey Smith, Box 645 . . . Collector
 R. S. Compton . . . Receiver
 J. E. Culey, Box 645 . . . Magazine Agent

91. GOLDEN GATE; San Francisco, Cal.

Meets corner Valencia and 16th Sts., 1st Sunday at 1 P. M., and 3d Tuesday at 7 P. M.
 Wm. Lockwood, 24 Mission Ave . . . Master
 Chas. A. Crites, 203 16th St . . . Secretary
 W. J. Allen, 21 Julian Ave., near 15th . . . Collector
 James Doyle, 337, 18th St . . . Receiver
 F. W. McCune, 230 Shotwell St . . . Magazine Agent

92. FRONTIER CITY; Owego, N. Y.

Meets 2d and 4th Sundays in N. Y., O. & W. Ry. Depot.
 Charles Spath, 39 W Talman St . . . Master
 Myrom H. Counsell, 16 E 5th St . . . Secretary
 Myrom H. Counsell, 16 E 5th St . . . Collector
 Myrom H. Counsell, 16 E 5th St . . . Receiver
 S. C. Forsyth, 166 W Utica St . . . Magazine Agent

93. GATE CITY; Keokuk, Iowa.

Meets in Horn's Hall, corner 8th and Main St., 2d and 4th Sundays at 2 P. M.
 John Cronin, corner B and Bluff St . . . Master
 Ed. J. Kelly, 519 Ridge St . . . Secretary
 Ed. J. Kelly, 519 Ridge St . . . Collector
 John H. Carter, 507 Main St . . . Receiver
 Henry Montgomery, Centerville, Magazine Agent

94. CACTUS; Tucson, Arizona.

Meets in B. of L. F. Hall, corner Tool Ave. and Pennington St., every Tuesday at 7:30 P. M.
 W. E. Butler, Box 218 . . . Master
 Jacob Hettrick . . . Secretary
 F. M. Blaney . . . Collector
 N. H. Cramer . . . Receiver
 W. D. Anderson, Box 218 . . . Magazine Agent

95. CHICAGO; Chicago, Ill.

Meets at 237 Milwaukee Ave., 2d Tuesday at 8 P. M., and 1st Sunday of each month, at 9:30 A. M.
 D. M. Leavitt, 36 Temple St . . . Master
 Vernon L. Culver, 174 N Halstead St . . . Secretary
 J. F. Cantlon, 142 Front St . . . Collector
 E. W. Wallbaum, 224 Larrabee St . . . Receiver
 Wm. R. Stuart, 174 N Halstead St . . . Magazine Agent

96. ALEXIA; Wellsville, Ohio.

Meets 1st and 3d Sundays in B. of L. E. Hall, Main St.
 G. Leibtag . . . Master
 Frank Ray, Box 695 . . . Secretary
 William M. King . . . Collector
 Joseph Quinn, Box 239 . . . Receiver
 John Leibtag, Box 366 . . . Magazine Agent

97. ORANGE GROVE; Los Angeles, Cal.

Meets at 512 San Fernando St., every Tuesday evening at 7:30.
 George C. Morton, Box 72 . . . Master
 Wm. T. Curl, 636 San Fernando St . . . Secretary
 Wm. T. Curl, 636 San Fernando St . . . Collector
 Ed. Whitney, 46 Ann St . . . Receiver
 A. V. Blackburn, 35 Railroad St . . . Magazine Agent

98. PERSEVERANCE; Terrace, Utah.

Meets in Engineers' Hall every Tuesday.
 R. W. Shields . . . Master
 E. G. White . . . Secretary
 J. H. Neven . . . Collector
 Clarence W. Veasy . . . Receiver
 H. J. Grubnau . . . Magazine Agent

99. ROCHESTER; Rochester, N. Y.

Meets at No. 33 Market St., every Friday evening.
 E. E. Pruyn, 41 1st Ave . . . Master
 W. P. Couch, 331 University Ave . . . Secretary
 George Kinsley, 22 Upton Park . . . Collector
 Mathias S. Dubelbeiss, 94 Bay St . . . Receiver
 W. H. Rice, 9 Norwood St . . . Magazine Agent

100. ADAIR; Bowling Green, Ky.

Meets in Wright's Hall, corner Main and Adams Sts., every Monday at 2 P. M.
 William Coleman . . . Master
 Woods L. Miller, Box 446 . . . Secretary
 Woods L. Miller, Box 446 . . . Collector
 Wesley Alsop . . . Receiver
 Richard A. Potter . . . Magazine Agent

101. ADVANCE; Creston, Iowa.

Meets in Firemen's Hall, 222 Pine St., every Sunday at 2 P. M.
 John Igce, Box 246 . . . Master
 Frank E. Giltner . . . Secretary
 Frank E. Giltner . . . Collector
 H. A. Flint . . . Receiver
 H. H. Carter . . . Magazine Agent

102. CONFIDENCE; East Des Moines, Iowa.

Meets in I. O. O. F. Hall, S. E. corner Sycamore and 8th Sts., alternate Sundays at 2 P. M.,
 F. S. Payne, 1221 Court Ave. Master
 C. M. Krull, 717 Lyon St. Secretary
 John Loveless, 1203 Fillmore St. Collector
 J. W. Combs, 1321 Buchanan St. Receiver
 W. L. Carsa, 849 W 13th St., Des Moines Magazine Agent

103. FALLS CITY; Louisville, Ky.

Meets in Colgan's Hall, corner 10th and Walnut Sts., every Thursday at 2 P. M.
 William C. Abbey, 1017 Story Ave. Master
 James J. Lawson, 1108 12th St. Secretary
 John B. Reynolds, 1017 13th St. Collector
 James J. Lawson, 1108 12th St. Receiver
 John B. Reynolds, 1017 13th St. Magazine Agent

104. "OLD KENTUCKY;" Ludlow, Ky.

Meets in M. J. Connelly's residence, 106 Oak St., 1st and 3d Thursdays at 7:30 P. M.
 Frank Robertson Master
 M. J. Connelly Secretary
 Charles Heimberger Collector
 Frank Robinson Receiver
 Charles Heimberger Magazine Agent

105. PROGRESS; Galeburg, Ill.

Meets in B. of L. E. Hall every Thursday evening at 7:30 P. M.
 William Heath, 351 E Main St. Master
 J. L. Nelson, 327 N Seminary St. Secretary
 J. L. Nelson, 327 N Seminary St. Collector
 M. J. Buckley, 122 W Knox St. Receiver
 C. G. Nelson, 826 S Seminary St. Magazine Agent

106. KEY CITY; Dubuque, Iowa.

Meets over Master Mechanic's office, 2d and 4th Sundays at 2 P. M.
 Joseph Chaloupka, 1470 Cedar St. Master
 D. W. Mason, 438 High St. Secretary
 Joseph Chaloupka, 1470 Cedar St. Collector
 Laverett Douglass, 988 Garfield Ave. Receiver
 Edward A. Forster 438 High St. Magazine Agent

107. ECLIPSE; Gallon, Ohio.

Meets in Zimmerman's Hall every Wednesday night.
 August Gerhart, Box 196 Master
 W. G. Morgan Secretary
 C. D. Hoyt Collector
 Thomas Wilson, Box 497 Receiver
 George Canaan, Box 386 Magazine Agent

108. PIONEER; Chama, New Mexico.

Meets in D. & R. G. Passenger Depot, every Wednesday at 7:30 P. M.
 Wm. J. Brown Master
 Edward Bradley Secretary
 Frank Wilson Collector
 Herman Berndt, Durango, Colo Receiver
 John A. Simon Magazine Agent

109. PEACE; St. Louis, Mo.

Meets in Summit Hall, corner Ewing Ave. and Market St., 2d and 4th Fridays of each month at 7:30 P. M.
 W. M. White, 944 Chouteau Ave. Master
 J. L. Pate, 2919 Caroline St. Secretary
 Charles Durnell, 1303 S Compton Ave. Collector
 J. L. Pate, 2919 Caroline St. Receiver
 J. L. Pate, 2919 Caroline St. Magazine Agent

110. OLD GUARD; Bucyrus, Ohio.

Meets in Engineers' Hall, cor. Sandusky & Mansfield St., every 2d and 4th Sundays at 2 P. M.
 J. R. Gordon, L Box 285 Master
 C. P. Collins, Corning, O Secretary
 William Fitzmaurice Collector
 W. C. Bruce Receiver
 C. P. Collins, Corning, O Magazine Agent

111. BEACON; Mattoon, Ill.

Meets in K. of L. Hall, Sunday at 2:30 P. M.
 C. J. Singleton, L Box 835 Master
 T. F. Barrett, Box 427 Secretary
 F. W. Neidheiser Collector
 Paul Kider, Box 744 Receiver
 George S. Norris, Box 952 Magazine Agent

112. EVENING STAR; Mt. Vernon, Ill.

Meets in Heiserman's Hall, 1st and 3d Tuesdays at 7:30 P. M.
 S. R. Wild Master
 John C. Branham Secretary
 John C. Branham Collector
 E. F. Lynch Receiver
 G. T. Colvin Magazine Agent

113. CLARK-KIMBALL; Pocatello, Idaho.

Meets in Masonic Hall every Monday at 7:30 P. M.
 W. J. Ingling Master
 H. F. Chrisman Secretary
 John H. Shannon Collector
 Frank Walton, Allerdice, Mont Receiver
 H. F. Chrisman Magazine Agent

114. MAGIC CITY; Cheyenne, Wyoming.

Meets in Engineers' Hall, Idleman's Block, every Wednesday at 8 P. M.
 John F. Bingham, Box 250 Master
 Thomas O. Jones, Box 250 Secretary
 Thomas O. Jones, Box 250 Collector
 Ernest Heenan, 1010 Central Ave. Receiver
 James J. Keelan Magazine Agent

115. GULF CITY; Galveston, Texas.

Meets 1st and 3d Wednesdays in the Temple of Honor.
 H. L. Briggs, Cor. 8th and Market Sts Master
 Jno. Buckley, 19th and O½ Sts Secretary
 G. E. Labbit, 76 W Ave. and L Sts Collector
 H. L. Briggs, Cor. 8th and Market Sts Receiver
 Wm. Powell, N E Cor. 39th St. and Broadway Magazine Agent

116. ST. CLAIRE; Fort Gratiot, Mich.

Meets in Engineers' Hall, 1st and 3d Sundays at 1:30 P. M.
 William Dingwall, 2004 Stone St., Port Huron, Mich Master
 R. S. Gee, 1604 Poplar St., Port Huron Secretary
 R. S. Gee, 1604 Poplar St., Port Huron Collector
 E. G. Hubbard, Box 127 Receiver
 J. J. Jackson, 2202 Stone St, Port Huron, Mich Magazine Agent

117. BEAVER; London, Ontario.

Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.
 Edwin S. Chapman, 151 Clarence St Master
 George Black, 460 Simcoe St Secretary
 S. T. Fletcher, 221 Maitland St Collector
 John Dickson, 367 Simcoe St Receiver
 Robert Lister, 411 Hill St Magazine Agent

118. STAR OF THE EAST; Richmond, Quebec.

Meets in Pearson's Hall every Wednesday at 7:30 P. M., and 1st and 3d Sundays at 2 P. M.
 R. A. Leonard Master
 Geo. A. Pearson, Richmond Station Secretary
 Geo. A. Pearson, Richmond Station Collector
 John Kelly, Richmond Station Receiver
 Geo. A. Pearson, Richmond Station, Magazine Agent

119. COLONIAL; River du Loup, Quebec.

Meets Wednesday and Thursday nights, alternately, in English School Room.
 W. H. Rougeau, River du Loup Station Master
 Louis D. Poulin, I. C. Ry. Station Secretary
 Louis D. Poulin, I. C. Ry. Station Collector
 W. H. Rougeau, River du Loup Station Receiver
 W. H. Rougeau, River du Loup Station Magazine Agent

120. FORTUNE; Syracuse, N. Y.

Meets in C. M. B. A. Hall, Cor. Fayette and Salina Sts., 1st and 3d Sundays at 3 P. M. and 2d and 4th Tuesdays at 7 P. M.
 E. F. McNulty, 266 W Fayette St Master
 Simon Mangum, 175 Otisco St Secretary
 L. G. Rousson, 16½ Richmond St Collector
 F. H. Livingston, 59 Jackson St Receiver
 A. D. Collins, 312 Putnam St Magazine Agent

121. FELLOWSHIP; Corning, N. Y.

Meets in Odd Fellows' Hall, 1st and 3d Sundays of each month at 3 P. M.

James F. Roody Master
Isaiah D. Wolcott, 2 Magee St. Secretary
Isaiah D. Wolcott, 2 Magee St. Collector
E. E. Everts, 150 E Erie Ave. Receiver
Chas. J. Boylan Magazine Agent

122. FEDERATION; Pana, Ill.

Meets in Woodmen's Hall, every Sunday at 2:30 P. M.

Charles Roley Master
W. D. Stokes, L Box 13 Secretary
Wm. J. Miller Collector
Thos. H. Crowner Receiver
A. C. Reif Magazine Agent

123. OVERLAND; Omaha, Neb.

Meets in K. of P. Hall, Cor. 14th and Douglass Sts., every Wednesday at 8 P. M.

F. W. Perkins, room 24, Anderson Block Master
E. S. Emmons, 1820 Mason St. Secretary
William Anderson, 811 Pacific St. Collector
Albert Cole, 636 S 17th St. Receiver
William A. Cummings, 1306 S 12th St. Magazine Agent

124. PILOT; Perry, Iowa.

Meets in Odd Fellows' Hall, 2d and 4th Sundays at 9:30 P. M.

H. A. Draper Master
Wm. L. Johnston, Box 554 Secretary
H. C. DeGroat Collector
B. W. Ziley Receiver
E. G. Benson Magazine Agent

125. GUIDE; Marshalltown, Iowa.

Meets in B. of L. F. Hall, S Center St., 2d and 4th Sundays.

W. M. Gallup, 512 S 3d St. Master
J. P. Boyce, 103 W Nevada St. Secretary
J. S. Smedes, 307 S Center St. Collector
J. M. Larimer, 307 S 3d Ave. Receiver
J. O. Rose, 410 W Church St. Magazine Agent

126. COMET; Austin, Minn.

Meets in Hays' Hall, 1st and 3d Mondays and 2d and 4th Sundays.

J. A. Harriman, Box 473 Master
E. H. Talmadge Secretary
J. E. Gilbert Collector
Oliver C. Cornforth Receiver
C. J. Erickson Magazine Agent

127. NORTHERN LIGHT; Winnipeg, Manitoba.

Meets in Assinaboine Hall, 133 Ross St., 1st Tuesday and 3d Sunday.

John Wellington, 14 Patrick St. Master
W. H. Woods, 14 Patrick St. Secretary
Thomas Reese, 20 Gunnell St. Collector
J. G. Jonah, 226 McWilliams St. Receiver
George M. Vansickle, 31 Isabel St. Magazine Agent

128. LANDMARK; Glendive, Montana.

Meets in Coleman's Hall, every Tuesday at 7 P. M.

Arthur Todd Master
James McKenzie, Box 55 Secretary
Martin E. Colbert, Box 55 Collector
James McKenzie, Box 55 Receiver
J. C. Sorenson Magazine Agent

129. MINERAL KING; Escanaba, Mich.

Meets in B. of L. E. Hall 2d and 4th Sundays at 1 P. M.

Richard Letcher, Box 123 Master
James S. Hill, L Box 116 Secretary
George H. Valentine, Box 541 Collector
J. S. Rogers, Box 622 Receiver
William Finnegan Magazine Agent

130. GUIDING STAR; Milwaukee, Wis.

Meets in Engineers' Hall, 2d and 4th Sundays at 2 P. M.

Thomas Dwyer, 335 Jackson St. Master
Bernard J. Fahl, cor. 34th and Wells St. Secretary
Frank E. Search, 436 Barclay St. Collector
Con. S. McAuliffe, 561 Washington St. Receiver
James D. Dwyer, 99 6th St. Magazine Agent

131. GOLDEN RULE; Stevens Point, Wis.

Meets in Redfield's Hall, 1st and 3d Fridays at 7:30 P. M., and 2d and 3th Sundays at 2:30 P. M.

Arthur T. Willett Master
George L. Gearhart Secretary
A. R. Johnson, Box 8 Collector
R. J. Luxan, Box 386 Receiver
R. J. Luxan, Box 386 Magazine Agent

132. MARVIN HUGHITT; Eagle Grove, Iowa.

Meets in Opera House, 1st and 3d Sundays and last Wednesday at 2 P. M.

Fisher Wressell, Box 13 Master
W. R. Hammond, Box 406 Secretary
James H. Long, Box 6 Collector
John H. Howell Receiver
E. G. Bates, Tama Magazine Agent

133. SPRAGUE; Sprague, Washington, Ty.

Meets in Postoffice Hall, 2d and 4th Sundays at 7 P. M.

J. D. Irby, Box 10 Master
H. A. Moore, Box 62 Secretary
A. E. Bowman, Box 10 Collector
Arthur Herlder, Pasco Receiver
J. C. Smith Magazine Agent

134. EASTMAN; Farnham, Quebec.

Meets every Sunday at 3 P. M.

E. W. Gibson Master
H. E. Cowan Secretary
J. H. Cunningham Collector
E. W. Gibson Receiver
Louis Lepine Magazine Agent

135. NEW YEAR; El Paso, Texas.

Meets in Firemen's Hall, 1st and 3d Tuesdays at 7 P. M.

Collin McArthur Master
Jas. E. Handibo, Box 184 Secretary
Wm. Rader Collector
Collin McArthur Receiver
W. P. Sirsion Magazine Agent

136. J. SCOTT; Lindsay, Ontario.

Meets in S. O. E. Hall, alternate Saturdays at 7:30 P. M.

Laughlin McIntosh, Box 454 Master
Robert N. Johnston, Box 454 Secretary
Joseph Kelcher, Box 454 Collector
J. Jefferies, Box 454 Receiver
Jos. Kelcher Magazine Agent

137. PROTECTION; Eldon, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at 2:30 P. M.

C. W. Friend Master
J. T. Hull, Box 186 Secretary
George W. Trott, Box 185 Collector
A. Shunterman Receiver
Geo. W. Wright Magazine Agent

138. UNION; Freeport, Ill.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.

Thomas Cummisford Master
Samuel Shaunnassy, 16 Crocker St. Secretary
Samuel Shaunnassy, 16 Crocker St. Collector
George Showalter Receiver
George Showalter Magazine Agent

139. MT. WHITNEY; Tulare, Cal.

Meets in Schultz's Hall, 1st and 3d Sundays and 2d and 4th Fridays at 2 P. M.

W. P. Barrett Master
George E. Landes, Box 81 Secretary
G. G. Hutchings Collector
George E. Landes, Box 31 Receiver
Frank Zuber Magazine Agent

140. MOUNT OURAY; Salda, Colo.

Meets in Fraternity Hall every Monday at 7:30 P. M.

G. W. Miller Master
W. S. Brewster Secretary
J. W. Hardy, L Box 599 Collector
Henry Wise, L Box 599 Receiver
N. A. Worden, Box 180 Magazine Agent

141. A. G. PORTER; Fort Wayne, Ind.

Meets in Grand Army Hall every Wednesday at 7:30 P. M.

A. J. Kohler, 461 Calhoun St. Master
Patrick C. Lupton, 33 E Williams St. Secretary
J. H. Westernman, 20 Buchanan St. Collector
W. R. Fredericks, 415 S Lafayette St. Receiver
Frank C. Smith, 46 Elm St. Magazine Agent

142. SAFETY; Toledo, Ohio.

Meets in Johnson's Hall, 1st and 3d Sundays at 1:30 P. M., and 2d and 4th Thursdays at 7 P. M.
Henry Harms, 446 Forte St., E Toledo Master
Fred. E. Bittman, 713 S Erie St. Secretary
S. W. Nesper, 406 Broadway Collector
Fred. E. Bittman, 713 S Erie St. Receiver
B. I. Ross, Penn. Eng. House Magazine Agent

143. E. C. FELLOWS; West Oakland, Cal.

Meets in Pythian Hall, 1056 Broadway, every Monday, at 7:30 P. M.
T. J. Roberts, 752 Willow St. Master
R. H. Potts, 1792 7th St. Secretary
Ed. Johnson, 1714 8th St. Collector
T. J. Roberts, 752 Willow St. Receiver
C. Sellander, 963 4th Ave., East Oakland, Cal. Magazine Agent

144. SUGAR LOAF; Campbellton, New Brunswick.

Meets in Patterson's Hall, I. C. R. Depot, 2d Sundays at 9 A. M., and 4th Sunday afternoons.
William A. Thompson Master
William Hamilton Secretary
James Thompson Collector
John Deveraux Receiver
William Smallwood Magazine Agent

145. DAVY CROCKET; San Antonio, Texas.

Meets in Jonas' Hall, 601 Austin St. every Tuesday at 8 P. M.
R. D. Wallace, 818 Ave. D. Master
Edward Beere, 320 Austin St. Secretary
O. H. Cole, 1112 Ave. D. Collector
Edward Beere, 320 Austin St. Receiver
J. D. Kennedy, 905 Ave. D. Magazine Agent

146. BAYOU CITY; Houston, Texas.

Meets 1st and 3d Mondays at 7 P. M., and 4th Mondays at 2 P. M.
John F. Broughton, S. P. Shops Master
J. P. Monaghan, N. W. cor. Vine and Shea Sts. Secretary
J. P. Monaghan, N. W. cor. Vine and Shea Sts. Collector
D. M. Moody, 109 Elysian St. Receiver
D. M. Moody, 109 Elysian St. Magazine Agent

147. MIDLAND; Temple, Texas.

Meets every Monday at 8 P. M.
John McBride, Box 105 Master
T. J. Robbins, Box 105 Secretary
James Conney, Box 105 Collector
Howard Covington, Box 105 Receiver
H. Sims, Box 105, Temple, Tex. Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.

Meets in K. of P. Hall, every Friday at 1:30 P. M.
W. Z. Thompson, Box 416 Master
S. F. James, Box 416 Secretary
C. W. Rankin Collector
E. M. Stafford, Box 488 Receiver
David Tipton, Box 416 Magazine Agent

149. JUST IN TIME; New York, N. Y.

Meets at 110 East 125th St., 2d and 4th Saturdays at 8 P. M.
James F. Hough, 1424 Ave. A. Master
P. A. Donahue, 311 W 55th St. Secretary
Robert T. Roscoe, 1968 3d Ave. Collector
P. A. Donahue, 311 W 55th St. Receiver
Charles Johnson, 451 E 119th St. Magazine Agent

150. S. M. STEVENS; Marquette, Mich.

Meets in Mack's Hall, cor. Washington and 3d Sts., 2d and 4th Sundays at 2 P. M.
Arthur C. Bishop, 146 Main St. Master
Fred. Fletcher, 212 Garden St. Secretary
John Munroe Collector
Wm. D. Reany, 416 W Washington St. Receiver
Wm. J. Turner Magazine Agent

151. MAPLE LEAF; Hamilton, Ontario.

Meets 1st and 3d Sundays at 2:30 P. M.
Alexander McGilvery, N. & N. W. Shops Master
Wm. Perkins, 150 Wellington St. Secretary
William F. Baines, 118 Queen St., N. Collector
Robert Martin, 15 Mayill St. Receiver
William Broughton, 14 Inchbury St., S. Magazine Agent

152. NORTH POLE; West Bay City, Mich.

Meets in Royal Arcumn Hall, 1st and 3d Sundays.
Patrick J. Koach, Box 845 Master
Frank E. Ayers, Box 104 Secretary
Fred. C. McDonald Collector
John Hatchard, Box 377 Receiver
Frank E. Ayers, Box 104 Magazine Agent

153. H. C. LORD; Fort Scott, Kansas.

Meets in I. O. O. F. Hall, Market St., between Wall and 1st Sts.
H. L. Wright, 11 S Barbee St. Master
J. M. Parmley, 624 1st and Hill Sts. Secretary
J. M. Parmley, 624 1st and Hill Sts. Collector
C. T. Helman, 114 N Broadway Receiver
J. M. Parmley, 624 1st and Hill Sts. Magazine Agent

154. McKEEN; Ottawa, Kansas.

Meets in K. of P. Hall, on 2d and 4th Sundays 2 P. M.
Chas. C. Northway, 916 N Oak St. Master
E. Eshnaur, 629 N Poplar St. Secretary
J. E. Flint, 128 N Cedar St. Collector
M. A. Lea, 903 N Hickory St. Receiver
James M. Jones, Chanute, Kan. Magazine Agent

155. J. F. BINGHAM; New York, N. Y.

Meets in Schrader's Hall, 147 W 32d St., 1st Saturday at 8 P. M., and 3d Thursday at 10 A. M.
Ed. S. Wetherbee, 417 W 48th St. Master
William J. Campbell, 2546 8th Ave. Secretary
William J. Campbell, 2546 8th Ave. Collector
S. Baines, 824 Quincy St., Brooklyn Receiver
William P. Green, 119 Prospect St., Long Island City, N. Y. Magazine Agent

156. NECHES; Palestine, Texas.

Meets in Engineers' Hall every Saturday night.
L. T. Branham, Box 256 Master
O. A. Stetzel, Box 256 Secretary
T. C. Imrie, Box 256 Collector
R. F. Wright, Box 256 Receiver
J. C. Potter Box 256 Magazine Agent

157. ECHO; Peru, Ind.

Meets in Echo Hall 1st and 3d Sundays at 2 P. M., and 2d and 4th Tuesdays at 7 P. M.
B. E. Flaherty Master
H. P. Matthews, L Box 201 Secretary
H. P. Matthews, L Box 201 Collector
B. E. Flaherty Receiver
G. H. Smith Magazine Agent

158. STANDARD; Detroit, Mich.

Meets at No. 47 Monroe Ave., up stairs, 2d and 4th Sundays at 1:30 P. M.
Alban Doane, W Detroit St. Master
A. Edmiston, 288 Riolope St. Secretary
Louis Groscaup, 251 Labrosse St. Collector
Ed. Heidenrich, 124 Hastings St. Receiver
Peter Sewell, 199 Orleans St. Magazine Agent

159. W. H. THOMAS; Nashville, Tenn.

Meets in Simmons' Hall, cor. Summer and Union Sts., every Monday at 9 A. M.
G. Kundlinger, M. C. & St. L. Round House Master
D. J. Singleton, 471 Humphrey St. Secretary
J. H. Ballentine, 311 Hardee St. Collector
J. L. Enoch, 233 Marks St., E Nashville Receiver
L. Sudekum, cor. Market and Chestnut Sts. Magazine Agent

100. C. J. HEPBURN; Evansville, Ind.

Meets in A. O. U. W. Hall, 3d and Main Sts., 2d and 4th Sundays at 2 P. M.
 Frank W. Hunter, 1044 Main St. Master
 Ed. A. McGriff, 17 Chandler Ave. Secretary
 Ed. A. McGriff, 17 Chandler Ave. Collector
 John K. Taylor, 100 Lincoln Ave. Receiver
 John Z. Fairchild, 516 Upper 11th St.,
 Magazine Agent

101. HERALD; Burlington, Iowa.

Meets in Knights of Pythias Hall every other Sunday at 2 P. M.
 J. A. Richards, 1117 S 8th St. Master
 W. A. Flannery, 1212 N 8th St. Secretary
 S. J. Eccles, 906 Angular St. Collector
 J. D. Hawksworth, 2003 Madison St. Receiver
 W. A. Flannery, 1212 N 8th St. Magazine Agent

102. PROSPECT; Elkhart, Ind.

Meets in B. of L. F. Hall, 505 Main St., every Tuesday night 7:30, and 1st Sunday at 2 P. M.
 D. F. Wagner, 208 4th St. Master
 W. W. Howard, 1200 S Main St. Secretary
 D. F. Wagner, 208 4th St. Collector
 William J. Hunt, 104 Prairie St. Receiver
 Charles White, 1008 S Main St. Magazine Agent

103. ETNA; Pine Bluff, Ark.

Meets in Masonic Hall, every Friday at 7 P. M.
 J. B. Woodworth Master
 D. B. Rathfon, Box 66 Secretary
 H. Peele, 718 E 3d Ave. Collector
 D. B. Rathfon, Box 66 Receiver
 Magazine Agent

104. EEL RIVER; Butler, Ind.

Meets Tuesday evenings in I. O. O. F. Hall, on Broadway.
 R. H. Mosshammer, 19 20th St., Detroit, Mich. Master
 C. E. Blair Secretary
 R. H. Mosshammer, 19 20th St., Detroit, Mich. Collector
 John J. Derck, Box 202 Receiver
 Ed. Eldridge Magazine Agent

105. ROBERT ANDREWS; Andrews, Ind.

Meets in Firemen's Hall every Monday at 7 P. M.
 J. E. Brombaugh Master
 Geo. W. Adams, Box 166 Secretary
 George B. Richardson Collector
 Albert I. Routh Receiver
 J. N. Wright Magazine Agent

106. WM. HUGO; Huntington, Ind.

Meets in Engineer's Hall, 1st and 3d Wednesdays and 2d and 4th Tuesday at 7 P. M.
 C. M. Keller Master
 James W. VanEman, Box 483 Secretary
 John S. Dolan, Box 915 Collector
 C. E. Wallace, L Box 933 Receiver
 A. W. Beaver, Box 523 Magazine Agent

107. MOUNT HOOD; The Dalles, Oregon.

Meets in K. of P. Hall, 1st and 3d Wednesdays at 2 P. M., and 2d and 4th at 7 P. M.
 John Anderson Master
 F. E. Thompson, Box 209 Secretary
 H. P. Smith, L Box 347 Collector
 James W. Ashton Receiver
 H. P. Smith, L Box 347 Magazine Agent

108. GUARD RAIL; North La Crosse, Wis.

Meets in B. of L. F. Hall, 129 Rose St., 1st and 3d Sundays at 2 P. M., and 2d and 4th Mondays at 7:30 P. M.
 J. Morlarity, Portage, Wis. Master
 Frank Krouse, Box 206, Portage, Wis. Secretary
 George Brewer, 403 cor. Avon and Gould St., LaCrosse, Wis. Collector
 Frank Krause, Box 208, Portage, Wis. Receiver
 Frank Krause, Box 206, Portage, Wis. Magazine Agent

109. H. G. BROOKS; Hornellsville, N. Y.

Meets in Washington Hall, Broad St., every Monday at 7:30 P. M.
 W. E. Smith, 22 Taylor St. Master
 C. F. Stone, 78 Grand St. Secretary
 H. H. Sweet, 26 Erie Ave. Collector
 A. H. Spencer, 18 Elm St. Receiver
 C. S. Graham, 31 S Division St. Magazine Agent

170. PRAIRIE; Huron, Dakota.

Meets in Odd Fellows' Hall on 2d and 4th Sundays at 8 P. M.
 George E. White, 357 E 3d St. Master
 Frank Booth, Room 1, Houghton blk. Secretary
 John J. Conley, Box 899 Collector
 John Mills, 651 Beach St. Receiver
 William A. Brown Magazine Agent

171. SUNBEAM; Truro, Nova Scotia.

Meets in Caledonia Hall 2d Saturdays and 4th Thursdays.
 L. D. King Master
 Hugh Fraser Secretary
 Frederick Geddes, Box 167 Collector
 T. W. Hennessy, Box 167 Receiver
 R. A. Sutherland, Box 173 Magazine Agent

172. F. G. LAWRENCE; Ottawa, Ontario.

Meets alternate Sundays in Manchester Hall, cor Sparks and Wellington Sts.
 Horatio Hymers, Rochester, Ont. Master
 J. G. Armstrong, Richmond Lodge Secretary
 F. W. Morrison, C. P. B. R. Shops Collector
 Hugh Handyside, Hintonbury, via Ottawa, Ont. Receiver
 Mills Foster, 544 Wellington St. Magazine Agent

173. PACIFIC; Winslow, Arizona.

Meets in B. of L. F. Hall, every Sunday at 7:30 P. M.
 Simeon Frost Master
 Isaac C. Heustis Secretary
 John C. Bull, Williams, Ariz. Collector
 C. F. Evans, Gallup, New Mexico Receiver
 Elmer E. Ward, Albuquerque, New Mex. Magazine Agent

174. HARRISBURG; Harrisburg, Pa.

Meets cor. 3d and Cumberland Sts., over Merchant's Bank, 2d and 4th Sundays at 1 P. M.
 H. S. Gingrich, 1413 Wallace St. Master
 H. O. Motter, 1720 1/2 N Third St. Secretary
 H. J. Roberts, 503 Riley St. Collector
 William Blessing, 422 Riley St. Receiver
 H. S. Gingrich, 1413 Wallace St. Magazine Agent

175. TAYLOR; Newark, Ohio.

Meets in O. R. C. Hall at 12 1/2 N 2d St., every Wednesday at 7 P. M.
 A. A. Hickerson, 283 E. Main St. Master
 James Kelsey, 348 E. Main St. Secretary
 John Callahan, 118 Valandingham St. Collector
 Lorin Hogue, 58 N Arch St. Receiver
 C. D. Tomlinson, 179 S 4th St. Magazine Agent

176. MAIN LINE; Clinton, Ill.

Meets in Warner's Hall, 1st and 3d Wednesday evenings.
 A. G. Turley, Box 61 Master
 W. F. Gorman, Box 235 Secretary
 W. F. Gorman, Box 235 Collector
 C. H. Porter, Box 41 Receiver
 C. H. Porter, Box 41 Magazine Agent

177. SUNSET; Marshall, Texas.

Meets in Firemen's Hall, every Thursday at 7:30 P. M.
 T. P. Davis Master
 H. M. Worthington, Box 184 Secretary
 William Kane Collector
 T. P. Davis Receiver
 H. M. Worthington, Box 184 Magazine Agent

178. SALT LAKE; Salt Lake City, Utah.

Meets in Emporium Hall Tuesdays, at 8 P. M.
 Leonard W. Kessler, 223 N 3d St. W. Master
 E. W. Foote, 466 W 3d South St. Secretary
 Richard Mace, D. & R. G. Shops Collector
 W. C. Wightman, 50 N 3d St., W. Receiver
 J. F. Keim, D. & R. G. Round House,
 Magazine Agent

179. BEE-HIVE; Lincoln, Neb.

Meets in K. of P. Hall, 2d and 4th Sundays.
 J. W. Barber, 901 N 15th St Master
 J. K. Robinson, 718 H St Secretary
 J. W. Barber, 901 N 15th St Collector
 J. K. Robinson 718 H St Receiver
 E. L. Fuller, Box 632 Magazine Agent

180. THREE STATES; Cairo, Ill.

Meets cor. 12th St. and Washington Ave., 2d and 4th Sundays.
 M. J. Kiley, 714 Cedar St Master
 Robert Stevenson, 438 8th St Secretary
 David Meehan, I. C. R. Shops Collector
 M. J. Kiley, 714 Cedar St Receiver
 Robert Stevenson, 438 8th St Magazine Agent

181. WELLINGTON; Palmerston, Ontario.

Meets in Odd Fellows' Hall, 1st and 3d Sundays at 2 P. M.
 Wilson Munro Master
 James Combe Secretary
 Alexander Dunbar Collector
 James Nicholson Receiver
 Alexander Dunbar Magazine Agent

182. GOOD INTENT; Erie, Pa.

Meets in Firemen's Hall, Zuck's Block, every Sunday at 2 P. M.
 H. E. Hilliker, Miles' Grove Master
 A. H. Gifford, 221 W 18th St Secretary
 A. H. Gifford, 221 W 18th St Collector
 William Fitzmorris, 68 W 18th St Receiver
 Charles Fitzmorris, 68 W 18th St, Magazine Agent

183. LAKE SHORE; Collinwood, Ohio.

Meets in Engineers' Hall alternate Thursdays at 7 P. M., and alternate Tuesdays at 1:30 P. M.
 J. M. Gaines, Box 152 Master
 F. R. Rosekrans, Box 108 Secretary
 W. T. Wade, 49 Maplewood Ave Collector
 H. I. Miller, Box 154 Receiver
 D. A. Carver, Box 301 Magazine Agent

184. LIMA; Lima, Ohio.

Meets every Sunday at 1:30 P. M., in Irish Block.
 E. L. Melhorn Master
 M. R. Lacy Secretary
 Joseph Bowsher, 496 S Tanner St Collector
 John E. Myers, 639 S Main St Receiver
 S. H. Hartung, 328 N Pierce St Magazine Agent

185. FIDELITY; Delphos, Ohio.

Meets in Beyer's Hall every Sunday at 2 P. M.
 W. S. Miller, Box 811 Master
 Arthur T. Hogarth, Box 158 Secretary
 J. B. Grove, Box 143 Collector
 F. A. Drolett, Box 153 Receiver
 J. B. Grove, Box 143 Magazine Agent

186. CHAMBERLIN; Chicago, Ill.

Meets in Walther's Hall, 3894 State St., 1st and 3d Sundays of each month.
 J. E. Callaghan, 2538 Butterfield St Master
 Jas. Manning, Wabash Roundhouse, 41st St Secretary
 George M. Blackburn, 405 Root St., Town of Lake Collector
 Frank Lamb, 4085 Butterfield St Receiver
 Sherman Alsop, 405 Root St., Town of Lake Magazine Agent

187. LITTLE GIANT; Charleston, Ill.

Meets in Firemen's Hall, 1st and 3d Sundays at 2:30 P. M.
 Harry Douglass, Box 142 Master
 M. Hudson Secretary
 Frederick L. Patton Collector
 B. C. Monroe Receiver
 Morgan Callahan Magazine Agent

188. S. S. MERRILL; Chicago, Ill.

Meets cor. Western Ave. and Indiana St., 1st and 3d Sundays at 2 P. M.
 James Taylor, 10½ Artesian Ave Master
 Wm. O. Cleveland, 100 Washtenaw Ave., Secretary
 Chas. Benjamin, 49 Maplewood Ave Collector
 George Ford, 15 Southwestern Ave Receiver
 Fred Myers, 829 Austin Ave Magazine Agent

189. BALDWIN; Ft. Howard, Wis.

Meets in Narris' Block, Green Bay, Wis., 2d and 4th Sundays.
 H. L. Nichols Master
 D. E. Hogan, L Box 152 Secretary
 Jay Parkinson, Box 373, Green Bay, Wis., Collector
 Martin Sheehy Receiver
 George Shequin Magazine Agent

190. FERGUSON; Mitchell, Dakota.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M.
 Emmet Wentworth, Box 102, Sanborn, Ia., Master
 Albert D. Perry, Box 727 Secretary
 William Phillips, Box 731 Collector
 Oscar W. Merwin, Box 717, Sanborn, Iowa Receiver
 Edward Smith, Sanborn, Iowa Magazine Agent

191. CUSTER; Livingston, Montana.

Meets in Thompson's Hall every Wednesday at 7:30 P. M.
 Wm. T. Field Master
 George N. Martin, L Box 16 Secretary
 C. E. Huffman Collector
 Hannibal Mayhew, Box 162, Billings Receiver
 Forrest Bullard, Box 51 Magazine Agent

192. MT. TACOMA; Tacoma, Washington Ter.

Meets in Mason Block, 1st and 3d Thursdays at 7:30 P. M.
 Fred. L. Dexter, 1,713 D St Master
 John Cartwright, Box 222 Secretary
 Frank S. Stevens, 1201 A. St Collector
 Phillip Green, 1526 R. R. St Receiver
 William F. Lawton, 1702 Jefferson St Magazine Agent

193. J. B. MAYNARD; East Portland, Oregon.

Meets in Ross's Hall, 2d and 4th Sundays.
 J. R. Clark Master
 H. W. Hall, Box 287 Secretary
 D. J. Byrne, Box 287 Collector
 H. W. Hall, Box 287 Receiver
 Wm. A. Ransom, Box 287 Magazine Agent

194. BONANZA; Missoula, Montana.

Meets in I. O. O. F. Hall every Monday night.
 E. L. Hollister, Box 124 Master
 Charles S. Cranston, Box 107 Secretary
 W. F. Coppenhaver, 1537 Rose Ave Collector
 Charles S. Cranston, Box 107 Receiver
 Chas. S. Liggett, Box 195 Magazine Agent

195. RE-ECHO; Montpelier, Idaho.

Meets in Montpelier Hall, Fridays at 7:30 P. M.
 Michael Malone Master
 Chas. C. Hammond Secretary
 Peter Layng Collector
 James Duffy Receiver
 Martin King, Glenn's Ferry Magazine Agent

196. CLOUD CITY; Leadville, Colo.

Meets in B. of L. F. Hall, 125 E 6th St., every Friday at 8 P. M.
 H. A. Huddleston, Box 330 Master
 J. C. Hale, Box 330 Secretary
 Daniel Givens Collector
 Jacob Switzer, Box 330 Receiver
 Harry C. Newell, 214 E 10th St Magazine Agent

197. RIVERSIDE; Savanna, Ill.

Meets 1st and 3d Sunday of each month.
 Clarence Latham, Box 446 Master
 Ira M. Hurless, Box 79 Secretary
 Ira M. Hurless, Box 79 Collector
 William K. Lord, Box 147 Receiver
 F. L. Collier, Sabula, Iowa Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.

Meets 1st and 3d Sundays.
 V. C. Fitzsimmons, 50½ State St Master
 H. P. Bayley, 15 State St Secretary
 James Burns, 44 State St Collector
 W. Y. Dennis, 37 W Seminary St Receiver
 H. G. Ferris, 50½ State St Magazine Agent

199. MAHONING; Youngstown, Ohio.

Meets every other Sunday evening in Union Veteran Hall, Federal St.
 John B. Reese, 1235 Emma St Master
 W. B. Wiseman, 44 State St Secretary
 W. B. Wiseman, Oak St Collector
 H. W. Clark, McGuffey St Receiver
 A. C. Clemens, 947 Sheehy St Magazine Agent

- 300. FAITH; Meridian, Miss.**
Meets in Engineers' Hall every Thursday evening at 7:30 P. M.
Peter McHale, N. O. & N. E. Shops . . . Master
J. E. Mitchell . . . Secretary
John H. Woodruff . . . Collector
James M. Adams, 3319 — 5th St. . . Receiver
Simon F. Baker . . . Magazine Agent
- 301. FRIENDLY HAND; Jackson, Tenn.**
Meets every in K. of P. Hall Saturday at 7 P. M.,
J. D. Bledsoe . . . Master
James Gaffney . . . Secretary
Robert McKinley . . . Collector
J. L. Jones . . . Receiver
J. L. Jones . . . Magazine Agent
- 302. SCIOTO; Chillicothe, Ohio.**
Meets in Clough's Hall, 1st Sunday at 2:30 P. M.,
and 3d Monday at 7 P. M.
Sehon B. Cook, 256 4th St. . . Master
Lewis Gettle, Jr., 86 N Sugar St. . . Secretary
Albert Maunsell, 384 2d St. . . Collector
Frank Willis, 345 E 5th St. . . Receiver
C. W. Sanders, Box 1281 . . . Magazine Agent
- 303. GARFIELD; Garrett, Ind.**
Meets every Friday at 7:30 P. M.
M. W. Smith, Box 169 . . . Master
B. C. Thomas . . . Secretary
J. J. Smith . . . Collector
Valentine Moughlor, Box 27 . . . Receiver
E. Wohlford . . . Magazine Agent
- 304. COTTON BELT; Jonesboro, Ark.**
Meets in Stacy Hall, every Wednesday at 7:30 P. M.
Geo. B. Youch, L. D. R. . . Master
L. D. Roberts, L Box 165 . . . Secretary
William E. Dixon . . . Collector
L. D. Roberts, L Box 165 . . . Receiver
J. H. Lambert, Box 100 . . . Magazine Agent
- 305. FLOWER OF THE WEST; Topeka, Kansas.**
Meets in A. O. U. W. Hall, 2d and 4th Sundays at
2 P. M.
E. H. Powell, 400 Chandler St. . . Master
John F. Mills, 201 Monroe St. . . Secretary
John K. Mullin, 120 Adams St. . . Collector
W. H. Jones, 135 Adams St. . . Receiver
George Tittley, 206 Kline St. . . Magazine Agent
- 306. FORT PICKERING; Memphis, Tenn.**
Meets in Miller's Hall, Cor. 5th and Jackson Sts.,
1st and 3d Saturdays at 7:00 P. M., 2d and 4th
Sundays at 7:30 A. M.
D. L. Forsyth, 83 market St. . . Master
Ed J. Hatch, 219 Iowa Ave. . . Secretary
J. J. Smith, K. C. Shops . . . Collector
Chas. A. Crane, 35 Florida Ave. . . Receiver
John D. Franklin, 159 Tennessee St. . . Magazine Agent
- 307. LOYAL; Nashville, Pa.**
Meets in Arcanum Hall, 1st and 3d Thursdays
and 2nd and 4th Wednesdays.
C. W. Brown, 89 Poplar St. . . Master
F. H. Nichols, 1025 Water St. . . Secretary
Thomas Newberry, 35 E Center St. . . Collector
George A. Oster, 223 Pine St. . . Receiver
H. J. Prenatt, 783 Garden St. . . Magazine Agent
- 308. KEYSTONE; Susquehanna, Pa.**
Meets in C. M. B. A. Hall alternate Tuesday and
Saturday evenings.
John Hill . . . Master
W. P. Emery, Box 877 . . . Secretary
J. J. Buckley . . . Collector
W. P. Emery, Box 877 . . . Receiver
C. A. Allen . . . Magazine Agent
- 309. SARATOGA; Whitehall, N. Y.**
Meets in Engineers' Hall, Breet's Building,
alternate Sundays
W. J. Herbage, Box 188 . . . Master
John McCarthy, Box 298 . . . Secretary
Henry W. Collins, Box 274 . . . Collector
W. R. Combs . . . Receiver
Mike Bradshaw . . . Magazine Agent
- 310. 18-K; Schenectady, N. Y.**
Meets in McCamus Hall every other Thursday.
Charles W. Vedder, Box 497 . . . Master
John W. Vrooman, Box 497 . . . Secretary
John W. Vrooman, Box 497 . . . Collector
J. E. Van Vranken, Box 497 . . . Receiver
C. R. Weekes, 140 Jay St. . . Magazine Agent
- 311. ONOKO; South Easton, Pa.**
Meets in Bragg's Hall, 1st and 3d Sundays at 2
P. M.
Charles Long, 716 Main St. . . Master
C. L. McKee, 209 S 5th St., Easton . . . Secretary
James R. Morris, 711 Wilkesbarre St. . . Collector
A. J. Mickley, 725 Berwick St. . . Receiver
E. A. Seek, 823 Berwick St. . . Magazine Agent
- 312. EMPIRE; Watertown, N. Y.**
Meets in Good Templars' Hall, 2d and 4th Sun-
days.
T. H. Lynch, 101 Factory St. . . Master
H. A. French, 42 Coffeen St. . . Secretary
H. A. French, 42 Coffeen St. . . Collector
George B. Walker, 25 Meadow St. . . Receiver
Clarence Dixon, 25 Meadow St. . . Magazine Agent
- 313. WEST SHORE; Syracuse N. Y.**
Meets in Doolittle Hall, Pine St., alternate Sun-
days.
James H. Allison, 3 Henderson St. . . Master
Carl E. Blanchard, 72 Gertrude St. . . Secretary
Patrick Conlon, 3 Henderson St. . . Collector
Edward Davis, 3 Henderson St. . . Receiver
J. L. Sullivan, 3 Henderson St. . . Magazine Agent
- 314. ORIOLE; Baltimore, Md.**
Meets in Lehman's Hall, 861 Garden St., 2d and
4th Sundays.
Albert F. Gibbons, 415 5th St. . . Master
J. W. Akehurst, 442 Federal St. . . Secretary
F. B. Hall, 308 E Lanvale St. . . Collector
John N. Jones, 1100 Barclay St. . . Receiver
F. Gibbons, 423 5th St. . . Magazine Agent
- 315. EAST ALBANY; East Albany, N. Y.**
Meets in Vaughn's Hall, 2d and 4th Sundays at
12:30 P. M.
W. R. Tabor, 222 4th St. . . Master
J. W. Reed, 105 2d St. . . Secretary
C. P. Lowell, 355 Broadway . . . Collector
F. P. Brooksby, 80 Washington St., Green-
bush . . . Receiver
W. A. Buckbee, 65 Third St. . . Magazine Agent
- 316. BLACK RIVER; Lorain, Ohio.**
Meets in Royal Arcanum Hall, 1st and 3d Sun-
days at 2 P. M.
J. C. Crouch . . . Master
John J. Wright . . . Secretary
J. C. Crouch . . . Collector
Thomas Burns . . . Receiver
John W. Graybill, Bridgeport . . . Magazine Agent
- 317. HEADLIGHT; Brazil, Ind.**
Meets in K. P. Hall, 2d and 4th Sunday after-
noons.
Elmer P. Collins . . . Master
Will K. Larr . . . Secretary
Geo. L. Cook . . . Collector
W. S. Cook . . . Receiver
Magazine Agent
- 318. PIKES PEAK; Colorado City, Colo.**
Meets every Sunday at 12:30 P. M.
Richard Griffiths . . . Master
H. C. Chandler . . . Secretary
Amos Allen . . . Collector
Clayton Colvin, Box 60 . . . Receiver
William Walker . . . Magazine Agent
- 319. SMOKEY CITY; Allegheny, Pa.**
Meets in Engineers' Hall, cor. Bidwell and Penn
sylvania Aves. every Monday at 2:30 P. M.
D. W. Triem, 171 Sheffield St. . . Master
W. A. Walker, Jr., 215 Bidwell St. . . Secretary
Samuel Overlander, 258 Allegheny Ave. . . Collector
H. B. Shaffer, 237 Franklin St. . . Receiver
John T. Sweeney, 227 Washing-
ton Ave. . . Magazine Agent
- 320. PROVIDENT; Sunbury, Pa.**
Meets in Masonic Hall, 3d St. 1st and 3d Sundays.
Jos. E. Bowen, Box 212 . . . Master
J. S. Bowen, Box 212 . . . Secretary
H. W. Shoffstall, Box 212 . . . Collector
C. C. Bowen, Box 212 . . . Receiver
Hector Hughes, Box 212 . . . Magazine Agent

221. HURON; Point Edward, Ontario.

Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
 T. Elliott Master
 Ed. Everett, Box A Secretary
 J. McMillan Collector
 William K. Forbes Receiver
 D. Morrison Magazine Agent

222. WEBSTER; Fort Dodge, Iowa.

Meets in G. A. R. Hall, Child's Block. 1st and 3d Sundays at 2 P. M.
 Charles E. Taff Master
 O. G. Anderson, Box 49 Secretary
 Charles E. Taff Collector
 O. G. Anderson, Box 49 Receiver
 Joseph Kelly Magazine Agent

223. POTTAWATOMIE; Wamego, Kan.

Meets in Odd Fellow's Hall Sundays at 2 P. M.
 James Kennedy Master
 C. J. Burkholder Secretary
 Bina S. Quick, 734 Porter Ave., Kansas City Collector
 Jas. M. Sanders Receiver
 Jas. M. Sanders Magazine Agent

224. T. C. BOORN; St. Cloud, Minn.

Meets in Odd Fellow's Hall 2d and 4th Sundays at 3 P. M.
 Abe Vogel, L Box 944 Master
 J. A. Dickinson, L Box 1128 Secretary
 John Murnan Collector
 Abe Vogel, L Box 944 Receiver
 Marcellus Hill, Box 527 Magazine Agent

225. SUPERIOR; Fort William West, Ontario.

Meets in Smith's Hall every Monday night.
 Harry Poole Master
 Wm. Reid Secretary
 Isaac Maxwell Collector
 William Blannerhassett Receiver
 Burton Wheatley Magazine Agent

226. MAGNOLIA; Corsicana, Texas.

Meets 2d and 4th Wednesdays. 2d at 1 P. M. and 4th at 7 P. M.
 J. H. Dunkin, 1,017 E Sixth Ave Master
 W. M. Nicol L Box 230 Secretary
 J. Barry Collector
 W. M. Nicol, L Box 230 Receiver
 W. L. Blount, 112 W 4th Ave Magazine Agent

227. MAGNET; Binghamton, N. Y.

Meets in Stevens' Hall, North Chenango St. 1st Wednesday and 4th Saturday at 7:30 P. M.
 William A. Wrigley, 23 Doubleday St Master
 T. W. Campion, 42 Robinson St Secretary
 William A. Wrigley, 23 Doubleday St Collector
 Theodore Haskins, 3 Birdsall St Receiver
 G. B. Warner, 80 Lewis St Magazine Agent

228. ACME; Scranton, Pa.

Meets in G. A. R. Hall, No. 382 Lackawana Ave., 1st and 3d Sundays at 2 P. M.
 Albert J. Thomas, 317 S Hyde Park Ave., Hyde Park Master
 J. G. Burnett, 405 N Main St., West Scranton Secretary
 C. S. Depew, 1014 Price St., Hyde Park Collector
 Ed. H. Beldin, 1239 Academy St., Hyde Park Receiver
 Wm. Frothingham, 342 Franklin Ave Magazine Agent

229. RICKARD; Utica, N. Y.

Meets in Post Bacon Hall 2d and 4th Sundays at 2 P. M.
 E. D. Russell, 124 Bleeker St Master
 J. G. Agans, Box 383 Canastota, N. Y. Secretary
 John A. Weigand, 32 Hubble St Collector
 Alonzo E. Pease, 42 Mohawk St Receiver
 J. G. Agans, Box 383, Canastota, N. Y. Magazine Agent

230. ALBANY CITY; Albany, N. Y.

Meets at 206 Washington Ave., 1st, 3d and 5th Mondays each month, at 7:30 P. M.
 William H. Bagley, 511 Clinton Ave Master
 Courtland Maher, 11 Prospect Ave Secretary
 E. F. Markhart, 30 Lexington Ave Collector
 George M. Jeffers, 36 Ontario St Receiver
 L. C. Montague, 15 Hunter Ave, Magazine Agent

231. DELAWARE; Wilmington, Delaware.

Meets corner 3d and King Sts. 1st and 3d Sundays at 2:30 P. M.
 F. D. Mount, 117 King St Master
 G. H. Larimore, 916 Poplar St Secretary
 L. L. Sargent, 618 W 4th St Collector
 E. M. Sargent, 618 W 4th St Receiver
 Jacob Z. Orr, 117 King St Magazine Agent

232. LUCKY THOUGHT; Middletown, N. Y.

Meets in K. of H. Hall 2d and 4th Sundays of each month, at 1 P. M.
 D. H. Smith, Box 1431 Master
 Tim F. Farrell, 19 West St Secretary
 H. B. Weeden, 281 North St Collector
 Sherman Gildersleve, Box 1431 Receiver
 James T. Hare Magazine Agent

233. GLAD TIDINGS; Moncton, New Brunswick.

Meets in Victoria Hall 1st Saturday evening and 3d Sunday afternoon.
 George W. Speer Master
 Thomas McL. Rippey, Box 83 Secretary
 William H. Gay Collector
 Alfred Wood, Box 376 Receiver
 John Stewart, Jr. Magazine Agent

234. NORTH BAY; North Bay, Ontario.

Meets in B. of L. F. Hall. every Tuesday
 John Mitchell Master
 Adam Beattie Secretary
 James Devine Collector
 John Clemenson Receiver
 Adolphus Christink Magazine Agent

235. THREE BROTHERS; Pittsburg, Pa.

Meets at cor. 26th St. and Penn Ave., alternate Sundays, at 2 P. M.
 James Griffith, Burnett P. O Master
 Isaac Miller, 2512 Penn Ave Secretary
 William J. Adams, Jones Ave., above 28th St Collector
 Henry B. Duff, 68 26th St Receiver
 Henry B. Duff, 68 26th St Magazine Agent

236. HINTON; Hinton, West Virginia.

Meets every Saturday at 7:30 P. M.
 Charles E. Tyler Master
 Thomas E. Cobbs Secretary
 Thomas E. Cobbs Collector
 R. P. Boyd Receiver
 W. E. Lyons Magazine Agent

237. CENTRAL PARK; Central Park, Ill.

Meets in Tilton Hall 1st and 3d Sundays,
 M. J. Kennedy, 549 W. Ohio St., Chicago Master
 Fred N. Keifer, 124 Crawford St., Chicago Secretary
 Herbert L. Brink Collector
 Thaddeus Chew Receiver
 C. W. Warren Magazine Agent

238. PLAIN CITY; Paducah, Ky.

Meets every Wednesday at 7:30 P. M.
 Ambrose E. Mercier, 1,412 Broadway, Louisville Master
 Jas A. Weeks, 1902 12th St., Louisville Secretary
 Ambrose E. Mercier, 1,412 Broadway, Louisville Collector
 Henry Korts, 317 5th St Receiver
 J. S. Hollingsworth, No. 1105 Broadway Magazine Agent

239. BUCKEYE; Delaware, Ohio.

Meets in Reed & Powell's Hall 2d and 4th Sundays at 1 P. M.
 Benjamin Dettleback, 381 E Central Ave Master
 T. E. Maloney, 219 E Central Ave Secretary
 John Hirsch, 216 E Central Ave Collector
 F. S. Volk, 16 Hammond St Receiver
 John Keefe, Central Ave Magazine Agent

240. GILBERT; Jackson, Mich.

Meets every Monday at 7:30 P. M.
 Frank H. Lederer, 211 Elm Ave., N. Master
 Fred K. Perrine, Box 1142 Secretary
 M. A. Henry, 327 Quarry St Collector
 D. E. Green, 211 Orange St Receiver
 Edward J. Coy, 523 E Main St Magazine Agent

241. MOUNTAIN CITY; Hazleton, Pa.

Meets in Liberty Hotel, Laurel St. 2d and 4th
Sundays of each month, at 1:20 P. M.
John Glean, Box 300 Master
George W. Dipple Secretary
Collector
Andrew Krapf, 269 N Church St Receiver
P. C. Hagerty Magazine Agent

242. LIBERTY; Elmira, N. Y.

Meets in Redmen's Hall, 1st and 8d Sundays at 2
P. M.
W. J. Drake, 351 Center St Master
Harry F. Millins, 851 Magee St Secretary
J. B. Carpenter, 714 E Oak St Collector
Judson Hungerford, 325 Norton St Receiver
Daniel Keefe, 380 W 5th St Magazine Agent

243. J. H. SELBY; Texarkana, Texas.

Meets 1st and 3d Friday evenings over National
Bank, State line.
E. H. Christman, L Box 124, Texarkana,
Ark Master
Secretary
W. S. Allison, Texarkana, Ark Collector
E. H. Christman, L Box 124, Texarkana,
Ark Receiver
W. F. Rowe, Box 210, Texar-
kana, Ark Magazine Agent

244. T. P. O'BOURKE; Chicago, Ill.

Meets at cor. 14th and Jefferson Sts. 1st Thursday
at 8 P. M., and 3d Sunday 2:30 P. M.,
E. Atkins, 180 Maxwell St Master
Charles Naylor, 5520 Wentworth Ave Secretary
E. Atkins, 180 Maxwell St Collector
Louis Zunkle, 251 W 14th St Receiver
Elmer E. Crawford, 113 Canalport
Ave Magazine Agent

245. GEORGIA; Savannah, Ga.

Meets every Thursday at 7:30 P. M., and 3d Sun-
day at 2:30 P. M.
George L. Kempf, Sims and Guerard Sts. Master
Adam Hutton, 271 Bull St Secretary
Adam Hutton, 271 Bull St Collector
Fleming Goolsby, 212½ Harris St Receiver
Chas. Z. McArthur, 91 Gordon St., Magazine Agent

246. MACON; Macon, Ga.

Meets in M. & W depot every Sunday.
J. M. Poole Master
A. J. Vining, 364 Elm St Secretary
Jas. I. Davidson Collector
J. G. Skinner, 816 Arch St Receiver
Chas. W. Senter, 1505 Third St Magazine Agent

247. KENNESAW; Atlanta, Ga.

Meets in K. of P. Hall, every Sunday at 2 P. M.
J. M. Baird, 194 Powers St Master
F. C. Adamson, 173 Luckie St. Secretary
C. L. Bixby, care Atlanta Cotton Mill Collector
Chas. W. Fisher, 106 E Simpson St Receiver
Ed. L. Milan, care W. & A. R. R. Magazine Agent

248. WESTERN RESERVE; Ashtabula, Ohio.

Meets in G. A. Hall, 1st and 3d Sundays at 1:30
P. M.
William Rose Master
J. S. Brown, Box 704 Secretary
Charles D. Weisell, Box 580 Collector
A. T. Hill, Box 855 Receiver
Frank Bolmer, Harbor Magazine Agent

249. CALUMET; South Chicago, Ill.

Meets in Engineers' Hall, South Chicago 2d Sun-
day at 7:30 P. M., and 4th Sunday at 7:30 P. M.
William Muldoon Master
Alexander Melville Secretary
Ernest Ingram Collector
Alexander Melville Receiver
John Hannon Magazine Agent

250. GOLDEN LINK; Wilkesbarre, Pa.

Meets in Senior Mechanic's Hall, 1st and 3d Sun-
days of every month.
E. A. Refley, Ashley, Pa Master
R. H. Digory, Box 130, Kingston, Pa. Secretary
G. P. Hanks, 5 Railroad St., S Wilkes-
barre Collector
Charles VanWhy, Ashley Pa Receiver
Elmer E. Butz, Ashley, Pa Magazine Agent

251. LEHIGH; Mauch Chunk, Pa.

Meet in Stahl's Hall, 1st and 3d Sundays.
H. B. Fulton, East Mauch Chunk Master
John McAlister, Box 275 Secretary
Lafayette Wildonner, Box 275 Collector
Charles Roberts, Box 275 Receiver
Wm. H. Spencer Magazine Agent

252. COLUMBIA; Columbia, Pa.

Meets in Fendrich's Hall, 2d and 4th Sundays at
1 P. M.
William Cobaugh Master
Lafayette Friday, Walnut St., Box 662 Secretary
Joseph Dennison Collector
Martin M. Hinkle Receiver
H. A. Bennett, Box 531 Magazine Agent

253. TRENTON; Trenton, N. J.

Meets in Bayard Post, No. 8, G. A. R. Room, 24 E
State St., 1st and 3d Sundays of each month.
William C. Massey, 157 Passaic St. Master
Robert Stackhouse, 697 Broad St. Secretary
Thos. A. Decator, 45 Hart Ave Collector
Frank P. Parsons, 175 Brunswick Ave Receiver
Jno. R. Todd, 202 Academy St. Magazine Agent

254. CLIMAX; Missouri Valley, Iowa.

Meets in Masonic Hall, 2d and 4th Sundays at 7:30
P. M.
W. T. Mahoney Master
John T. Heatwell Secretary
H. F. Reineohl, Box 524 Collector
P. J. Farrell Receiver
L. T. Nelson, Box 290 Magazine Agent

255. CANAL CITY; Arkansas City, Kan.

Meets in Odd Fellow's Hall, 1st and 3d Wednes-
day nights.
James M. Zorn Master
James Maher Secretary
Frank Doan Collector
Samuel S. Small Receiver
Charles Stuart Magazine Agent

256. HIGH LINE; Como, Colo.

Meets in McFarlin Hall, every Thursday at 7:30
P. M.
George W. McAleer, Box 47 Master
M. D. Finn Secretary
William Dunning Collector
Alford L. Blanchard Receiver
G. A. Milroy, Box 14 Magazine Agent

257. KIT CARSON; Baton, New Mexico.

Meets in Engineers' Hall, on 1st St., every Sun-
day at 2 P. M.
John W. Cullen Master
Alfred R. Cullen, L Box 129, Trinidad,
Colo Secretary
Charles Miller, Box 56 Collector
James McPherson, Box 173 Receiver
Jas. F. Campbell, Box 173 Magazine Agent

258. RENO; Nickerson, Kansas.

Meets in Odd Fellows' Hall every Thursday even-
ing at 7:30.
Frederick Shirk, Box 102 Master
C. W. Arnold, L Box 29 Secretary
William F. Smith Collector
A. S. Ritenour Receiver
Oliver Newland Magazine Agent

259. D. J. CHASE; Ashland, Wis.

Meets in K. of P. Hall, Allen Block, 2d and 4th
Tuesdays at 8 P. M.
William Buckley, 409 Prentice Ave. Master
J. O. Mills Secretary
Ferd Godfrey, Box 825 Collector
William Buckley, 409 Prentice Ave. Receiver
J. M. Rummel, 622 4th Ave. W. Magazine Agent

260. CALIFORNIA; Sacramento, Cal.

Meets in Red Men's Hall, Masonic Building, 6th
and K Sts., 2d and 4th Tuesdays.
E. Kunz, Box 107 Master
G. E. Hanford, 1730 O St. Secretary
Dan McIntyre, Box 107 Collector
G. E. Hanford, 1730 O St Receiver
G. E. Hanford, 1730 O St. Magazine Agent

886. RAMONA; National City, Cal.

Meets 2d and 4th Sundays at 2 P. M., in Firemen's Hall.

E. Ware Boyd Master
 Alfred T. Washington Secretary
 Jas. L. Stearns Collector
 E. Ware Boyd Receiver
 John M. Davis Magazine Agent

887. RED ROCK; Schrieber, Ontario.

Meets in B. of L. F. Hall, 1st and 3d Sundays.

John Gardiner, C. P. R. Master
 W. H. Wadland, Box 104 Secretary
 Philip A. McAllen, Box 111 Collector
 Alfred Bilbe, Box 53 Receiver
 M. E. Hartry, Box 21 Magazine Agent

888. PHIL. H. SHERIDAN; Milwaukee, Wis.

Meets in Firemen's Hall, 170 Reid St, 1st and 3d Sundays.

Thomas Tanner, 434 Barclay St. Master
 John M. Grobbs. 942 Kinnikinnic Ave. Secretary
 Elmer Knapp, 286 Jefferson St. Collector
 Peter F. Fox, 428 Virginia St. Receiver
 G. E. McCosker, 349 Scott St. Magazine Agent

889. LIVINGSTONE; Chillicothe, Mo.

Meets in I. O. O. F. Hall, 2d and 4th Sundays at 2 P. M.

Edward E. Stockton Master
 E. A. Dix Secretary
 George Zugschwerdt Collector
 T. H. Hennessy Receiver
 Mike Cunningham Magazine Agent

890. SILVER STATE; Carlin, Nevada.

Meets in Engineers' Hall Tuesday evenings.

C. H. Oliver Master
 Price E. Davis Secretary
 William M. Wickel Collector
 George English Receiver
 S. S. Stoll Magazine Agent

891. NAUYOO; Ft. Madison, Iowa.

Meets in K. of P. Hall, N W cor. 2d and Pine Sts., 2d and 4th Sundays at 2 P. M.

John C. Schafer Master
 William Hamilton Secretary
 Harry R. Kinne Collector
 O. L. McClellan, Box 83 Receiver
 O. L. McClellan, Box 83 Magazine Agent

892. WEST PENN; Blairsville, Pa.

Meets 1st and 3d Monday evenings.

Joseph T. Daugherty, Apollo, Pa. Master
 Charles C. Henderson, 244 Laccock St, Allegheny City, Pa. Secretary
 Luther H. Martin Collector
 William E. Ranson, Cokeville, Pa. Receiver
 J. D. Davis, Box 20 Magazine Agent

893. DIAMOND VALLEY; Harrisburg, Pa.

Meets in Bible Hall, 3d and Cumberland Sts., 2d and 4th Tuesday at 7 P. M.

William K. Drake, 1581 N 6th St Master
 S. M. Myers, 506 Kelker St Secretary
 Frank Snyder, 1228 N 7th St Collector
 Amos Brennenman, 1843 N 7th St Receiver
 William C. Taylor, 1506 N 5th St. Magazine Agent

894. PLEASANT VALLEY; Beatrice, Nebraska.

Meets in I. O. O. Hall, Cor. 5th and Court Sts., 2d and 4th Sundays at 2:30 P. M.

B. A. Downer, Riverside Hotel Master
 Charles E. Harris Secretary
 Charles E. Harris Collector
 E. K. Cole, Riverside Hotel Receiver
 E. K. Cole, Riverside Hotel Magazine Agent

895. MILLARD FOSTER; Belleville, Kansas.

Meets in A. O. U. W. Hall 1st and 3d Tuesdays at 7:30 P. M.

K. L. Dresser Master
 Charlie M. Mills Secretary
 Samuel Jackson Collector
 Charlie M. Mills Receiver
 Clarence G. Sanborn, Combination Box 115 Magazine Agent

896. TIP TOP; Goodland, Kansas.

Meets in B. of L. F. Hall every Monday at 7:30 P. M.

Joseph H. Shaw Master
 Harry H. Dickson Secretary
 D. W. Harding Collector
 C. C. Sutherland Receiver
 Charles C. Hamlin Magazine Agent

897. LONG DIVISION; Holsington, Kansas.

Meets in the School House 1st and 3d Wednesdays at 8:30 P. M.

George M. Bagley Master
 Ed. E. Brown Secretary
 Alonzo C. Shaffer Collector
 H. P. Arnold, Great Bend Receiver
 Frank J. Parnell Magazine Agent

898. PINE MOUNTAIN; Columbus, Ga.

Meets in Odd Fellow's Hall, 1st Ave., opposite city market, every Sunday at 2 P. M.

Wm. M. Reaves, 944 Fifth Ave Master
 Walter K. Mahone, 1232 Third Ave. Secretary
 Edgar T. Hara, 944 Fifth Ave Collector
 A. B. Moore, 944 Fifth Ave Receiver
 W. D. McIver, 944 Fifth Ave Magazine Agent

899. CRESCENT CITY; New Orleans, La.

Meets corner of Custom House St. and Exchange alley, 2d and 4th Thursdays at 7:30 P. M.

James Gordon, 586 N Rampart St. Master
 Harry H. Dodson, 572½ Dauphine St. Secretary
 Jas. C. Dupre, 153 Urquhart St. Collector
 George Perry, 156 Spain St. Receiver
 Wm. A. O'Donnell, 164 Laurel St. Magazine Agent

400. MARIAS DES CYGNE; Osawatomie, Kan.

Meets in Odd Fellow's Hall every Saturday at 7 P. M.

George P. Reed Master
 W. A. Bedell Secretary
 S. L. Keith Collector
 A. P. Coppers Receiver
 George P. Reed Magazine Agent

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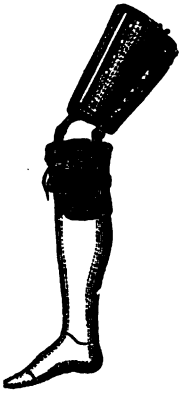
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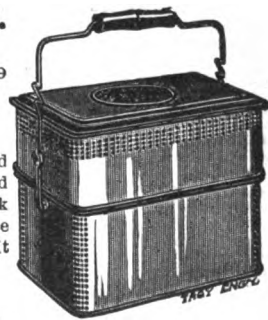
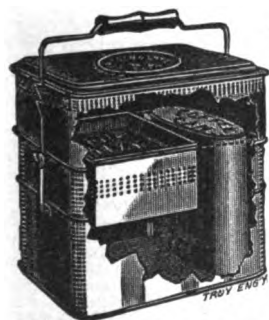
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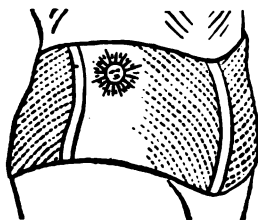
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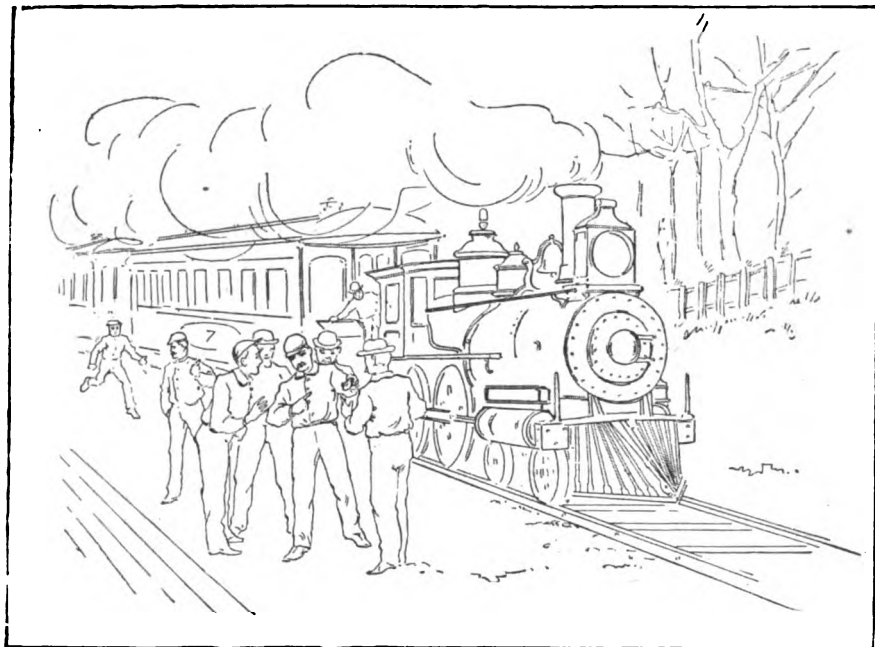
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LOCOMOTIVE FIREMEN'S MAGAZINE



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AUGUST, 1889.

LEGISLATION IN THE INTEREST OF LABOR.

In the discussion of labor questions in this *Magazine*, it has been our pleasure to give the standard definition of politics, as the "science of government." It is all too often the case, that writers in discussing labor questions refer to "politics" as something essentially degrading—and it has come to this at last, that the terms "politician" and "demagogue," are, in the estimation of not a few, synonymous.

It is not our purpose at this writing to go over the often plowed ground, but it should be remembered, that in its proper sense, politics is not degrading. The study of the science of government, on the contrary, is elevating, and in a country, like the United States of America, where all citizens have the ballot, and where the ballot determines, ultimately, all questions relating to govern-

ment, politics should be advanced, in the estimation of all men, to the front rank of importance.

In a general way, politicians, men who have held high positions in law-making bodies, many of whom have been accorded the rank of statesmen, have eulogized labor, often for considerations totally unworthy of their positions and standing. They have wanted the votes of workingmen, and these obtained, the reward has been neglect. Obnoxious laws have not been repealed, nor were righteous laws enacted. Promises have been made to be broken. Wrongs have been permitted to exist unrebuked in legislative halls. Injustice, flagrant and barefaced, under the cover of law, or legal decisions, has, with cancerous fangs, been permitted to eat into the very vitals of labor, and the toilers while experiencing the iniquity, the foul-play, have been compelled to submit.

Workingmen do not believe that statutes constitute the panacea for all the ills under which they labor, but they have a right to believe that their condition has been unnecessarily aggravated by vicious statutes which ought to be repealed or greatly modified, and this being true, they have concluded to identify themselves with politics for the purpose of making the government conform more nearly to justice and to the welfare of society.

This fact was made conspicuous during

the last session of the Legislature of Indiana. During the campaign immediately preceding the election, there was an active agitation of labor questions. Workingmen were on the alert. They had certain distinct objects in view. Their interests were wisely considered. No extreme legislation was demanded. Every request bore the impress of prudent thought and painstaking investigation, and results justify the wisdom of their action.

Railroad employes were profoundly interested in securing the repeal of one statute and in the enactment of others important though different in their character.

In the year 1881 the Legislature of Indiana passed a law which was justly regarded by all classes of railroad employes, as monstrously iniquitous. It was class legislation enacted with special reference to railroad employes and was the outgrowth of the great railroad strike of 1877. The last Legislature of Indiana repealed that vicious law as follows:

SECTION 1. *Be it enacted by the General Assembly of the State of Indiana,* That sections 216 and 217 of an act entitled "An act concerning public offenses and their punishment," and repealing all laws in conflict thereof, approved April 14, 1881, being sections 2,126 and 2,127 of the Revised Statutes of 1881, be and the same are hereby repealed.

SEC. 2. An emergency exists for the immediate taking effect of this act, and it shall take effect and be in force from and after its passage.

It will be observed that the law repeals certain sections of a statute approved April 14, 1881.

The reader will want to know the character of the sections repealed. They are as follows. Sections of Revised Statutes and of the act approved April 14, 1881, being identical:

Section 2,126 Revised Statutes, Section 216, Act of 1881, *Preventing Work.* Whoever, by threats, intimidation, or force, prevents or seeks to prevent any person from doing work for or furnishing materials to any person, firm, or corporation engaged in any lawful business, shall be fined not more than one hundred dollars nor less than twenty dollars, to which may be added imprisonment in the county jail not more than six months nor less than ten days.

Section 2,127 Revised Statutes, Section 217, Act of 1881, *Impeding Railroad Travel.* Whoever unlawfully, by threats, intimidation, or force, prevents or attempts to prevent any railroad company, or any of its agents, servants, or employes thereof, from moving, running, and operating the locomotives, cars and trains of such railroad company, or from transporting and carrying passengers or freight in its cars on the line of such railroad company, or in like manner, prevents or attempts to prevent, any express company, common carrier, or persons engaged in

transporting or carrying passengers or freight for hire, from so transporting or carrying either passengers or freight, shall be fined not more than one thousand dollars nor less than fifty dollars, to which may be added imprisonment in the State prison not more than twenty-one years, nor less than two years; and such offender shall be disfranchised and rendered incapable of holding any office of trust or profit for any determinate period.

The foregoing sections were repealed. A glance at them shows their infamous character and purpose, and the penalties attached to the latter, indicates a spirit of vindictiveness totally at war with justice and flagrantly violative of the constitutional bill of rights. But the unjust law has been swept from the Statutes of Indiana, and that too by virtue of the aggressive spirit of workingmen in politics.

Another demand of railroad employes was the enactment of a law which should save Indiana from the deep and damning disgrace of employing Pinkerton armed thugs in the case of a strike or any other labor trouble in the state. This was a matter that had the earnest attention of the Convention of the Brotherhood of Locomotive Firemen at its Biennial Convention, held at Atlanta, September, 1888. These Pinkerton fiends are properly regarded as a trained gang of cut-throats, a menace to life, and enemies of order and the rights of citizens whenever and wherever employed. The following is the law that keeps Pinkerton thugs out of Indiana:

SECTION 1. *Be it enacted by the General Assembly of the State of Indiana,* That no Sheriff of a county, Mayor of a city or other person authorized by law to appoint special deputies, marshals or policemen in this State, to preserve the public peace and prevent or quell public disturbance, shall hereafter appoint as such special deputies, marshals or policemen any person who shall not have resided continuously in this State for the period of one year at least, and in the county where such appointment is made for the period of at least six months, prior to the date of said appointment.

SEC. 2. That it shall be unlawful for any person, company, association or corporation to bring or import into this State any person or persons or association of persons for the purpose of discharging the duties devolving upon sheriffs, deputy sheriffs, marshals, policemen, constables or peace officers in the protection or preservation of public or private property or in the punishment of any person violating the criminal laws of this State.

SEC. 3. That any person or persons who shall in this State, without due authority, exercise or attempt to exercise the functions of, or hold himself or themselves out to any one as a deputy sheriff, marshal, policeman, constable or peace officer shall be deemed guilty of a misdemeanor, and upon conviction thereof shall, in the discretion of the Court or Jury, be imprisoned in the penitentiary for any period not more than one year, to which may be added a fine not exceeding one hundred dollars.

SEC. 4. Any person or persons violating any of the conditions of section one of this act shall, upon conviction, be liable to the same punishment as prescribed in section three.

It will be observed that under the provisions of the foregoing act, no Pinkerton can be employed in the State of Indiana. They cannot be imported nor act under any authority. The statute bars their entrance, and no person will dare employ them. For the passage of this anti-Pinkerton act, the Brotherhood of Locomotive Firemen is entitled to special credit. It shows what can be done by workmen, when they unite for the purpose of remedying evils under which they labor.

Another law, enacted by the Indiana Legislature is designed to effectually stamp out the insufferable abomination of black-listing, than which nothing more completely demonstrates the tigerish nature of some men. The law passed by the Legislature reads as follows:

SECTION 1. *Be it enacted by the General Assembly of the State of Indiana,* That if any person, agent, company or corporation, after having discharged any employe from his or its service shall prevent or attempt to prevent by word or writing of any kind such discharged employe, from obtaining employment with any other person, company or corporation, such person, agent or corporation shall be guilty of a misdemeanor, and shall be punished by a fine not exceeding five hundred dollars, nor less than one hundred dollars, and such person, agent, company or corporation shall be liable in penal damages to such discharged person, to be recovered by civil action, but this section shall not be construed as prohibiting any person or agent of any company or corporation from informing in writing any other person, company or corporation to whom such discharged person or employe has applied for employment a truthful statement of the reasons for such discharge.

SEC. 2. If any railway company or any other company or partnership or corporation in this State shall authorize or allow any of its or their agents to blacklist any discharged employe, or attempt by word or writing or any other means whatever to prevent such discharged employe, or any employe who may have voluntarily left said company's service from obtaining employment with any other person, or company, except as provided for in section one of this act, such company or partnership shall be liable in treble damages to such employe so prevented from obtaining employment, to be recovered by him by a civil action.

SEC. 3. It shall be the duty of any person, agent, company or corporation after having discharged any employe from his or its service, upon demand by such discharged employe to furnish him in writing a full, succinct and complete statement of the cause or causes of his discharge, and if such person, agent, company or corporation shall refuse so to do within a reasonable time after such demand, it shall ever after be unlawful for such person, agent, company or corporation to furnish any statement of the cause of such discharge to any person or corporation, or in any way to black-list or to prevent such discharged person from procuring employment elsewhere, subject to the penalties prescribed in section one of this act: *Provided,* That said

written cause of discharge when so made by such person, agent, company or corporation at the request of such discharged employe shall never be used as the cause for an action, for slander or libel either civil or criminal against the person, agent, company or corporation so furnishing the same.

From the early years of the present century, efforts have been made by workmen to reduce the hours of labor, constituting a day's work. The old time idea was that a man should work fourteen hours a day to earn his bread—and the struggle in the United States has been going forward fully eighty years, nor is it yet ended. Concessions have been made, and fully four hours a day have been gained for all workmen, in some instances five hours, and to a limited extent six hours. The hours, now constituting a day's work, range from eight to eleven, usually ten, and in some isolated cases twelve hours for a day's work are exacted. The General Government, more than twenty years ago, passed an eight hour law, and several states have passed similar laws. The workmen of Indiana early in the last political campaign, pronounced in favor of eight hours as a legal day's work and gained their point. They were a unit upon all questions calculated to ameliorate their condition, and in demanding the eight hour law, they evinced a profound knowledge of man's physical, mental and social needs and rights worthy of the advanced intelligence of the times. The law enacted by the Indiana Legislature is as follows:

SECTION 1. *Be it enacted by the General Assembly of the State of Indiana,* That on and after the passage of this act, eight hours shall constitute a legal day's work for all classes of mechanics, workmen and laborers, excepting those engaged in agricultural or domestic labor, but overwork for an extra compensation by agreement between employer and employe is hereby permitted.

SEC. 2. This act shall apply to all persons, firms, corporations, companies or associations employing labor in this state, and to all mechanics, workmen and laborers, now, or hereafter employed by this state or any municipal corporation herein, through its agents or officers, or in the employ of persons contracting with the state, or any municipal corporation thereof, for performance of labor on the public works of this state, or such corporation.

SEC. 3. Any person, firm, company, corporation or association doing business in this state, or any officer or agent of this state or municipal corporation thereof, who shall violate or otherwise evade the provisions of this act, shall be deemed guilty of a misdemeanor, and, upon conviction thereof, shall be fined in any sum not greater than five hundred dollars, and if the person or persons violating the same, be an officer or agent of this state, or of any municipal corpo-

ration thereof, he shall in addition to such fine, be removed from his position.

SEC. 4. Any party or parties contracting with this state or any municipal corporation thereof, who shall fail to comply with, or secretly evade the provisions hereof, by exacting and receiving more hours of labor than is herein fixed, shall be deemed guilty of a misdemeanor, and upon conviction thereof, shall be fined in any sum not greater than five hundred dollars, and in addition thereto, in the option of the state or municipal corporation, forfeit such contract.

Indiana boasts of a common school system equal to that of any other state in the Union. but it so happens that all the youth of the state are not able to attend school during ordinary hours. Many are compelled to work, and when the day's work is over "school is out," and they are left without the advantage of instruction. It is eminently worthy of remark that the agitation of labor questions has included the welfare of working youth who, by the inexorable laws of existence, are required to work when the more favored children attend school. Thousands of these working youths deprived of the privilege of attending school during the day, ask that the state make some provision for them, and hence the night school as a part of the common school system of Indiana. Early during the session of the Legislature a bill was introduced providing for night schools under certain circumstances, and as a result the following statute was enacted:

SECTION 1. *Be it enacted by the General Assembly of the State of Indiana*, That in all cities having a population of three thousand, or more, according to the census of 1880, the School Trustees of such cities shall keep and maintain a night school, between the hours of seven and nine and a half P. M., during the regular school terms, as a part of the systems of common schools, whenever twenty or more inhabitants of such city having children between the ages of fourteen and twenty-one years of age, or persons over the age of twenty-one years, and who by reason of their circumstances, are compelled to be employed or have their children employed during the school days to aid in the support of such families who desire to and who shall attend such school, shall petition such School Trustees so to do.

SEC. 2. All persons between the ages of fourteen and thirty, who are actually engaged in business or at labor during the day, shall be permitted to attend such school.

To read such laws is to be able to comprehend in some measure the growing influence of workingmen in political affairs, and it will be observed that every law demanded by them is in the interest of society, that they are wise and prudent measures, demonstrating that workingmen have views of government which when they find expression

in statutes, an improved condition of affairs at once appears.

In addition to the foregoing, an act was passed of great importance to miners employed in mining coal in the state. The act provides for weighing and screening coal, for the ventilation of mines and for the protection of miners; matters which have special bearing upon the welfare of a large number of workingmen, who have been subjected to wrongs of a grievous character by mine owners, and which by the operation of the law it is hoped will disappear.

The state of Indiana has set a noble example for other states to follow in the enactment of wise and wholesome laws, which, while they relieve labor of embarrassments, are calculated to promote the general welfare. And the workingmen of Indiana, by their united efforts to obtain this Legislation, have demonstrated to their fellow workingmen throughout the country, that by uniting their efforts and by concentrating their votes on the right men they can in due time abolish every unjust law upon the statute books of the states and of the nation. That there is a growing determination in that direction is manifest, and the labor press of the country can perform no better service than to continue the agitation for the abolition of wrongs, which exist, either in defiance of law, or because laws for their suppression are not enacted.

A RAILROAD superintendent expresses the opinion that improvements to railroad beds and equipments are in their infancy, and feels confident that within five years rails will be welded by electricity, and the rail thus made continuous, doing away with fish-plates, chairs, and all like joint-protectors. He is of the opinion that all first-class roads will have such a track, and that it has already been demonstrated that to weld the rails in their position on the road-bed is perfectly practical. This, he thinks will be the next great improvement to road-beds. Manifestly the present is the age of inventions and improvement, and he who predicts seemingly strange things, is *en rapport* with the spirit of the age.

STRIKES.

The report of Mr. Charles F. Peck, Commissioner of the Bureau of Labor Statistics of the state of New York, submitted to the Legislature April 2, 1888, treats of strikes in that state, their causes and consequences. On page 42 of the report we find the following summing up of the Commissioner's investigations.

"The strikes for 1887 include 144 trades and callings against 137 in 1886; the number of shops on strike amounted to 1,604, against 2,061 shops in 1886. This, however, does not give an exact idea of the work performed by the Bureau in this direction, as 2,212 labor troubles were investigated. Many of these, upon inquiry and investigation, were found to come under the head of threatened strikes. Others never got beyond a simple demand for an advance or a mild protest against a reduction of wages. As a consequence, no figures could be obtained regarding them and the facts are only stated to show the under current of dissatisfaction which is always running, but owing to the lack of organization on the part of the workers in the unskilled trades in which most of these troubles occur, it lacks a direction. These cases, however, require as much work, and are often more troublesome and expensive than real strikes, as they require the presence of a special agent. The returns for the past year show 694 strikes successful, 190 compromised or partly successful, 686 unsuccessful and twenty-four pending. The returns for 2,061 shops reported on strike during the year 1886, show 751 successful, 426 compromised or partly successful, 212 doubtful, 624 unsuccessful and 147 pending. The number of workers engaged in strikes was 51,731; from this number, however, must be subtracted 1,005 workers, who were engaged in what are termed 'threatened strikes,' where there is very slight, if any suspension of work. This would make the actual number of strikers 50,726. Eight thousand one hundred and seventy-six strikers were refused work after strike. The loss of wages incident to strikes was \$2,013,229.45. The amount expended by labor organizations in relief and conduct of strikes, was \$217,069.78. Estimated gain in wages for one year to 11,472 persons, \$944,632.55. Loss to employers, \$1,102,576.70.

For the year 1886, the result was as follows: Number of workers engaged in strikes, 127,392, of whom 6,391 were refused work after strikes; the loss of wages was \$2,562,554. Amount expended for relief and conduct of strikes by labor organizations was \$329,090. Estimated gain in wages in 771 shops, \$1,420,895 per annum, benefitting 34,832 persons. Loss to employers from all causes, \$1,644,812."

The question that naturally arises just here is, are strikes failures? The figures given by the New York Commissioner show that in the two years, 1886-87 there were 1,445 strikes successful against 1,432 unsuccessful—a difference of thirteen in favor of the successful strikes. The "doubtful" strikes are included in the unsuccessful. The compromised strikes manifestly had an element of success to the strikers, at least, it may be assumed that they did not make matters worse for them. The aggregate loss to the strikers in the way of wages was \$4,565,783; to this may be added the amount

contributed by labor organizations, \$546,149, making a total loss of \$4,911,932. Deduct from this the gain in wages, \$2,364,517, and the loss is reduced to \$2,547,415. The average annual gain to the strikers is \$1,182,258. If this gain in wages to the strikers should continue five years, it would amount to the sum of \$5,911,290, which would be a gain over and above the loss in wages and the sum contributed by labor organizations, of \$3,363,875. In view of such official figures it must be admitted that the strikes in the state of New York for the years 1886-87 were not failures; but that grouping all the facts, they were a positive benefit to labor. Manifestly, in dealing with such figures as the New York Commissioner furnishes, we must deal with aggregates. There were 1,432 strikes unsuccessful. The strikers gained nothing, they went back to work, we will suppose, at old prices—submitted to former conditions—except the 14,567 strikers who, when the strikes were past, were ostracised; refused work. And just here comes in a feature of strikes deserving of special consideration. Who are the men refused work when the strike is successful or unsuccessful? Are they not the men who have the courage to step to the front and demand justice for themselves and their co-workers? Are they not the men, who, more than others, contribute to the agitation by virtue of which workingmen are emancipated from oppression and degradation, by virtue of which the wrong is cloven down and the right exalted? The answer is always in the affirmative. They plant that others may reap, they build that others may find shelter. They are the pathfinders, the men who blaze out new highways for the army of toilers, and all too often their reward is martyrdom. Labor organizations owe an eternal debt of gratitude to the men who do and dare for their fellow workingmen anything and all things calculated to relieve them of unjust burdens, and who, in the state of New York, for the years 1886-87, made it possible for 1,445 strikes to prove successful over all opposition, and who, when victory perched upon the banners of labor, were thrust aside by employers and made to pay the penalty of idleness for their unflinching loyalty to the cause they had espoused.

Says, Mr. Peck, the New York Commissioner: "Had the laborer been quiet and suffered in silence, as he had done through the centuries, with only occasional outbreaks, we should have gone on as our fathers did. But the persistent strikes, the labor organizations, and the repeated interruptions of money-making and quiet capitalistic investment, have compelled attention to the laborers' wants and claims." Here we have the declaration of a labor statistician, who has specially investigated strikes in the great state of New York, that but for the zealous agitation of questions relating to the rights and wrongs of labor, by workingmen themselves, there would have been no advance whatever; old conditions would have remained unchanged.

Speaking of the results of strikes, Mr. Peck says: "They have helped to raise wages, to shorten hours, to improve the condition, not only of the particular workmen who have risen up in protest, but also the masses. A strike in a particular shop for reasonable cause often ends in general improvement. Bakers have reduced their hours from eighteen to twelve. The nine-hour day is due to the strike system. Wages in whole trades have gone up from ten per cent. to thirty per cent. because the men in particular shops have asserted themselves and made good their claims to consideration."

In saying this, Mr. Peck shows himself to be something more than a statistician. His conclusions are eminently logical. The strike has been always in the line of emancipation, and says the New York Commissioner: "Even a 'lost' strike is not always a dead loss. It may carry with it the promise and potency of betterment in some other way. * * * Even if a strike be unsuccessful it brings to mind that what has happened may happen again, and may be repeated with worse effect; with the fear of another strike before his eyes, the taskmaster may be compelled to do tardy justice."

Here we have the declaration officially made that strikes are not wrong, they are not vicious, but on the contrary are to be classed with those movements and forces which better the condition of workingmen. Such is the rule. That there are exceptions

is true. But we are not dealing with exceptions. Men may deplore strikes as they deplore war. It is the dream of some people that the time will come when nations will "learn war no more," and there are those who look forward to the time when strikes will disappear forever. Such anticipations are highly commendable. They mean that some time justice will reign supreme. In the meantime, nations will prepare for war, and workingmen will prepare to resist oppression and secure their rights. Men may cry "peace" and deprecate war, but there will be no peace while workingmen create the wealth of the world and are denied so much of this wealth as will suffice to feed, clothe and shelter them as becomes sovereign citizens of the great American republic. It will do no good to tell American workingmen how European workingmen live. It will do no good to tell workingmen of the present how their fathers lived in the far away dead past. The workingmen of the present are profoundly interested in the present, and are determined to correct existing wrongs, and if strikes, which are said to be "war" and "mighty arguments," are required, strikes will come. Arbitration and compromise will be tried, but if these fail, then the strike will come as certain as that water will flow down a mountain side, and it will come regardless of consequences.

THE National Reform Association recently had a meeting in Pittsburg, and was addressed by Dr. S. L. Baldwin, of New York. Among other things the doctor is reported to have said, we find the following:

There should be no Chinese question in America; no Irish question, no German question—nothing but the American question. The law keeping out the handful of Chinese who want to come here and letting in the horde of immigrants from other nations was severely criticised, and the usual objections to the Celestials were shown to be radically wrong. It is not the Chinese, Dr. Baldwin said, who loaf on the street corners, who fill the saloons, penitentiaries and the alms houses. They are a peaceful, quiet race and among the best foreign residents in the country, as a class.

It is scarcely necessary to criticise such utterances. They are not American ideas. They do not represent the American thought of the present nor of the past. When a man eulogizes the Chinese at the expense of immigrants from Europe, it is putting it mildly to say that he is an opium eater.

SAFETY FOR RAILWAY EMPLOYEES.

Under the above caption the St. John's, N. B., *Daily Telegraph*, one of the most prominent of the Canadian newspapers, says:

The returns of accidents on United States railways show that 2,700 able-bodied men are killed and 20,000 injured in the discharge of their duties as employes. About one-tenth only of this number of railway passengers are killed or maimed in the same time. A thought of the hundreds of millions of passengers carried, and the comparatively few employes who do train service forcibly suggests the safety of railway traveling and the perilous calling of those who are employed. When some appalling accident like that near Hamilton the other morning, carries sorrow into so many homes, persons not aware of the facts above stated might conclude that as many passengers as employes are killed. But it is only on comparatively rare occasions when a holocaust of travelers are the victims of such disasters, while the killing and maiming of brakemen, engineers and firemen go on from day to day, the victims numbering, one, two or three at a time, yet making an alarming aggregate.

The fact that the press of the United States and Canada is giving wide publicity to statistics showing the slaughter of railway employes because of deficient appliances, which are a source of constant danger, is a sign of the times of cheering significance. It appears from the most reliable sources of information that 2,700 able-bodied men, railway employes, are killed annually, and over 20,000 injured while in the discharge of their duties. This is the estimate of Charles H. Cooley, as given in the *Railroad Gazette*. He has consulted the returns and speaks from the card. No one denies the statement. A searching investigation, no doubt, would show the estimate too low rather than too high, but as it stands it is horrible. Take a decade of ten years, and we have 27,000 dead—a mangled mass of humanity, and 200,000 maimed for life—thousands of them totally disabled, compelled to drag out lives of pangs and poverty.

The question up for debate is, what can be done to prevent this slaughter? That something ought to be done to reduce the death rate and the number of wounded, does not admit of discussion. Says Mr. Cooley:

Wherever the lives of citizens are put constantly in peril we are accustomed to see the police power of the State exerting itself to the utmost to provide against that peril. The United States regulates transportation by sea in the most minute manner and with a view to the greater safety of passengers and seamen. A complicated and expensive machinery of Inspector General, Supervising Inspector, Inspect-

ors and Assistant Inspectors is looked to to enforce every precaution against loss of life. The statutory regulations cover the whole field from the testing of boilers to the serving of lime juice to seamen. Its activity in securing safety for transportation by sea gives cause for surprise that the Federal Government has done nothing to secure safety for transportation by land.

The action of States, though necessarily inadequate, shows indeed, no reluctance in regulating mechanical appliances on railroads. The multitude of statutes in regard to switching, flagging, bridges, speed of trains, etc., a multitude greatest in States which, like Massachusetts, have been most successful in railroad regulations, force us to believe that if the States have done little to check the waste of life where it is greatest it is because of lack of power rather than lack of will.

So small has been the development of protection to railroad hands by the police power that a tone is sometimes taken which seems to imply that it is a kind of impertinence for the State to step in between a railroad and its employes and prescribe safety appliances. Proposals of such regulations seem sometimes to be taken as a reflection upon the humanity of railroad officers. On the contrary, I think it clear that, assuming those who control railroads to be neither more nor less humane than other classes of citizens, there is no reason whatever to expect that they will take adequate action to protect their employes; that they have not taken such action in the past, do not take it now and are not likely to take it in the future. A railroad is not a benevolent organization and is very ill adapted for benevolent action. Those officials who are brought face to face with the suffering of trainmen are not the ones who have power to appropriate money to prevent it. If we follow back the line of authority to those who hold the purse we find the sense of responsibility for death and injury to trainmen at a minimum. Expensive changes are and will be made only as they are expected to be profitable. It is only occasionally and incidentally that life saving is profitable. Even the expectation of profit in such matters acts very tardily. Outlays which produce a distant and indirect return are always more difficult to justify to directors than those whose advantages are near and obvious. Money invested in safety appliances comes under the former description. I think it would be very difficult to point out a case in which a railroad has gone to much trouble and expense from humanity alone, unsupported by motives of economy or by outside pressure. How much outside pressure has to do with the question may be suspected from the fact that while not one-tenth as many passengers suffer from railroad accidents as employes, at least ten times more care is taken to protect the former than the latter. The roads have no sufficient motive to protect trainmen, and consequently they do not protect them. Let us see if there is any good reason to expect that they will in the future.

If it be admitted that Mr. Cooley has given a correct diagnosis of the case, the conclusion is inevitable that it is vain to expect railway corporations to find and apply any efficient remedy. Employes will be compelled to look elsewhere.

The trouble has been, and it seems to exist still, that in the estimation of those who are in a position to control affairs, there exists a wide difference between the estimated value of the life and limb of an employe and that of a passenger; a difference, which upon investigation, will be found to rest

upon the decisions of courts, legal technicalities, and the viciousness of statutes. Laws for the protection of travelers have been enacted, while the employé must take the chances and pay the penalties, and if redress is obtained it is always by tedious process of legal red tape and judicial circumlocution.

Under such circumstances railway employes are forced to look for a remedy to legislation—State and National—because it is shown that relief can come from no other source. If we are to believe Mr. Cooley, railroad corporations are swayed only by the logic of money. Sentiment, rounded and high-sounding periods of eloquence, do not move them. They are not organized for benevolence. Touch their pockets and they listen. It is stated that 2,700 able bodied railroad employes are killed annually. Suppose the law in such cases made the road responsible to the amount of \$5,000 in each case, giving a grand aggregate of \$1,250,000 annually, to be paid out for dead employes killed in the service? Is that amount too much? The interest on \$5,000 at 6 per cent. is \$300. At \$1.00 a day an employé earns that amount. From a dollar and cent standpoint the amount is not excessive. Let it be the minimum amount, to be more as the dead employé's wages exceed \$1.00 a day. And of the 20,000 employes maimed let the law give an average amount of \$3,000, an aggregate of \$60,000,000, and our word for it, the remedy for the slaughter of railway employes would be found. The law fixing the penalty could be made so as to reduce the penalty when it was shown that in applying the most approved appliances for guarding against disasters the law had been complied with to the letter.

We are not one of those who look to statutes to supply all the defects in social and industrial affairs, but law, in some cases, is the only hope for justice, the only hope for the triumph of the right. Fortunately the workmen of the country by federating for the triumph of justice, can secure the boon. The ballot is the weapon to be used, and when wielded by intelligence, a victory is secured.

"Cowcatchers"—Milkmaids.

OLD Commodore Vanderbilt began laying the foundations of what is now a dozen or so princely fortunes, by pushing mud scows in the shallow waters near New York, while his thrifty wife helped on the business by keeping boarders. And now the papers vie with each other in telling the world of the luxuries the Vanderbilts enjoy, among other things the bath room of Mrs. W. K. Vanderbilt. This wonderful room has a high marble "wainscoting perfectly plain to the top, where there is a band of incased ornament traced in gold. The walls are paneled in small beveled mirrors separated by bands of gilt moulding. Over these are painted apple blossoms, drooping sprays laden with bloom. The ceiling is modeled in Henry II ornament, for the bath connects with a Henry III bedroom, and is colored in cream and gold. The color harmony of this cream, pink and gold, caught here and there and echoed by the mirrors, is one of the triumphs of latter day decoration. Beneath all this beauty is the tub cut out of a solid block of marble with a carved moulding of scallop shells. The faucets are swans' heads and breasts of solid silver, and at the head of this magnificence is a niche in which is a copy of that fair figure of a bather with her tunic lifted and about to step in the bath, by one of the Coysevox Brothers, sculptors in the days of Louis XVI, and the original of which is in the Louvre. A marble slab resting on fabled creatures is the only piece of furniture in the room." It is about seventy-five years since the old Commodore began to plant dimes and reap doubloons, and now, *mirabile dictu* not less than \$250,000,000 tells the story of the harvest. Labor creates all the wealth of individuals and nations, and the story of the Vanderbilts, the Astors *et al.* tells in gilt letters where the surplus earnings go.

RECENTLY a special train of five sleeping cars and a dining car left Boston, Mass., with one of the largest parties of capitalists that ever left the Hub in a body. Their destination was Denison, Texas, where the party, which numbered 125, proposed to invest largely in real estate, on the assumption that Denison will become the Kansas City of the southwest state.

THE READING.

The Labor press of the country, as also the newspapers, regardless of political persuasion, at all inclined to aid workingmen in their struggle to better their condition and obtain fair wages for their work, and all publications, regardless of specialties, whose owners believe that workingmen have a right to organize for social, benevolent, educational and pecuniary purposes, should advertise the Reading Railroad Company, as the enemy of such organizations, and therefore the enemy of workingmen. The Reading Railroad is in the hands of men, who, as the records abundantly show, are as pronounced in their hostility to the interests of workingmen, as the Czar of Russia is in his hostility to that portion of his subjects, who dare ask for any relaxation of his despotic power. The Reading officials, from Corbin, the President of the road, down to the meanest official flea in the hair of the corporation dog, seek, by every means in their power to degrade workingmen. The Congressional Committee, charged with the express duty of investigating the villainies of the Reading corporation did not hesitate to say, that the strike on the Reading, in 1887, was brought about by its officials for the purpose of advancing the price of anthracite coal, and of reducing the wages of its employes. In this, it is seen that the purpose of the officers of the Reading was a double villainy, first, the robbery of the public, by advancing the price of coal, and second, the robbery of its railroad employes and its miners, by a heartless reduction of wages.

The country should be fully able to comprehend the man, Austin Corbin, President of the Reading railroad. He is a man of money, a man of influence in the capitalistic world. He has, by virtue of his position, control of the fortunes of not less than 150,000 of his fellow beings; men, women and children. His word reduces their wages; his word reduces them to idleness; his word clothes them in rags, wrecks their homes and makes them wretched beyond description. When this man, Corbin, perpetrates such crimes as we have enumerated, he seeks to justify his acts by statements sent broadcast to the public. He issued a statement in which he said the company had

mined 51,000,000 tons of coal, for mining which the miners were paid \$57,110,000; that the company received for this coal only \$44,840,000, and therefore that the company sustained a loss of \$12,270,000. This statement was put forth to show how the company had lost money by paying wages to its miners. It was made to show that the company was justified in reducing the wages of its employes, in "Russianizing" the anthracite coal regions of Pennsylvania. The Congressional Committee investigated this statement of Austin Corbin, President of the Reading, who is the enemy of workingmen and the robber of the public, and it was found that Austin Corbin had "blundered," that his statement was not true, that it was a colossal falsehood; that it was gotten up to deceive the public and to cover up the most shameful rascalities. The Congressional Committee called before them Mr. John Norris, editor of the *Philadelphia Record*, and this gentleman produced the official figures, showing that the Reading had received for the 51,000,000 tons of coal \$86,024,188.84, instead of \$44,840,000 as Corbin had stated, and which was \$41,184,188 more than was shown in Corbin's statement; and that instead of being loser \$12,270,000 as Corbin had stated, the Reading had made \$28,914,188. When a president of a corporation manipulates figures in that way, for the purpose of deceiving the public, his usefulness as a truth teller is ended, and the verdict of honest men is that he is a bad man. Austin Corbin belongs to that tribe of human monsters who prey upon poor men, who combine the natures of hog and shark, who, being influenced by greed, make war upon the weak, regardless of right, and who are never more pleased than when they are bleeding those who are brought within reach of their "devil-fish" grasp.

The Reading Railroad Corporation is now making war upon organized labor, because it sees in such organizations, a power calculated to withstand assaults upon workingmen. It is well known that Corbin and his associates have gained what they call a victory over organized labor. They have wrecked lodges of workingmen, just as English Constables have wrecked, with crow-bars and battering-rams, the homes of Irishmen. But

in doing this on the Reading, they have aroused workmen everywhere to a realization of the dangers that confront them. The Reading has reduced its Railway employes to serfs. It has made them surrender their rights and prerogatives, has made them get down in the dirt at its bidding, and they wear their collars as uncomplainingly as did the slaves in old plantation days, the days of labor pens, block, lash and market. It is a pitiful spectacle, a spectacle in the presence of which the Starry banner ought always to be trailed in the dirt, for on the Reading when Corbin commands, it no longer symbolizes freedom and independence. In such places, as was said of it, in days gone by, it is a "flaunting lie."

We assume that railroad employes, in view of such facts, will go forward more determined than ever to organize and to federate for the maintenance of their rights, for if this is not done then their enslavement is as certain to come as that water will run down hill. Railroad employes, by organizing and federating, may hope to secure and to maintain fair living wages. With the organizations single handed and alone they will go down, one by one, but with the organizations federated for justice, the right and the truth, there is hope; without it there is in store for them wreck and ruin.

DWIGHT M. LOWRY, of New York, writes as follows:

"What I admire in Christopher Columbus," said Turgot, is not his having discovered the new world, but his having gone to search for it on the faith of an opinion." The nature of man is mirrored in his ideals, and the sentiment of the great French statesman and economist illuminates two characters. The true greatness of Columbus is just where Turgot placed it. His strong claim upon the honor and reverence of mankind rests upon his possession of that noble faith which is the result of qualities partly intellectual and partly moral, that far beyond the dim horizon of man's momentary environment, the teachings of reason and the laws of nature will be found ever to be in eternal and changeless accord.

"Noble faith" in what? In "an opinion." The opinion was that he could find the East Indies by sailing west. There are thousands of workmen to-day, who have faith in the opinion that federation will enable workmen to secure justice without striking. If they have the faith of Columbus, as certain as that the earth is round, they will succeed.

RAILROADING IN INDIANA.

Hon. William A. Peelle, Jr., chief of the bureau of statistics, in his biennial report for 1887-88, introduces a number of tables, showing the earnings and expenses of thirty-three railroads in Indiana for the year ending June 30th, 1888, as follows:

Earnings in Passenger Department . . .	\$32,542,153
Earnings in Freight Department . . .	72,289,601
Total earnings . . .	\$104,831,754
Operating Expenses . . .	74,892,845
Earnings over Expenses . . .	\$29,938,909

The report recapitulates the statements showing the total number of employes and occupation, the average monthly wages, average number of hours employed daily, and the average number of miles required for each run, as follows:

Employes—Occupation.	No. Employed.	Average Monthly Wages.	Average No. of Hours Employed Daily.	Average No. of Miles Required for Each Run.
General Officers . . .	240	\$266 33		
Division Superintendents . . .	24	228 41		
Civil Engineers . . .	39	145 76		
Master Mechanics . . .	47	157 84		
Road Masters . . .	75	112 43		
Clerks . . .	3,930	55 19	9.3	
Machinists . . .	1,922	60 85	9.8	
Conductors, Passenger . . .	676	95 88		147.59
Conductors, Freight . . .	1,233	78 19		103.66
Conductors, Yard . . .	481	63 00	10.9	
Engineers, Passenger . . .	841	111 29		125.06
Engineers, Freight . . .	1,651	101 80		103.66
Engineers, Yard . . .	508	79 00	11.1	
Firemen, Passenger . . .	808	59 58		125.66
Firemen, Freight . . .	1,706	55 15		103.66
Firemen, Yard . . .	549	49 00	11.4	
Wipers . . .	739	36 77	10.3	
Baggagemen . . .	486	51 07		147.59
Brakemen, Passenger . . .	919	51 44		147.59
Brakemen, Freight . . .	2,409	51 30		103.66
Brakemen, Yard . . .	1,034	54 60	11.1	
Station Agents not Telegraph Operators . . .	1,091	54 64	11.1	
Station Agents also Telegraph Operators . . .	991	43 48	11.1	
Telegraph Operators not Station Agents . . .	1,589	48 69	11	
Carpenters . . .	3,011	53 90	10	
Section Foremen . . .	2,125	43 00	10	
Sectionmen . . .	11,277	31 00	10	
Watchmen . . .	1,368	41 00	11.2	
Bridge Tenders and Pumpmen . . .	486	34 88	11.1	
Soliciting Agents . . .	191	87 83		
Traveling Passenger Agents . . .	84	97 00		
Contracting Agents . . .	60	102 91		
Painters . . .	441	52 20	10	
Extra Foreman . . .	92	58 42	10	
Other Employes . . .	14,102	39 24	10	
Total . . .	57,867			

"L. I. R. R." is heard daily by Austin Corbin, yet he never resents it.—E. C. Hubbell.

THE statement is made that more complaints have been filed with the Inter-State Commissioners relative to the issuance of free passes in violation of the law than from any other cause.

THREE Millionaires, Robert Petcairn, Andrew Carnegie and Harry Oliver, were all boys in the office of Thomas Scott when he was President of the Pennsylvania lines. The two latter began as messenger boys.

WE see it stated that the Pennsylvania system of railroads, on its New York Division, is reducing the size of its locomotive headlights. The glass face of the headlights now in use is but twelve inches in diameter, while the face of the ordinary headlight is twenty inches in diameter.

AND now, since the Vanderbilt lines have stopped some of the Sunday trains, a stockholder protests, and he threatens, if it is not heeded, to throw the Vanderbilts out of control of the New York Central road at the next annual meeting. He argues that the stock of the New York Central road has dropped from 155 to 83, and the loss of Sunday earnings will further depreciate the stock. It is hinted that when the protesting stockholder gets sick enough to sell he will be able to find a buyer.

DESPITE the fact that the result of the "Q." strike is generally supposed to have been discouraging to all the railroad orders, they were never in a more prosperous condition than now. The recent federation of three of them has fully doubled their power and importance in the labor world.—*Denver Patriot*.

That's it. The "Q." conquered, but it don't want any more such victories. The "Q." strike is to yield a glorious harvest of compensation to railroad employes. It was a school of experience with a big E. It made federation possible, and the possibilities of federation includes the maintainance of the right when capitalists combine to strike it down.

THE Arizona legislature has enacted a law making train robbery punishable by death. After reading the law we conclude that the death penalty can also be made to apply to train wreckers. If there is a demon in human form who deserves death, it is the train wrecker.—*Railway Service Gazette*.

And why not make the law apply to those who wreck a whole railroad system, as did the officials of the C., B. & Q.? Those fellows took a great and prosperous property and virtually wrecked it—bankrupted it—sunk, God only knows how many millions of money that they might crush and ruin men who simply asked for fair play and honest wages.

DURING the month of February, 1889, the Internal Revenue Bureau collected taxes on 274,548,927 cigars. If this rate is maintained for twelve months taxes will be collected on 3,294,587,124 cigars. Suppose they cost five cents each to the smoker, it will be seen that \$164,729,356 annually go for smoke.

THE United States is still engaged in feeding the world. The report of the Bureau of Statistics at Washington shows that the export of beef and hog products for the month of March was \$8,125,068, while in March, 1888, it was only \$5,323,354. For the five months ending March 31, 1889, the export was \$41,571,715; for the same period of the preceding year, \$32,461,098; and that the export of bread stuffs for the nine months ending March 31, 1889, was \$91,744,947.

THE estimate is that the United States has sixty-two wealthy women, who have in their own right \$372,000,000, an average of \$6,000,000 each. One of the number, with an eye to business, proposes to organize a company for the purpose of importing European nobility who have nothing but titles to recommend them, for matrimonial purposes, and thus establish an aristocracy without the smell of coal oil or cod fish; an aristocracy on the European plan. The New York heiress, who is a spinster and worth \$80,000,000, is of the opinion that the company, with \$372,000,000, could occasionally catch a King.

IN 1845, John Bright, and a nobler type of an Englishman never lived, made a speech in which he referred to landlordism in England, as follows:

The land owners have had unlimited sway in Parliament and in the provinces. Abroad, the history of our country is the history of war and rapine; at home, of debt, taxes, and rapine, too. In all the great contests in which we have been engaged we have found that this ruling class have taken all the honors, while the people have taken all the scars. No sooner was the country freed from the horrible contest which was so long carried on with the powers of Europe, than this law, by their partial legislation, was enacted—far more hostile to British interests than any combination of foreign powers has ever proved. We find them legislating corruptly; they pray daily that in their legislation they may discard all private ends and partial affections, and after prayers they sit down to make a law for the purpose of extorting from all the consumers of food a higher price than it is worth, that the price may find its way into the pockets of the proprietors of land, these being the very men by whom this infamous law is sustained.

Landlordism in the United States is becoming what it was and still is in England. There need be no mistake about it. Those who cannot see the drift are so blind that to their diseased vision, black and white are all same.



JOHN A. HILL.

Students of affairs are never more gratified than when, in pursuing their investigations, they are brought in contact with representative men, and fortunately for society there is everywhere manifested a desire to know as much as possible about the antecedents of such men. With the majority, the interest increases if the person who has distinguished himself is what the world calls a "self-made man," by which is meant that distinction has been secured chiefly by his own energies, and in the face of obstacles more or less formidable. In such cases the representative man is credited with special characteristics, qualities of mind, which it is worth while to know and to make public for the benefit of others, who in like manner are struggling to rise and to overcome adverse circumstances. Such reflections are eminently suggestive and relieve us of the necessity of elaboration. The history of our country supplies many well authenticated illustrations which the reader will readily call to mind, all of which will bear testimony to the fact that a representative

man, in any of the walks of life, who has secured his position by virtue of such inherent qualities as courage, energy, will-power, tenacity of purpose, and determination to succeed, rightfully enjoys a larger share of commendation than falls to the lot of others, who, though occupying perhaps a more extended sphere, were the favorites of fortune from youth to manhood. Nor should the statement be omitted that when distinction is secured in early manhood, prudent recognition should not be postponed to a later day in life as a concession to the maudlin idea that only years give value to merit. Without boasting, we claim for the *Firemen's Magazine* a purpose on all proper occasions to recognize merit, and in an especial manner is this true when we write of those who are directly or remotely identified with any of the Brotherhoods of railway employes, and who are devoting their time and energies in advancing the knowledge and general welfare of the men of the foot-board.

Such a man is John A. Hill, editor of the *Locomotive Engineer*, of New York, now

thirty-one years of age, having been born in the state of Vermont, A. D. 1858, and who, as a practical engineer, and a writer upon subjects connected with locomotive engineering, has become a representative man.

To advance to such a position at the age of thirty-one years must of necessity involve a train of circumstances worthy of record, and all the more important if it is shown that the victories won along the line of march were the result of faith in one's self, since it is this faith, more than all other things besides, that has given to the country the self-made representative men who have embellished it in every decade of its history.

We are neither disposed nor prepared to discuss climatic, geographical or topographical influences in the formation of character, though it would not be difficult to advance not a few well-defined facts in that direction. At any rate, the subject of this sketch, could he have been consulted, would have found it difficult to locate his infancy in a better land than Vermont. The inhalation of Green Mountain air for five years of his babyhood, doubtless gave him a send-off physically which has been of service in later years—whether in Wisconsin, Iowa, Colorado or New York—besides it could be easily shown that the Vermonter in his migrations westward, following the star of empire, has contributed his full share in laying the foundation of states, and in developing their growth and resources. At the age of five years, young Hill became a resident of Wisconsin, and soon thereafter his lot was cast in the state of Iowa. In the meantime, having lost his mother, his father returned to Wisconsin, where we find him mastering, under common school conditions, the rudiments of an English education. We are not advised that Mr. Hill claims academy, college or university for his *alma mater*. In that regard the common school was his fostering mother, and that he was a dutiful son and made the most of such favors as she could bestow, finds ample verification in the success that has attended his undertakings.

At the age of fourteen young Hill was transferred from the school room to the printing office, and began learning the "art preservative," and for four years was at the case, wrestling with such problems as a printing office offers for solution, and such as have laid the foundation of the fame of not a few representative Americans. But the duties of a printer were not congenial to the tastes of the young man. He sought a more active life, one that would afford a broader field for the play of physical energies and challenge mental effort in a different direction. The locomotive engaged the attention of the youthful aspirant. It is not surprising. A machine of wonderful power, and its connection with the great

enterprises of the age, was well calculated to arouse in the mind of young Hill a determination to master its construction, every principle of power and speed, that makes it still a wonder in all lands. In a word, young Hill determined to be a locomotive man, and at the age of eighteen years took his place on the footboard of an engine as a fireman on an obscure road for an obscure firm in the lumber regions of Wisconsin. This firing an engine stimulated young Hill's ambition to know more of the machine, and ever available hour was devoted to the study of steam engineering. At this period, like thousands of others, the subject of our sketch became the victim of the Western fever—the Horace Greeley idea, to go west and grow up with the country—and west he went, finding himself in the famous city of Leadville, Colorado, at a time when men of his acquirements were in demand to put up and manage hoisting machinery. But this work, though profitable, was not in the line of his ambition, the high mark of his endeavor being that of a locomotive engineer. He was still a student. Standard works on engineering by such authors as Forney, Clark and Reynolds were his constant companions, and in August, 1879, we find him again firing an engine on the Denver & Rio Grande Railroad, out of Pueblo, Colorado. He worked and he studied. In these two words, work and study, we have the key to John A. Hill's success. Every day was one of intellectual growth; days when theories were exploded or verified by practical demonstrations, and as a result, after two years' handling pick and scoop and book, John A. Hill was promoted to the throttle, and ran one year out of Leadville on mountain service, when a trip to Wisconsin for the girl he left behind him, brought those fruitions which make life worth living, and demonstrate that marriage is not a failure. Again on an engine on the great scenic Rio Grande, he remained at the throttle till 1886, when the printing office fever attacked him, and the *Double Header*, of Pueblo, was issued under his editorial management. The *Double Header* succumbed to the *Daily Press*, and Mr. Hill retired to resume work on the footboard, where he remained till November 1, 1887, when he was called to New York by the American Machinist Publishing Company to take editorial charge of the *Locomotive Engineer*, a monthly publication devoted to the special interests of locomotive engineers and firemen, and to locomotive maintenance and repairs, and which, in the second year of its publication, has won a front place in the list of railway periodicals, constituting its editor, John A. Hill, at the age of thirty-one years, one of the representative men of the times in railroad affairs.

Such references to Mr. Hill, if eulogistic,


are so because of the facts recited. We have not gone out of the way for figures of speech in writing of a man not yet in the full prime of his manhood, but who has, nevertheless, achieved success aided only by such advantages as the genius of our institutions afford to all men who have a disposition to grasp them and make them subserve the purposes of an honorable ambition. Uneducated in the sense that the scholar uses the term, we see a young man daily at work for a livelihood, not only mastering a calling of great responsibility, but so devoted a student that his contributions to the pages of papers of high standing in the department of applied mechanics secured for him, years before he became the editor of the *Locomotive Engineer*, the recognition of advanced thinkers.

This *Magazine*, in affording its readers the means of knowing something of the history of John A. Hill, whose life-like likeness accompanies this sketch, could assign many reasons for its course bearing the stamp of fitness, but one will suffice. Mr. Hill's life

ought to be accepted by thousands of locomotive firemen as an example. It ought to inspire them with a determination to study, to avail themselves of every opportunity to improve their minds and to become what the railway service of the country demands with ever increasing emphasis; educated engineers—indeed, Master Mechanics, for such is the recognition Mr. Hill has received from the American Railway Master Mechanics' Association, of which he is an honored member.

We predict for Mr. Hill a career of great usefulness. He is now where he can give full play to his steadily advancing intellectual powers. The phenomenal growth, in circulation of the *Locomotive Engineer* is significant of the fact that it has a field and a mission, and located as it is in the commercial metropolis of the continent, the question of success no longer confronts him, the only question being, what shall be the measure of that success? We predict that it will be large and equal to the expectations of its courageous editor, John A. Hill.

A REFRAIN.

 H, what makes the music so sad that seems
Like a sob of articulate pain?
With its sorrowful refrain
It strikes through my heart and my brain,
For mine eyes they have gathered the pain of man's dreams,
Like the clouds that have filled with the tears of the streams
That fall in the tears of the rain.

Now it tells of all things that are tender and sweet,
A touch of unutterable tears,
A sigh from invisible spheres.
A sob for the yearning of years
Unfilled to the hearts that lie dead at our feet,
Unfilled to the souls of the living that meet
Still filled with life's hopes and its fears.

Oh, what makes the music so sad that it seems
Like the touch of an infinite pain?
Is it a longing on earth that is vain,
Or a heaven we never may gain,
Seen only by man in the dim light of dreams
That are brief as the flash of a fire-fly gleams,
That it tells with its saddened refrain?

Oh, the sound of the music, its infinite wail?
Oh, the sound of its infinite moan,
To the sea of the heaven alone
May the soul of its secret be known,
For each dream of the soul is so fair that doth fall,
And the lips are so red of the living that pale
That the soul of the music must moan.

Again comes the saddened refrain,
It strikes through my heart and my brain,
For mine eyes they have gathered the pain of men's dreams,
Like the clouds that are filled with the tears of the streams
To fall in the tears of the rain.

—Bennet Bellman.

ESSAYS

AUGUST, 1889.

ENOUGH.

Only the truly wise know when they have enough; and this being true, the question arises, who are the wise? It may have fallen to the lot of the favored few to have known persons who confessed that they had enough of the world's goods, and were satisfied. Goldsmith made his "Hermit" sing—

"Man wants but little here below,
Nor wants that little long."

The fact is, the poet got things wrong end first. Just the opposite of the "Hermit's" declaration is true. Man wants everything in sight, and once in his grasp, he will not surrender his possessions. He holds on, nor will he let go except by the mandate of death. It is said that 300,000 persons own all the land in England, Ireland and Scotland. Was one of these landed proprietors ever known to confess that he had enough? Take the Vanderbilts, the Astors and Jay Gould, say a dozen individuals in all, with \$500,000,000. Is it on record that anyone of them ever intimated that the enough limit had been reached? Even when they die, they would if they could, take their wealth with them. Being unable to do that they seek to create dynasties for the perpetuating of their estates in the hands of the favored few, to establish an aristocracy of wealth, and of power, born of wealth.

The present is an age of greed, as well as an age of gold. The avarice of men was never more pronounced than in these closing years of the nineteenth century. It is a disease. It expands to the proportions of a scourge. Men who reason from cause to effect, and from effect to cause, predict manifold calamities as the result of man's uncontrollable ambition to get possession of land and command every avenue of business so that many shall pay tribute to the few. They are ready to exclaim:

"Dammed be he who first cries, hold, enough!" And few there be who invite the malediction. So wide-spread and deep-seated is the malady that men who have enough are combining everywhere to add to their store. They pull down their old barns and warehouses and build new ones more capacious that they may have space for their ever increasing wealth. Nor is this all, nor the worst of it. Those who have enough to live in palaces, to dress in purple and fine linen, to fare sumptuously every day, become so greedily that they combine

their wealth and form what are called in modern nomenclature, trusts, syndicates, pools, etc.—not to secure enough, not to guard against penury, not to add to their personal comfort, but to satisfy minds diseased and depraved by greed, cupidity, unrestrained rapacity, and though this exhibition of mental deformity creates wide-spread distress, they pursue their heartless career totally regardless of the woes they inflict.

Such people are multiplying rapidly in this God-favored (?) land—and the wrongs inflicted have the sanction of the law.

It was a noted miracle when the Master, to meet an emergency, changed water into wine, but in these latter days, man has discovered a way to change water into dividend-bearing stocks and bonds, and annually pockets millions of money, drawn from the surplus earnings of labor, while the very men who make such a piratical miracle possible, are reduced to beggary.

This trust and syndicate business is referred to now-a-days by people who are students of conditions as a great danger, but the business goes right along as if the warnings given were the utterances of visionaries—very much like the warnings given by prudent people relating to the reservoir near Johnstown. It was owned by the rich who built their cottages on its banks and on its waters sailed their pleasure boats and caught fish. The calamity came at last, and the world stands aghast at the horrifying results.

There are millions of people who know that the men who are constantly forming syndicates and trusts have got enough, more than enough, and that their growing surplus is wrested from workmen who have not enough, nor half enough—thousands of whom are destitute, and warnings are continually given that the reservoir into which this surplus is ceaselessly pouring, will eventually give way—and nothing is more certain. The reservoir has enough. The men who own and control it have enough, while the men whose earnings are used to embellish it are in want. A remedy should be found before the dam breaks.

Where is the remedy to be found? It is in the workman's ballot—in the workman's intelligence and courage. The remedy lies in the federation of labor. This accomplished, a law can be passed to squeeze the water out of stocks and bonds, a law can be passed annihilating trusts and syndicates, a law can be passed to wipe out land monopoly, a law can be passed which will put a stop to monopolizing opportunities, and though no law can be passed that will get the hog out of the man and make him cry "enough," laws can be passed to restrain his hoggish propensities, and give other men a chance to secure a just reward for the investment of their time, their skill and their work.

Fact.

"I'VE SAVED 'EM, MOTHER."

Occasionally, what purports to have been the last words of great men, go the rounds of the press. Why not add to the list, "I've saved 'em mother!" Elizabeth Stewart Phelps, relates the following incident in a late issue of the *Forum*:

In a New England town the other day, a newsboy, hardly higher than the platform, was run over by a horse-car and fatally hurt. What did the self-supporting baby of six years, when writhing in the last agony of a terrible death? He called piteously for his mother. To shriek upon her breast? That she might clasp him while the surgeon worked? No; to give her his earnings. "I've saved 'em, mother," he cried, "I've saved 'em all. Here they are." When his little clinched, dirty hand fell rigid, it was found to contain four cents.

Why not place the dying words of the dirty faced, dirty handed, ragged little newsboy alongside of the dying words of illustrious men? Those words, "I've saved 'em, mother," all things considered, will compare favorably with the dying words of any one of the illustrious men of any age or clime. The little baby boy only six years old, illy clad, illy fed, had been out all the morning hours fighting with all the odds against him, the battle of life. Look at him; illy clad, poorly fed, his home, doubtless some garret or cellar. His investment in the morning papers must have been small—possibly one cent. He had bought and sold, bought and sold again until he had four cents. He had toiled for his mother—for his dark and cheerless home. He had the price of a loaf of bread. He may have been on his way home when the horse-car struck him and bore him down to death. All of his treasures were in his hand—but under the horses' hoofs, and under the iron wheels he did not relax his grasp upon his four cents, and when rescued, and still able to speak, he cried for his mother that he might tell her of his success and that he had saved his earnings, and when his mother came, he cried, "I've saved 'em, mother," and when his dead hand was opened, sure enough, there were the four cents.

Elizabeth Stewart Phelps ought to have given the name of the infant who had earned the four cents and saved the four cents for his mother. That infant was a hero in all that the word means. He ought to have a monument. Cæsar, Philip of Macedon, Alexander, Napoleon, not one of the great captains ever fought a severer battle than did that baby newsboy in a New England town, to win for his mother and his home those four cents. He had courage, industry, fidelity, loyalty, patience. In hunger and dirt and rags, he faced a cold and pitiless world. No kind word cheered him, and yet, he had secured four cents and was taking it to his mother when struck down, and then he cried out with his expiring breath, "I've saved 'em, mother."

The incident is extremely pathetic, but there is such a splendid, heroic side to it, such redeeming features are presented for contemplation, as to almost make one forget its sadness. The world stands in need of the lesson taught by the baby newsboy, the infant worker for mother and home. He toiled, he suffered, he battled and won. His life was not a failure. The Vanderbilts, Goulds, Astors, and the whole tribe of millionaires do not stand the fraction of a millimeter above the wandering newsboy who had saved four cents for his mother—nor will death when he strikes them down, aim his shafts at a more shining mark.

Had the New England newsboy lived to be three score and ten, his dying words would not have been more worthy of immortality than when at six years, with the day's battle fought, he exclaimed, "I've saved 'em, mother."

If the workmen of the nation were always able to exclaim, when their day's work is done, "I've saved my earnings, wife," "I've saved my wages, children," ten thousand homes would be brighter, and ten thousand dram shops would be deserted. And if all the boys and young men, referring to their wages, could say as did the dying newsboy, "I've saved 'em, mother," ripples of joy and gladness would follow each other like tones of the harp, until mourning would cease and an era of happiness would begin.

It is one of the chief glories of our civilization that in many a humble home, where squalor reigns supreme, there go forth daily upon our streets and thoroughfares, little boys trained by good mothers, who in years to come are to be the hope of the world, provided they emulate the New England newsboy, resist temptation and save their money for mother and home. *

THE MERITS OF ARBITRATION.

There has been in the very recent past, a precedent established in the settlement of disputes between corporations and their employes by arbitration, that has no doubt attracted widespread attention.

I wish this short article to start a general discussion on the merits of arbitration, and hope that any reader of the *Magazine* opposing my views will enter the discussion. The most advanced thinkers of the times maintain that as the world advances in culture and intelligence, so will men of all classes more readily submit their differences to arbitration rather than force. The law also recognizes arbitration as the cheapest and most expeditious method of settling many classes of civil disputes.

But what more deeply interests us is the application of this principle in the adjustment of trouble between labor and capital. Some labor organizations have adopted res-

olutions, looking to the establishment of laws compelling arbitration in all cases under dispute. There have been in the past numberless instances where employes have expressed a willingness to submit their grievances to arbitration. In almost as many instances have corporations refused to settle in this way. Why? Because labor feared its own weakness, and capital knew its own strength.

In the days of the complete subjugation of labor, was arbitration ever spoken of by capitalists? Never! Because it could gain all its ends by force. When capital, in all its arrogance and pride, proposes arbitration, it points clearly to the fact that it fears the strength of the opposing element. Thankful should all workers be that this good time has at last come, and gladly should we embrace this peaceful method of settling difficulties whenever offered, except when the question at issue is a reduction of pay.

It is the oft repeated argument of all labor agitators, and a clearly proven fact, also, that in no case does labor receive a just proportion of its own products, that from the beginning of time it has been enhancing, many times over, the value of crude material, and receiving in return a mere pittance for a livelihood. On these grounds I claim that until it can be clearly demonstrated that laboring men receive too much compensation for their services, a reduction of wages is no fit subject for arbitration, in any case, and by submitting to this method of settlement clearly indicates the inherent weakness of labor organizations. It is usually conceded that if arbitrators split the difference between contestants, or both sides make concessions, that the award is just and fair.

Suppose a man's labor is worth \$5.00 per day, reckoning on a basis just and fair to both himself and his employer. His pay is reduced to \$4.75 per day. The case is submitted to arbitration, and he is awarded \$4.90 per day. In the eyes of the on-looking world that would be entire justice, and all parties concerned would be applauded for the spirit of fairness displayed. But this man is receiving ten cents less than his services are really worth, consequently the award was the quintessence of injustice. Now, Mr. Editor, is the reduction of wages in any case a fit subject for arbitration?

Frank Walton.

ALDERDICE, MONT.

LOCOMOTIVES are said to be cheaper now than ever before. Fine locomotives of 105,000 pounds weight can now be had for \$9,000 which hitherto cost \$10,200, and passenger engines weighing 91,000 pounds, can be had at a cost of \$8,700.

THE BEST MAN.

As I write, two men are held aloft for the gaze and admiration of the public. The press—the mighty press—the educating, elevating, conquering press, teems with description of two American citizens. The question, which one of the two is the *best man*, is on the lips of millions. I write on the 4th day of July, the anniversary of American Independence. It is a national holiday. Flags are fluttering in the breeze, drums are beating; there is music in the air, citizen soldiers are on parade, cannon are booming. The spirit of freedom is abroad. Great and good men pass in review, who, when Liberty was in peril and foreign hosts invaded our shores.

"With serene but awful sway,
Rolled the maddening tide away,"

And gave to the world an asylum for the oppressed. But such men—warriors, statesmen, patriots, philanthropists, are obscured by two men whose names and exploits command universal attention. After more than a hundred years of national life and centuries of christian civilization (?) a vast majority of sixty-five millions of christians turn their backs upon every trophy won from savagery since Jesus was born in Bethlehem of Judea and become intensely, frantically interested in a prize fight, and John L. Sullivan and Jake Kilrain are brought into such national prominence as to totally obscure all other men to an extent that defies exaggeration.

I do not recall the names of any two men on the face of the earth so prominently before the American people as are Sullivan and Kilrain the prize fighters. There is a splendid list of statesmen, warriors, philosophers, philanthropists, writers, scientists, educators and explorers who are little known compared with the prize fighters named, nor is there an empire, kingdom or republic, continent or island upon which, as I write, so much interest is centered, as upon the spot, the "ring," the enclosure, where Sullivan and Kilrain will fight.

What of these two men? This! they are two splendid specimens of human animals, trained like dogs to fight. The human has been trained out of them, the beast has been trained into them. We read of their limbs, muscles, calves, thighs, ribs, chests, arms, shoulders and fists, powers of endurance, etc. They have been transformed into beasts and fight for money, and for this they receive ovations wherever they go. They will enter the ring, agile as panthers—two trained bull dogs, and will for money, and for notoriety that makes savagery blush and civilization a stupendous mockery, hammer each other to a mass of bleeding pulp, or to death, while thousands will look on in beastly satisfaction. And the press

will be represented, and the sickening details will be given to the world over the land and under the sea.

Croaking is not in order. Gushy sentimentality is not required. On the one side, is our much vaunted civilization. On the other the prize fight. On the one side is the church, the school, the library, the press, the educating forces. There stands the statute, and there, right under the shadow of them all, is the prize-ring, the prize fighting arena. Look at them, and then tell the world just how far civilization has overcome paganism, savagery, low, beastly, vulgar vices. Here in the United States, prize-fighting constantly flourishes, is constantly increasing, regardless of the statute,

regardless of all the educating forces in operation, and yet with the fact in full view, there is a blubbery phariseism which affects to be horrified over Spanish bull fighting.

The prize fighter, in public estimation has steadily advanced until he receives a larger share of applause than falls to the lot of any other man regardless of achievements.

"Some shout him and some hang upon his ear,
To gaze in his eyes and bless him, maidens wave
Their 'kerchiefs, and old women weep for joy,"

while others, who have devoted their lives to good works, pass along the streets unknown.

Anon.

For the Magazine.

MY MOTHER'S BROW.

I 'VE read full many a page
Of entertaining lore,
Gathered from every age,
Of the thrilling days of yore;
But never so pure a white
Was a page that I now
Behold in the fading light
On my mother's wrinkled brow.

There are lines so plain to me
In her forehead once so fair;
In the characters I can see
The trace of sorrow and care.
Each furrow a history has,
There's a story, if one would look,
Written distinctly as
The page of an open book.

Above are the locks of white,
Below are the eyes so mild,
That many a weary night
Have watched o'er her sleeping child,
'Tis sorrow, and trouble, and care
That have marked her hallowed face,
And left their impression there
That nothing can ever erase.

I see one furrow as straight
As the way she has ever trod
In striving to reach the gate
That leads to the palace of God.
But another still I find,
A deep and devious one,
Like the footprints of the blind,
Or the path of her wayward son.

Ah, who would not fondly press
On a mother's brow a kiss,
And with filial love impress
Her burdened heart with this:
That years of affectionate care
That a patient life can fill,
And many an anxious prayer
Are cherished in memory still?

For softly over me steal,
As I gaze on her furrowed brow,
The lessons these lines reveal
In language that tells me how
Through toilsome days that are past,
No duty was left undone,
But faithful and true to the last,
Is a mother's love for her son.

—Geo. W. Hall.

STANBERRY, Mo.

Mechanical

Letters and Papers pertaining to Locomotive running, firing and management and other topics of interest to locomotive engineers and firemen are solicited for this department.

Correspondents are required in all cases to give their real names, not for publication necessarily, but as a guarantee of good faith.

Communications should be plainly written on one side of the paper only, and as brief as possible. No matter should be introduced for illustration or otherwise that does not have a bearing, directly or remotely upon topics of a mechanical character.

Contributions to this departments should reach the Editor not later than the eighth day of each month to insure publication in the next ensuing number, and should be addressed to

MECHANICAL DEPARTMENT,
Locomotive Firemen's Magazine,
TERRE HAUTE IND.

AUGUST, 1889.

Various Locomotives.

It appears now, that the run made by the Strong locomotive "Darwin," alias "Missing Link," as the boys have dubbed her, is not so unparalleled a performance as at first it appeared to be, for according to well attested cases, runs equally long and as near as could be free from stops, except for water, are being made with heavy trains, in some sections of our country every week, and are passed over as ordinary performances not worthy of special mention. It will be seen by the paragraph below, from the "*Railroad and Engineering Journal*," that the run of the "Jarrett & Palmer Fast Train," was claimed to be without a stop from Jersey City to Pittsburg, and would be a marvel, but as the editor admits making one mistake, it may be possible that he has made another one, for we were under the impression that the Pennsylvania railroad did not use the so-called track-tanks in the western part of its system. It also appears that an ordinary Schenectady locomotive made a run of 879 miles with that train, thus more than doubling the mileage claimed for the "Darwin."

In the article on the Strong locomotive, in the May number of the *Journal*, it was stated that the run which the Strong engine made from Jersey City to Buffalo on the Erie railroad was the longest continuous run of which we have any record, with the exception of a trip from Jersey City to Pittsburg on the Pennsylvania railroad some years ago. This statement, which was made from memory and without investigating the records, was, it appears, erroneous. The train, which was famous at the time as the "Jarrett & Palmer Fast Train," and which ran from Jersey City to San Francisco in 84 hours, was drawn over the Central Pacific railroad from Ogden to Oakland, 879 miles, by a single locomotive, which, like the Strong locomotive, made

stops at several points. Memory as to this run is refreshed by several correspondents, and the particulars were as follows: From Ogden westward over the Salt Lake Division, 182.7 miles, the average speed was 44.56 miles an hour; over the Humboldt Division, 236.5 miles, the average speed was 43.55 miles; on the Truckee Division, 204.5 miles, the average speed was 42.16 miles; on the Sacramento Division, 119.5 miles, the average speed was 31.28 miles, and on the Western Division, 136 miles, average speed, 42.06 miles. The greatest speed attained at any point on the journey was 60 miles an hour; the average speed for the whole distance, 36.8 miles an hour.

The engine which made this very unusual run was an ordinary eight-wheel engine, No. 149, built by the Schenectady Locomotive Works, having 16 by 24-in. cylinders and 5-ft. drivers. The weight of the engine was 65,450 lbs.; the tank capacity was 3,700 gallons. Only the necessary stops were made—the number of them we have not at hand—and the full time was 23 hours, 59 minutes.

As before noted, while neither this run nor the run of the Strong locomotive were continuous in a certain sense, both of the engines having made stops at several points, the run made from Jersey City to Pittsburg on the Pennsylvania railroad was really *continuous*, the engine having gone over the entire distance without stopping, water being taken up from the track-tanks on the way.

This, of course, does not detract from the work done by the Strong engine; it only shows that such runs can be made on occasion, but their rarity goes to prove that the making them is too much for the ordinary locomotive.

We cannot agree with the conclusion drawn by the editor in the closing paragraph, that these long runs are rare, because of the inability of the ordinary locomotive to stand it, but attribute it to the fact that such long runs would prove too much for the men in charge of them, and would not be possible except on some very extensive system. Locomotives on some of our eastern coal roads are often doubled, and in many cases have made runs of 800 and 1,000 miles, being taken from an incoming crew by a crew in waiting for them, and thus kept on the go for four or five days and nights, and are thus continuous in the same sense as the "Darwin's" trip.

If the "Darwin" is so much superior to the ordinary locomotive, she ought to show it now for we see by the *Locomotive Engineer* that "the Strong is wrestling with a four-car express train on the Reading, between Philadelphia and New York. If she really could pull thirty cars at eighty miles per hour, and the engineer 'holding her back,' it ought to be no trick at all for her to make an even hundred miles per hour—especially if the engineer could be induced to let her out" and would thus have a chance to show her mettle. We await further developments with all due patience, for we find that "W. E. Lockwood, him of the hammer blow, has got his pet engine, the Shaw 4-cylinder machine, and is going to give the Strong a whirl on the Bound Brook. The Strong weighs just about twice as much as the Shaw, but it is thought she will handle four cars about as well as her big rival," and thus between the two we shall no doubt hear of some big performances.

"The decapod locomotives, designed by Mr. George W. Cushing for pulling trains over the Cascade Mountains before the tunnel was finished, worked continually for two years on the heaviest grades ever operated by smooth-wheeled locomotives without a single failure or accident." This speaks volumes in favor of American skill and ingenuity in designing machinery for special service, and would seem to prove that we needed no foreign importations of doubtful efficiency, to teach us new ideas. In this connection we call attention to the following opinion of an Englishman on the lately imported Webb Compound:

Clement E. Stretton, C. E., an eminent mechanical engineer, of Leicester, England, writing to the *Engineers' and Firemen's Journal*, of Leeds, says:

"* * * It is a fact worthy of note that in this country the working of the compound system has never been fully and fairly compared with the working on ordinary engines; the compound has always had the advantage of twenty-five or thirty-five pounds more steam pressure.

"Compound locomotives have 175 pounds of steam in their boilers; they are provided with the best coal, best oil, and kept in first-rate order; the ordinary engines have only 140 lbs. steam pressure, and have to burn any coal."

"American engineers will test the compound sent over there with one of their locomotives capable of carrying 175 lbs. pressure, in order that the comparison may be perfectly fair."

"Already the advocates of the compound system are beginning to consider that the Americans ought to come to the trial with one of their ordinary engines with only 140 lbs. pressure."

"It will be very interesting to watch the results obtained in America by the Webb engine, but it is to be regretted that, if the Pennsylvania Company desired to purchase an English locomotive, it did not obtain one of the best standard patterns of English practice."

This seems to be a "bad give away" to a much vaunted locomotive.

Our readers will no doubt read with interest the letter "about the Swinerton locomotive" in the *Locomotive Engineer*, as follows:

If you will look on page 408 of the *Fireman's Magazine*, you will see that even so old a rail-roader as Mr. E. J. Rauch can have his eye shut very easily.

He has been riding on the Swinerton Flat-Driver locomotive, and endorses her as a great and good invention. Says she beats other engines of same dimensions, that the flat spots give her more surface in contact on the rail, and thus more adhesion, and that she has worn her driving tire down an eighth of an inch, still preserving the facets. I have not only been on the Swinerton, but about her for many days, and will simply say that Mr. R. has been misinformed about the weight on drivers. I understand that some of this weight has been taken off, as the driving-boxes ran hot all the time, but the original weight was 41,000 pounds on drivers, and this could be increased by traction increases to 47,555—considerable difference between that and 24,000.

Now, about those facets. I cannot find one, except some interested person shows it to me (?) and, if, as Mr. R. says, an ordinary wheel rests on the rail only in a mathematical line, the Swinerton would not touch at all when going from one facet to the other; and if the surface in contact determines the amount of adhesion, instead of the weight controlling it (as all laws of physics declare), why not make the rails ten or twelve inches wide, and the drivers the same?

Now when Mr. R. tells us that a driving wheel, with 105 little flat facets milled upon its tire, can run for a year, and wear down an eighth of an inch, *and still keep the flat spots intact*, why—I don't believe it. I would not believe it if I told it myself; it is not natural; it is not mechanically possible—it would wear off those corners, sure.

I send you herewith a photo of the "Onward," with all her weights noted. A FIREMAN.
LEXINGTON, MASS.

This would go to show, that if a man of Mr. Rauch's age and experience can "have his eye shut very easily," it behooves us to be very careful in our investigations, and to take nothing for granted, even if vouched for by good authority, unless it has common sense and well established proof to back it.

WILLIAMSBURG VA., June 17, 1889.

MR. EDITOR:—I desire to thank Mr. Evans for his reply to my inquiry on the vacuum question; it is clear and forcible, yet like Vulcan's old Scotch woman, I am hard to convince. You see my engine having worked all the week must have worked off all the atmospheric air and being left on Saturday night full of steam and water when she had cooled down on Sunday there could be nothing in her but water, then the space above the water must be something very like a vacuum. To Vulcan I would say that the conditions of your engine and mine were different; you can easily understand how mine had the advantage standing full and cooling down and yours being filled up with cold water forced into her. I did not mean to say that there was not a trifle of water about the holes, but not enough to give any annoyance by spurting when putting in the plugs, and duly appreciating your complimentary notice of my interest in the boys, I will say that I commenced Railroading in 1846, in my twenty-third year.

Another question, is it not possible to make it as easy to get on and off a locomotive as a passenger, and if so, how many men would stick to their post to be crushed and burned to death in a collision? By practice men will learn to catch on and drop off safely at a speed that would be dangerous without practice. There are many collisions and accidents in Britain but it is a rare thing for enginemen to be seriously injured. The footplates are lower for same size of wheel. Steps are more convenient and almost all are fitted with a foot-board and hand-rail on each side of the tender. The height of your foot-plate and inconvenience of your steps makes it a trial to get up and down—this is worthy of thought. Yours &c.,

Wm. Gore.

Of the recent order for 500 coal cars which the Valley road of Ohio placed with the Erie Car Works recently, over 125 have been delivered, and the order is being completed at the rate of over twelve a day.

Is it Possible?

It is an old saying, the truthfulness of which has never been questioned, that "One half of the world does not know how the other half lives," but suppose we were to change this, and say, "One half of the firemen do not know how the other half fires," and even exclude our cousins (the stokers, across the ocean—from consideration, and reduce our limits to the territory covered by our Order, and still we would be within the limits of truth. Some may be inclined to question this statement, and say "I have been firing long enough now to know all about firing, and know all that can be told about it," but probably, these men have served their time on hard coal roads and never tried a soft coal burner, or *vice versa*. Both are called firing a locomotive, but what a difference in the work! Take for instance, our brothers of the Manhattan Elevated road, burning say 100 or 150 pounds of hard coal in making a trip, and making say six to eight round trips a day, who can clean their fire while standing still, with one hand holding on to some convenient lever or brace with the other, and talking of hard work! Meal time, and quitting time come, to them with unflinching regularity. Again take a number of eastern coal roads all using anthracite coal, and you will find most of the coal runs so arranged that 100, to 150 miles form a round trip, and enables the crews to leave home, return and have their rest, and be ready to resume work again at the same hour next day. In some few instances the runs are made longer, with an interval for rest at the end, away from home, and the return trip made next day. In either case weeks and months pass, and the trips are made with unflinching regularity, not deviating more than an hour at any time, and the men reach their homes once a day or every other day in the week, and generally have Sunday to themselves with their families. Of course, when the firemen burns from four to seven tons of coal a day he has a little more to do than his brother on the L.

Again, take some of the roads centering in Chicago, and cases are not rare, where firemen leave their homes say 100 miles from Chicago, expecting to return that day, but are kept waiting for a train, and do not get home until the third or fourth day, and then only long enough to have the pail filled up, and return perhaps in two days again.

Take some of our south western roads for instance, where they have a rush of stock trains, and work their engines 6,000 and 7,000 miles per month, and have their firemen tell the stories of making 436 to 450 miles with heavy trains, and without a rest for themselves or their machines, and you will admit that probably there are some things about firing which you did not know

before. Had our friends in the East known of these facts, they would not have made so much of the performance of the Strong locomotive, in making 400 and odd miles with a passenger train, on a well ballasted double track road, for it surely needs greater endurance of men and machinery, to accomplish such a feat with heavy trains on single track roads.

It would be time well employed, if members in different sections of the country would use the pages of the *Magazine*, once in a while, to give each other an idea of what railroading means in their locality, and thus become better acquainted, and strengthen us by the bond of sympathy, for if "one half are ignorant of the trials of the other half," they can surely have no pity for hardships they know nothing of.

ST. LOUIS, June 16, 1889.

MR. EDITOR:—L. H. Evans ask in June *Magazine*, how steam is worked expansively which is a most sensible question. Working steam expansively is accomplished by the cut-off. When an engine is working, say at half stroke, the valve opens the steamport and leaves it open until the piston has traveled half the stroke and then closes it again, and the steam thus admitted into the cylinder, by its expansion, forces the piston to the end of the stroke, but of course the pressure on the piston at the last half the stroke is not as great as at the first half, because the law of gases is, that spaces occupied are inversely as their pressures. That is to say, if steam 100 pounds pressure per square inch be allowed to expand into double the space, the pressure would be fifty pounds but all the work performed after the steam is cut off is gain. *Le C.*

Patents About to Expire.

Relating to expiring railroad patents, which become public property during July. Furnished by F. B. Brock, Patent Attorney, Washington, D. C.

Car Coupling, S. K. Paden.
Car Spring, A. Middleton.
Truck, J. and A. M. Dean.
Wheel, R. N. Allen.
Locomotive, J. Harrison Jr.
Switch, L. N. Harris.
Rail Splice, A. B. Davis.
Signal, C. H. Hudson.
Brake, W. Naylor.
Steam and Air Brake, J. Y. Smith.
Coupling, C. B. Knowles.
Steam Car, H. F. Knapp.
Locomotive, H. Whitaker.
Signal Light for Locomotive, A. Dick.
Axle Lubricator, E. W. Smith.
Frog for Crossing, S. L. Phelps.
Railway Signal, W. Wikersham.
Automatic Telegraph, G. Little.

Counter-Balancing.

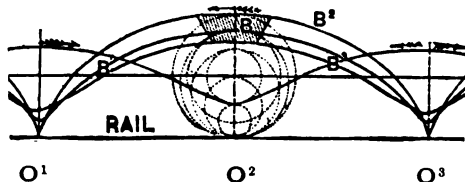
Revolving Weight vs. Steam Balance.

MR. EDITOR.—As the request in the communication of "M. M." in the July *Magazine*, page 800, seems a reasonable one, the above heading is given in compliance therewith.

I have been waiting for some time to get the opportunity, like some of the other brothers, "to give Mr. Lockwood a dig myself." Bro. Tucker, in the July *Magazine*, page 598, puts a question to Mr. Lockwood, which I will state in another way, and with your and Mr. L.'s permission, ask you to reintroduce two of his own illustrations.

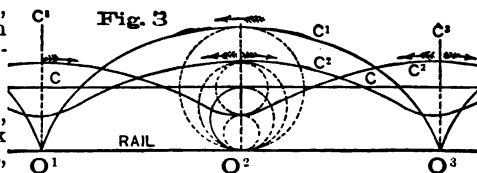
Mr. Tucker's question, "Let us now suppose that in a locomotive of the Shaw type, the weight supported at each of the crank pins of the forward driver is 300 pounds, and that she is running fifty miles per hour. When the pins are in line above and below the center, according to your idea, the upper weight is moving seventy-five miles per hour, the lower one twenty-five miles per hour. Won't you please figure the momentum of these two weights, and show me how they can balance? This is one point that mystifies me. Won't Mr. Lockwood explain?"

If I have rightly understood Mr. Lockwood in the many articles he has written for the Mechanical Department on this subject, it is that the "axis of motion" of a locomotive driver is at the rail (when on the rail, and not off of it); that the "center of motion" is an imaginary line through the center of the driving axle.



The cut above is Fig. 9 of Mr. Lockwood's article in the December, 1888, *Magazine*, page 896. In this the rail is at rest, the parallel line above is the central line of motion through the drivers, and by translation represents a speed of fifty miles per hour; the single curved line above and below the center line represents one revolution of the crank pin from O^1 to O^3 . It is the application of power on this line by rotating and reciprocating parts in combination, rotating the crank pin, reciprocating, connecting and parallel rods, cross-head, piston-head and rod, that it is attempted to counter-balance by rotating or rolling weight alone, at varying speeds for the first at a minimum of twenty-five to a maximum of seventy-five miles per hour, while that

which it is to counter-balance, the counter-balance B, moves in lines B^1 , B^2 , B^3 , in a single revolution by lift and gravity from one hundred miles per hour, the top, to nothing, the bottom, the point of contact at the rail. It is this universal application of counter-balance to the standard type of locomotives that Mr. Lockwood calls "shocking bad mechanics." Mr. Lockwood has given us his remedy for this in the Shaw locomotive, and introduced Fig. 10, in the December, 1888, *Magazine*, page 896.



The above illustration, Fig. 10, he says, is "correct mechanics" and a "perfect balance," i. e. a two-cylinder locomotive operated by a single valve, acting upon duplicated rotating and reciprocating parts, equal distance from a common center, and moving in opposite directions to each other, one "pushing" and the other "pulling" at the same time, O^1 to O^3 being one revolution as in the first instance, C^1 the line of the top of the driver. The power in this case is applied by the steam acting by pushing and pulling alternately and continuously in the direction of the arrows and along or on the lines C and C^2 . I understand the original scale of these cuts to have been one-eighth of an inch to the foot. If, therefore, this is a "perfect balance," why do not these "power lines" cross each other on the central parallel lines, and not above them?

Eccentric.

Thanks for your illustrations and calculations on "Squaring the Circle," and excuse my oversight in not understanding your former article on the same subject, which I have since looked up and read. I meant my inquiry to be understood as relating to equivalents. Say, is one cylinder fourteen inches, eighty-four ninety-two ten thousandths of an inch ($14\frac{84}{92000}$) the exact equivalent of two ten and one-half inches ($10\frac{1}{2}$)? Please say this is or is not correct. If not, give us the correct answer. *E.*

MR. EDITOR:—"Vulcan" is very kind to give us the rules for "squaring the circle," but as it is above the comprehension of many of us, won't he give us some simple way, or kindergarten illustration, or what will answer our purpose for the present as well. Is one $14\frac{84}{92000}$ inches the exact equivalent of two $10\frac{1}{2}$ inch cylinders? If not, what is?—the stroke being 24 inches in each case.

Eccentric.

Manufacture of Interchangeable Mechanism.

Although interchangeability of parts is coming to be so general in almost every line of machinery, the system of gauging may still lack thoroughness, partly requiring measuring-rods and adjustable calipers, till a well maintained system of standard gauges is secured. The character of such standard gauge is very well shown from some illustrations adduced from the practice of the Grant Locomotive Works, of Paterson, N. J. A locomotive frame is shown, with pedestals and fittings and a number of the gauges, the most noticeable of which is a long gauge with hardened bearings for drilling. In a second illustration showing eccentrics, eccentric straps and gauges, there is on the right a jig-frame, which is of the nature of a gauge being a frame designed to hold a machine part while certain exact operations are performed upon it. In planing the hardened templates used are of the sections of the forms to be planed, and limit the operation. In turning, collars and rigid calipers are commonly used.

Now, while by such devices there is secured a practical uniformity in all the proper machine parts of a locomotive of the same class and make, yet if there was not such a multiplicity of standards or different designs of locomotive, the advantages of the system would be much greater. As nearly every leading railroad and nearly every locomotive establishment has its special designs, the system is largely impaired, not through any lack of standard sizes or accuracy of workmanship, but because standard is opposed to standard, and the expense of changing designs is an obstacle to uniform standards. Thus it is the uniform system that stands in the way of its own advancement. If the locomotives of any great railroad were built without reference to any close degree of uniformity, it would be comparatively easy to gradually effect the introduction of any uniform system; but if, as is the case, that railroad has already great numbers of locomotives of a specified design and standard, the effort to bring its standard into conformity with that of any other road or of any locomotive works meets at once another standard and a standing obstacle. On a great railroad the slightest changes in equipment are usually the subject of careful and conservative thought, because a small innovation, running through the whole equipment, becomes a serious matter of expense.

But when we consider how large a proportion of the whole railroad service is engaged in the work of railroad repair-shops the importance of a uniform system of standard locomotives becomes sufficiently obvious. On this subject I quote the following from

the Circular of the Baldwin Locomotive Works:

"By its means the expense of maintenance and repairs can be reduced to a minimum. A limited stock of duplicate parts, either ordered with the locomotive or at any time thereafter, can be kept on hand by the purchaser and drawn from to replace any worn out or broken part when required. Repairs can thus be made in the shortest possible time, and the use of the locomotive lost for only a few hours or days, or not at all. The first cost of duplicates will be much less than the cost of manufacture in the shop of the railroad company; in many cases it will be less than the cost of carrying the stock of raw material necessary for the purpose; while if the line is equipped with a limited number of classes of standard interchangeable locomotives, the quantity of duplicates necessarily carried in stock will be small and comparatively inconsiderable in the amount of capital represented. Much of the ordinary outlay for shops, machinery, drawings, and patterns, can be saved, and the necessity of maintaining for the purpose of repairs a large force of skilled workmen at a constant expense may be in a great measure obviated."

Without uniformity of parts repairs of locomotives, like any other species of tinkering are costly, out of proportion to the original expense of manufacture. As the requirements of a railroad in the matter of repairs vary greatly from time to time, the surplus force of skilled workmen, which must be maintained to meet contingencies, is usually employed in the building of locomotives, many repair shops turning out a few locomotives per month or per year. But while the advantages of the uniform system might be of still greater avail in the economy of railroad management in the manufacture of locomotives, this system has within the past twenty years wrought a great change, improving the product both in quantity and in quality, securing a more economical division of labor, putting the more skilled work into the hands of fewer men, and preserving administrative conditions of order and simplicity. The advantages derived may not appear great in descriptive detail, but they are by no means small in the aggregate. It may be said of machine work in general that the following were some of the evils to which the old methods of working were strongly liable. The lack of uniformity began in the drawing-room. The drawings were of various shapes, sizes, and scales, and when sent to the blacksmith shop would often become so singed and discolored that new ones had to be made. In the machine shop the machinist would need to be skillful in interpreting the drawings, and when in doubt as to the meaning of lines and figures intended for

other parts of the work, or as to discrepancies between figures and scale, he would need to consult the foreman or the draughtsman. No two men will measure exactly alike with a graduated rule or an adjustable pair of calipers capable of being sprung, and where these are used slight discrepancies will occur. And so when it came to the erection of the work, filing and fitting and making over, and perhaps conferences of the various fallible parties to apportion the blame for mistakes, were not unusual. Old castings and materials were often left lying about the shops, to the inconvenience of skilled workmen, and the whole work was carried on with trial and fitting and the apprehension of occasional mistakes.

In contrast is presented the following outline of the system pursued at the Baldwin Locomotive Works, where the interchangeable system was introduced about 1860. Standard office drawings to a uniform scale, with all parts figured, are first made of any new design proposed to be manufactured. Small sketch drawings, mounted on pasteboard and shellacked, are furnished to the pattern makers for castings, to the machinists for each finished part, and to the erecting shops to show the relative positions of parts only.

These cardboard sketches are on uniform sheets, and are carefully numbered and recorded, with all necessary references to the engine to which they refer, in a considerable system of book-keeping. They are given out as the work demands, and are required to be promptly returned to the accountant on its completion. But the drawings for the blacksmith shop are so liable to become destroyed that, with a view to this, they are made on tracing material, and the record is preserved in the original of the tracing. Each sketch, before being given out, is examined and verified by three men, the measurements which concern the work of each class, and these only, being figured on the sketch, which is not generally drawn to scale. The gauges are made in a gauge tool shop, which constitutes a separate department. From this shop the gauges are furnished as the drawings are furnished from the draughting room, and to it they are returned for comparison with standards. The calipers, rods and templets made for the work in the gauge-tool shop, are the only standards of measurement allowed in the machine shops, no graduated rules or scales being used. Most of the machinists have only to work to the templets given them, and cannot possibly misunderstand or make errors. All the bolts, fittings, and small parts for a particular engine are kept in a separate cupboard in readiness for assembling, and are interchangeable for the same class of engines. It is the duty of one class of laborers to remove to their proper places all refuse pieces of material which may be

left about on the floors of the shops, and to keep all material stowed away with economy of space. In short, the whole system is so ordered that each man has a simple work to do, in which he is unfettered and unhampered, and in which it is scarcely possible for him to err. No mistakes are made, nor is time and material wasted. These considerations are so valuable that in large works the saving in such a system, displacing less thorough and orderly methods, may be rated in the labor of hundreds of men.

At the Baldwin Locomotive Works all parts of the locomotive are made interchangeable, except the fitting strips for the boilers. It was formerly regarded impracticable to make check pipes and valves interchangeable, on account of the variation in the length of the boiler; but they are now made interchangeable by starting measurements uniformly from one end of the boiler. Valve gears are made interchangeable to the setting of the valve. The eccentric straps are drilled to templet, and the work would generally interchange but as a precaution the eccentric is drilled with the strap fitted. The frames are planed and slotted to gauges and drilled to steel-bushed templets; the cylinders are bored and planed to gauges; the steam-ports, valves, and chests are finished and fitted to gauges, and the tires are bored to gauges. The centers are turned, and the axles are finished to gauges; every bolt is made to gauge, every hole is drilled and reamed to templet, and the cross-heads, guides, guide-bearers, pistons, connecting rods, and parallel rods are finished in a similar manner.

At the Grant Locomotive Works the ports in the valve seat are milled to size by a cutter from a gauge which is bolted upon the valve-seat. This cutter works in a block, which slides in slots in the gauge corresponding to the ports. The guide-blocks are also faced off in a special chuck (which receives a full set) to an exact thickness. Some parts of the work are finished by jig-filing to hardened templets.—[*From Report of Chas. H. Fitch, D. E., to Superintendent United States Census, 1880.*]

Long Engine Mileage.

Engine No. 9, on the Indianapolis, Decatur & Western road, has run 139,000 miles without any repairs of importance or being removed from its wheels. Master Mechanic McKenna says that he proposes to let the engine run 20,000 miles more, and then take it into the shop.

It may be right and proper, and good management, to run a locomotive 160,000 miles without a general overhauling, but very much must of course depend on the general condition of the machine. In the anxiety to make a good showing for mileage, locomotives are frequently sent out, which are in no way fit for economic service, and thus repairs are saved at the largely increased cost of fuel.

Counter-Balance.

MARION, IOWA, June 17, 1889.

MR. EDITOR:—If I were a Master Mechanic of some good railroad one of the first men I should want to send for would be my friend Mr. A. H. Tucker, for he has, by his articles in the Mechanical Department, given me more food for thought, next to "Amboy Division," than any other writer. At one time my lamented friend, the late Mr. Charles T. Parry, of Messrs. Burnham, Parry, Williams & Co., (the Baldwin Locomotive Works), gave me the position of "Superintendent of Motive Power, Marine and Land Service," of a small road of which he was the owner, but the prevailing American rule came in, "where competition ends combination begins," and this line being absorbed by the great Pennsylvania system, Mr. Tucker's best chance for a position under me went with it, as it was probably my first and only opportunity, unless the railroad service has a better appreciation of "double cranks" over "single" ones, because they, the double ones, are always and at all speeds in balance, while the single ones never are or can be, at any speed.

A pressure of important matters makes it next to impossible to answer Mr. Tucker in time for the August *Magazine*. Possibly it may not be necessary if he will answer the following questions so as to carry conviction.

In the *Magazine* for July, 1889, page, 599, says Mr. Tucker: "I will now give a few reasons why I think a locomotive can be counter-balanced so nearly perfect as to render her harmless, so far as disturbing influences in that line are concerned."

First. Will Mr. Tucker tell us how, or by what rule or law of dynamics he can calculate the existence or non-existence of a hammer-blow in a locomotive driver, with the usual counter-balance, at any given speed, when the calculation must be made upon the basis that said driving wheel "combines the speed of rotation with the speed of translation."

Second. The rule or law of mechanics which can balance rotating or reciprocating parts working in combination, by rotating or rolling weight alone, when the axis of motion, as in this instance, is on the rail.

Third. Please give us the rule for counter-balancing drivers upon the road with which he is connected.

Fourth. Say apply this rule to some well-known passenger locomotives on the same road.

Fifth. Give us the weight on front and rear drivers, wheel diameter, length of stroke, amount of counter-balance in each front and rear driver, and the weight of parts which it is supposed to balance.

William E. Lockwood.

LOCH ERIE, July 1, 1889.

MR. EDITOR:—L. H. Evans asks how to calculate the load a Locomotive can haul on a level track at a given speed with a given boiler pressure. The tractive power of a Locomotive depends upon the average steam pressure in the cylinders, the area and the stroke of the pistons, and the diameter of the driving wheels. The adhesive weight of a Locomotive is about one fifth of the weight on the driving wheels, that is, when the rails are dry and clean. If the weight on the driving wheels is 60,000 pounds, it would require a force of about 12,000 pounds to make the wheels slip. In calculating the tractive power of a Locomotive, we multiply together the area of the piston in square inches, the average steam pressure in pounds per square inch on the piston during the whole stroke, and four times the length of the stroke of the piston, and divide the product by the circumference of the wheels. If we have a cylinder 16 inches in diameter, with 24 inches stroke, and an average steam pressure of 75 pounds per square inch, the area of the piston would be 201 square inches. In order to find the tractive power, we proceed as follows: $201 \times 75 = 15,075 \times 4 = 60,300 \times 2 = 120,600$ foot pounds of energy exerted by the two pistons during one revolution of the wheels. If the driving wheels are five feet in diameter their circumference will be 15.7 feet—therefore, 120,600 divided by 15.7 feet would give us 7,680 pounds which is the force exerted through each foot that the circumference of the wheel revolves. Now it has been found that it requires a force of 6 pounds per ton to keep a car moving on a straight and level track, if a car and its load weighs 50,000 pounds 25 tons it would take a force of 150 pounds to keep it moving slowly, as the speed increases, the resistance increases at a speed of thirty miles per hour, the resistance is about $11\frac{1}{4}$ pounds per ton.

If we kept the Locomotive moving slowly, say at the rate of five miles per hour, with a tractive force of 7,680 pounds, we should be able to pull a train of fifty one cars on a straight and level track, each car with its load weighing 50,000 pounds or 25 tons, at a speed of thirty miles per hour, each car with its load being the same weight, the Locomotive having the same tractive force we should be able to pull a train of about thirty-four loads and a half. F. T.

LAST week the schooner T. W. Dunn left Philadelphia loaded with ten locomotives, built at the Baldwin Locomotive Works, for the Provincial Railways of Buenos Ayres. These locomotives are 5 feet 6 inch gauge, and six of them are of the Mogul type, with cylinders 18x24, for freight service, and four of them are of the American type, with cylinders 17x24, for passenger service. The latter have driving wheels 6 feet in diameter, and the tenders are fitted with water scoops.

WOMAN'S DEPARTMENT

EDITED BY IDA A. HARPER.

All Correspondence pertaining to this Department should be directed to

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TERRE HAUTE, IND.

AUGUST, 1889.

WOMEN IN THE HOME.

There are certain obligations absolutely essential to successful married life which, although of a material nature, are equally important with those of a higher or more spiritual character. It is as necessary to look after the physical as it is the moral welfare of the household and, indeed, the latter is largely dependent upon the former. People who suffer bodily discomfort cannot be happy or contented. When a man marries he obligates himself to provide the necessities of life for his family. If he have not a reasonable prospect of being able to do this he makes a very grave mistake in founding a new family. This obligation holds through life and calls for industry, economy and self-denial on the part of the husband and father. It is a serious and important responsibility and one which should be most carefully considered by every man. Well may he pause and ask himself, first, if he is capable of the sacrifices he will be called upon to make; and second, if he will be sufficiently repaid. In regard to the former of these two propositions he must judge for himself. He gives up to a large degree his absolute freedom of action; he makes himself accountable to another; he enters upon a life of enforced toil; he accepts the responsibility of caring for a wife in sickness or in health, through trials and troubles of various kinds; of rearing children, with all the attendant expenses and demands upon time and strength and patience.

It is no light thing for a man voluntarily and gladly to take all this upon himself, and he who faithfully and to the best of his ability discharges his important duties as husband and father is entitled to a full measure of respect and sympathetic consideration. In regard to the second part of the question, there need be no hesitation in making an affirmative answer. If a man secure a helpful, loving and congenial wife he will find himself repaid a hundred fold in his matrimonial investment. The varied experiences of life offer no substitute for a home, and the most enduring of friendships are but trifling when compared with the

tender, faithful and unwavering love of a wife. There are many unsuccessful and unhappy marriages but the number of men is comparatively small who would willingly resign home, wife and children for the precarious and unsatisfactory pleasures of a bachelor's life. They may seem delightful and alluring when a man is young and restless, fond of change, full of vigor, impatient of restraint; but when the fires of youth grow dim, when imaginary pleasures become stale and tiresome, the domestic nature of the man asserts itself and he longs for the peaceful rest, the sacred refuge of a home and for the pure and unselfish affection of a wife, the respect and devotion of children.

Wedded life is wholly dependent for its success upon the united action of the man and the woman. No husband, no wife, unaided by the other, ever succeeded in making a happy home. Each has his and her share of the duties, equally important but wholly separate and distinct. We refer particularly to the material obligations. In their relations to the state, the church, society, the training of children, they should be able to work together, in the same line and same manner, but as regards the physical welfare of the family there must of necessity be a division of labor. The husband must go out in the world and earn the money, the wife must see that it is wisely and economically used. It is almost impossible that one person should combine these two tasks. It is a violation of the natural laws when the wife and mother is compelled to earn the money, and for the husband to perform her duties is an impossibility.

But this fact must not be ignored, the obligation on the part of the husband to earn the living is no greater than is that of the wife to perform her share of the marriage compact. We have a thorough contempt for the husband who fails to support his family and no less is the wife an object of condemnation who is an incompetent housekeeper. The husband of such a woman may justly receive most profound commiseration. He has indeed a heavy burden to carry. What hope is there for the man with an extravagant wife, who, to use the homely, old phrase "throws out more with a spoon than he can bring in with a shovel?" He is perfectly helpless, for no remonstrance can stop the endless leak. Alas, for the husband who has a slovenly wife! The discomfort, the wretchedness of a family where the housewife is what is known as "a poor manager," cannot be put into words. There is another inelegant and ancient proverb, "The way to a man's heart is through his stomach," which is very apt to give offense to the progressive and ambitious woman. She does not like to be told that she must work her way up through her husband's

stomach to the higher demands of his nature. And yet, like most of these ancient maxims, there is a great deal of truth at the bottom of it. We do not see how a man can have any respect, and much less any love, for a wife who habitually serves up badly cooked meals. He is defrauded of what he has a right to expect if, having provided the materials for a good meal, it is spoiled in the cooking. The health of the household depends upon properly prepared food, and contentment and amiability and happiness and a long list of desirable qualities are governed by the state of the health. People cannot accomplish good work of any kind if the digestion is imperfect and this is the inevitable consequence if food is badly served. Every family feel or should feel grateful to the housewife who invites them daily to well-served meals and they are correspondingly out of humor when the reverse is the case.

Wives must consider their husbands' stomachs. It is right that they should, and it does not lower their dignity any more than it does that of the husband to earn the food. Although women do not lay so much stress upon eating as men do yet they would not love a husband who permitted them to go hungry. It is not romantic to acknowledge these things but it is sensible. It is not always possible for the young wife to know how to cook but, with the many books on this subject and with other wives always willing to teach her, there is no excuse for her remaining in ignorance. It may not be necessary for her to devote all her time to the kitchen but she should be able to exercise an intelligent supervision over the one who does. We are in favor of granting to woman all the rights and privileges possessed by men, of allowing her every opportunity for taking care of herself when she is obliged to do so, but these liberties do not release her from any of the obligations of wifehood or motherhood. When she marries she must accept the responsibilities that are inseparable from marriage. We most decidedly object to any "system" or any "emancipation" which will make women less capable as wives and mothers in the discharge of all the duties essential to these sacred relations; but we believe that a higher education, a broader development and a wider experience will enable them to do this with more intelligence, judgment and ability.

SINCE the last issue of the *Magazine* Prohibition has received a heavy defeat in Rhode Island and Pennsylvania, being opposed by a three-fifths vote in the former state and by nearly 200,000 majority in the latter. The daily press, for political and other reasons, is very jubilant over this result and announces in prominent head lines,

"The People Have Been Heard From;" "The People Do Not Want Prohibition;" etc., etc. Without entering into a discussion of the merits of this question we only wish to say that "the people" have *not* been heard from and that the vote just polled in these two states is no indication whatever that "the people" do *not* want prohibition. If the two Legislatures had disfranchised one-half of the *men* in these states and then taken a vote on this or any other question, would the newspapers announce in capital letters, "The People Have Spoken?" No class of persons in the whole world is so vitally interested in the matter of temperance as are the women and yet when it is taken to that final arbiter, the ballot-box, they are as completely ignored as though they were not human beings. "The People Have Spoken!" Yes, the Whisky Trusts, the distillers, the brewers, the saloon-keepers, the drunkards, the gamblers, the ward-politicians have spoken on the greatest moral question before the nation, but the mothers, the wives, the sisters, the daughters, the large temperate, law-abiding element of the country are gagged and bound. In the face of this outrage, which cannot be denied, it is hard to have anything but a feeling of contempt for those women who are so weak and unwomanly as to say, "I do not want to vote."

We sympathize with those of our correspondents who do not see their communications in print as soon or as often as they would like. We prepare ten or twelve pages of reading matter every month and usually not more than half of that number can be spared for us. Perhaps our lady readers do not know that it is not an uncommon thing for some of the "dear, brave, noble boys" to send in a request for the Woman's Department to be abolished. But the Grand Officers (and they deserve the name,) stand firmly by us and they are generously supported in this by the majority of the Brotherhood.

ACROSTIC.

Some may say, "What's in a name?"
Though there's much to you and me,
And there's a star to guide the humble—
Rough and dark the night may be.

Onward is this Lodge progressing,
For their star shines ever bright,
They are always found together
Holding meetings Thursday night,
Each one ready to do his part.

When the interest of the Brotherhood is at heart,
Exchanging ideas when meeting together,
Sometimes debating for "The good of the order,"

Thus may prosperity ever attend
No. 340 Lodge, is the wish of a friend.

Betsy.

NEWTON, KAN., June 8, 1889.

WOMAN'S WORK.

(CONCLUDED FROM LAST WEEK.)

The nobler born the maiden, the more bound,
My father, to be sweet and serviceable.

We publish below the last half of an essay written by Miss Frances Gillam Holden, and originally published in the *Town and Country Journal*, the largest weekly newspaper in Australia. This essay won the silver medal at the Exhibition of Woman's Industries at Sydney, New South Wales. It was sent to Mrs. Eugenie Selby by a friend of her husband's and she has wished the readers of the *Magazine* to share with her the pleasure and profit of the article. We ask our contributors to give it a wide circulation as it is a beautiful and instructive presentation of the subject "Woman's Work."—Ed.

First, let us define what woman's work in the home is broadly. It is to keep home healthy and attractive, and to rear up children in vigor and virtue of mind and body. These are high aims, reaching to divine heights beyond human ken. But their realization rests upon a multitude of insignificant and lowly offices, untiringly and faithfully performed, in the light of a womanly heart and an educated intelligence. And what does a woman require for this great and sacred work of rearing her children for God and their country's service, and their own honor and happiness?

She needs in the first place, health for herself; a vigorous bodily frame, vital with well-strung nerves, cheerful temper, and well-balanced mind, ready to meet and accept with calm courage the labors, the trials the anxieties, both physical and mental, which will surely fall to her lot as wife and mother—to give the ever-ready sympathy, the needed "praise, blame, love, kisses, tears, and smiles," for lack of which, childhood is so often dwarfed and unfruitful. It is her very, primal duty to care jealously for her own physical well-being, as it is to care for her children's. Nothing else can be of equal importance. Health is the only stable foundation for the integrity of home life, physical and moral. To attain this end, she must intelligently understand the principles of sanitation and hygiene; that is, the laws of health. She must know the due use of air, water, and sunshine in relation to the human body; the use and abuse of human study, exercise and recreation, of clothing and sleep. She must understand fully what is wholesome and unwholesome food for infancy and childhood, in health and in sickness; and she must know how to prepare good material so as to obtain its maximum of benefit—how to roast, to boil, to grill, to make broth, so that the meal may be both nutritious and appetizing, pleasant to both the eye and taste. Not merely must she know whether it is nicely done when it comes on the table, but, given a piece of meat, a bag of potatoes, a measure of wheat meal, how herself to place them on the dinner table as good health-

producing food. Not as fried steaks or chops, because "the frying-pan is so little trouble;" not hot cakes or cakes fried in grease, because indulged appetites crave dainties, or the "bread has run short;" but juicy well-grilled meat and wholesome day-old bread. She must not necessarily do this herself; but she should be practically able and cheerfully ready to do it should occasion arise. She should be able to make and keep a room neat and clean and attractive, with scrubbing brush, broom and duster; and she should have a hand, and back and nerves, which can sweep and dust, and feel none the worse, but the better, for such domestic gymnastics.

A daintily-clean house, well cooked, appetizing food, suitable comfortable clothing. Ah, women, ye do not know how many lunatic asylums and gaols are built, how many drunkards and reprobates are made through lack of these! What sin and misery are generated by their opposites! Why, three-fourths of the vice of the land would vanish as if by magic, if all the men and women from infancy upward had wholesome food to eat, and clean surroundings to live in; pure air and good water. Moral vice is but too often the analogue and outcome of material uncleanness. Cease to lament the first; but rather remove the cause by remedying the second. Women should all know this infinite influence which material environment exercises upon budding life especially; know that the inner spirit is moulded through every sense; through eye and ear and touch, through taste and perfume. Not every one, like Wordsworth's Highland Maid, can grow to youth among the sublime and romantic hills and glens of Scotland, where "beauty, born of murmuring sound, shall pass into her face." But the brightness of the cheery, well-swept hearth, of the sparkling tins and polished table; the beauty of the flower in the window sill, or the vine trained around the door; the comfort of the neat, well-ordered meal; the music of the gentle tones, the serene light of a mother's smile, the pride in a father's face, the little sister's sunny curls, the bright "good morning," the tender "good night" kiss; the pretty picture for waking eyes; the snowy linen of the little bed; all these sink into the very make and being of the boy, subtly permeating and controlling the very fibre of muscle and of spirit life, and go to rear the self-respecting, home-loving manhood, which widens into the sturdy patriotism; which again, when the call comes, is transformed into a dauntless unconquerable heroism, as when the simple farmers and yeoman of America fought the trained armies of the old world for the honor and freedom of their humble homes—and conquered. Think not that a William Tell emerges from city slums; a Lincoln or a Garfield from New York dens. No! Manly fibre and moral worth are not so nourished and built up. Poverty and hardship there may be in the fashioning of hero souls. That matters not. But love and virtue, truth and tenderness, pure air and sunshine (that is, moral and material purity) these are the factors whereby man-

hood is developed to its highest and its best. Let every woman grave on her soul this truth, that material surroundings and conditions are the stuff out of which spiritual life and emotions are born: those material conditions which are so largely in her province; and in the light thus cast upon humble offices ask herself: "Is the work not large enough and grand enough for woman's ambition? Now, all that has been said involves that every girl in the land should be taught to do, and do well, these simple things; plain sewing, plain cooking, and housekeeping, dusting, &c., in short, good housewifery. This, again, involves (for there is no other permanent basis for intelligent good housewifery) that every girl should be taught physiology, a knowledge of her own being, and of the being of children who will probably call her "mother;" what heart, and lungs, and skin, and nerves, and stomach need for healthy life; what every organ of the body requires for the full integrity of development and function; for cheerful life and vigorous health. Not the poor inadequate thing so many people are pleased to term health (meaning, not absolute ill health), but rich vitality thrilling bravely with keen sense of enjoyment, through the whole framework of muscle, brain, and nerve. This is what the beautiful make of the body means. This is what we should have. "Life, fuller life, 'tis this we want." Now, many of the requirements insisted upon seem very simple. But, simple or not, they are not met with at this present time. Some will say "What woman cannot cook a chop, or make a garment, or tidy a room?" I reply that the large majority of women can spoil a chop, can "cobble" a garment, and slur over housework; while only one in hundreds can send up a chop hot, tender and juicy; cut a garment shapely, and make it neatly; keep a house clean and sweet and fresh. And towards this consummation, the first desideratum appears to be that the mass of women should be penetrated with a sense of the dignity and worth of common duties; should see that all work is of equal duty if done from right motives, for high aims; that the welfare of humanity is the true measure of worth; and have their eyes opened to see how vitally the highest aspirations and noblest labors of human beings are influenced and controlled by the well or ill done lowliest service. This belief once taken to heart transfigures life with microscopic power.

If all clergymen taught, as I have heard one in Sydney teach, that all true home-workers were true church-workers, that often it was a much more religious thing to stay at home to help in a mother's mending; to make a father's or a brother's evening hour brighter; to amuse a little sister; than to appear at the Dorcas or prayer-meeting; that so-called devotion to church work was often the very worst kind of selfishness, viz., religious selfishness; that the distinction between sacred and secular was false; that all duty was equally sacred; women would soon attain truer and more wholesome views about life and work than those which now

abound, and so lamentably blight both on every side. And, surely, no one can learn—what physiology makes as plain as the sun in the sky—the tremendous issues which (as I have pointed out) hang upon what is contemptuously termed "menial work" well or ill-done without the greatness of the effect dignifying the cause. It is literal truth that life and death, happiness and madness, virtue and vice are the direct fruit, in a multitude of cases, of domestic duties, yes, of "menial work" rightly or wrongly done. An eloquent writer speaks of "the unsuspected lurking places and hidden mysterious recesses of the ultimate germs of disease, and fungi of vice and crime." Shall I tell you where they are to be found? In the greasy frying-pan, the ill-boiled potato, the leathery chop, the overdrawn tea, the unaired bedding, the frowsy, unventilated room, the unclean skin. I tell you that often drunkenness, disease, profligacy, divorce, and death are but the final end of a chain of which these are the first links. This, then, is one tremendous lesson the present generation needs to take to heart in connection with women's work; the infinite importance of the trivial, the seemingly unimportant duties and offices of life—to realize indeed that "trifles make the sum of useful things;" to feel that the roughness is the very foundation of satisfaction and respect in domestic life; not to slur anything; to take into their very souls the wise saying of St. Frances de Sales: "It is not necessary in order to attain perfection to do singular things; but it is necessary to do the commonest things singularly well." For "Little things on little wings bear little souls to heaven." Yes; even such small mundane things as clean saucepans, nicely made cups of tea and coffee, floury potatoes, well buttoned shirts, and good bread and butter, have more to do with walking in the path of righteousness—that rugged up-hill way—than the world yet understands. And a due amount of this simple housework regularly done, how good it is for the body doing it, and through the body for the mind and spirit! See in a band of young women, doing downright tiring manual labor for three or four hours every morning, what healthfully hued cheeks, what bright eyes, what pleasant voices, what merry laughing what harmless jokes and tricks with each other! And how leisure and recreation are enjoyed! And all because the blood is sent coursing through the frame like a living current, bearing vitality to every fibre, instead of stagnating like dull puddles in inaction. Nothing but good honest systematic exercise can do this; and a queen can not get it done vicariously. Work or die is the law of the universe.

Is it not plain, then, that every woman's life-training should be based upon a practical knowledge of housework? Upon that foundation let any noble superstructure be raised which personal talent dictates, and Providence allows. Let a woman's duties as a woman form the broad, wide stable base; then let a beautiful pyramid of intellectual acquirement aspire majestic to the

very skies. Let her be fitted for Nature's place of wife and mother first, then every talent and accomplishment under the sun at will. There are many humble blades of grass for one stately lily; numberless simple violets for each grand hothouse blossom. But who shall say that the grass and the violets are not of equal value in Nature's great purposes, filling in humility and modesty their destiny on life's stage. "Whoso is wise will ponder these things."

TO MRS. NELLIE BLOOM.

I'm now in penitential mood,
A very bad transgressor.
And on your time I shall intrude.
I'll make you my confessor.
On bended knees with moistened eyes,
Imagine me before you,
And from my heart a load of sighs
You'll hear me gulping o'er you.

Contrition, with terrific force,
Gives certain indication
We'll meet a fellow called "Remorse"
Before we gain salvation.
Now hear my litany of sins—
Please soothe, and don't confound me
With cynic sneers, and doubtful grins,
Because they'd deeply wound me.

I now confess my wayward pen
Delights too much to frolic;
Instead of seeking shady glen,
And singing strains bucolic,
I've let it rant at ease around
In free, Bohemian fashion,
But never meant a soul to wound
Or studied a transgression.

Yourself and many ladies more
I've playfully saluted;
Good naturedly you've always bore
My pranks, and ne'er disputed
The meaning of each railing song,
You never deigned offended
Between the lines in search of wrong
That never was intended.

I sung of twins (God bless the mark!)
Of Silves, Sues, and Sadles,
Of widows, clad in raiment dark,
And ancient maiden ladies;
Of callow youth, of hoary age,
Just as my fancy led me,
And sullied many a virgin page
To win the girl that wed me.

I've shivered many a rhyming lance
On widowers, whose weeping glance
Scarce hid the counterfeited glance
Of grief at loved ones sleeping.
Right well I knew the heartless set
Strove hard their joy to smother,
I knew the dead they'd soon forget,
And quickly wed another.

What does it all amount to now?
I pause in consternation,
And rub my deeply furrowed brow
In anguish and vexation.
To think of all the driv'ling mass
My doggerel mill supplied me,
Enough to vote me down an ass
By thousands who deride me.

The devil isn't half so black
As he is hourly painted;
There's many a slave on railroad track
Deserving of being sainted.
Among the latter class, I feel,
With all my sins forgiven,
I yet can by St. Peter steal
Serenely into heaven.

So now I am at ease, like all
Old sinners shrived and hoary.
You'll think it took a stock of gall
To tell you this true story.
I feel relieved, my breast is light,
My heart begins to gladden,
I send regards to Irene to night,
And love to Miss McFadden.

"Is marriage—" heaven steer me wide
From words that would disparage
The boys and girls on Hymen's tide
With sails all set for marriage;
But—give me ab-solution please;
My stomach soon grows roily,
Whene'er I cruise on wedlock's seas,
Unless the waves are oily.

—Shandy Maguire.

HANOVER, N. H., June 24, 1889.

Editor Woman's Department:

DEAR MADAM:—On the first page of the Woman's Department in the *Magazine* for June, I find a paragraph that seems to call for a few words from me.

From the reading of the paragraph I am unable to decide whether you think the author of "Narrow Gauge" in the April *Magazine* has stolen my composition or I have stolen his.

Neither statement is true as I have never composed nor signed with my name any verse or verses with the title of "The Narrow Gauge" for the *Firemen's Magazine* nor any other publication.

"About a year ago" is a little indefinite. Will you please state in what number of last year's *Magazine* "The Narrow Gauge" that I wrote or did not write was published as I am unable to find it.

It is unpleasant to say the least, to rest under a public accusation of this kind for two months, and I trust that you will publish my "explanation." Also allow me to suggest that "explanations" are still "in order."

Most sincerely,

Alice O. Darling.

[The Editor hastens to apologize to Alice O. Darling. Upon reading the poem in the April *Magazine* entitled "The Narrow Gauge," it instantly occurred to me that I had examined the manuscript of those verses and sent them in for publication in the Woman's Department. I do not remember in what number they appeared and will be under many obligations if some one of our readers will look them up and inform me. The peculiarity of the poem made an impression upon me and my recollection was that it was written by Alice O. Darling, as her poetry is always unusually meritorious. The comment was made in the hope of drawing out an explanation from "Will O' the Wisp," which I believe was the name signed. In both instances the poem was sent in as "original." Among our thousands of readers there is surely some one who can straighten out this matter and tell us who really was the author of the verses.]

CLINTON, ILL., June 14, 1889.

MRS. HARPER, *Dear Madam*.—I have come again with the result of a little thought and a few minutes pen work. Though I have treated the subject in a very crude manner I have done as well as I can. Unlike the contributor who objected to your foot note, I look for them with pleasure and judge of the merits of the letters by the foot notes and skim lightly over those which have none. You see you can't please us all, so please yourself, and we will be satisfied.

Respectfully,

Mrs. L. Hinchcliff.

I can't understand how persons can answer so confidently the question, "Is Marriage a Failure?" We have no right to judge except in our own individual case. There is such a difference of opinion as to what constitutes failure or success. A mercenary couple who had each earned a good salary before marriage might become discontented and think they had made a mistake if, after a time, they found that one salary did not furnish the comforts they had been accustomed to. Such thoughts would show great selfishness but there are people who would allow the question to rise in their minds, have I gained or lost by marrying? There are others who seem to have every wish gratified. They have wealth and position. Society's doors are open to them, and they entertain on a grand scale, and yet they are not happy. I believe selfishness is the cause of their trouble and not the fact that they married. They would have been just as miserable single. The greatest wrong they do themselves or society, is when they bring children into the world tainted with their dispositions. There are others who complain of nothing but that they are childless. Though denied this blessing they should not pronounce their marriage a failure. They are thus enabled to make their lives very endurable by adopting some of the many little ones who need their care and protection, and who would pay them in kind in after years. But for selfishness they would do this. In striking contrast are those who, after several years of married life, find so many little backs to clothe and mouths to feed, that they find very little leisure time in which to enjoy themselves. Though poor they are not selfish, and herein lies the secret of their not having considered the question of marriage a failure. They still show each other little thoughtful considerations which are lovingly appreciated and which make their happiness more secure than anything on earth can. I do not deny that there are miserable failures in marriage owing to extreme youth when entered into and uncongenial dispositions coming together.

But I believe in the majority of cases unhappiness between husband and wife arises from selfishness. If in each case they would give themselves a thorough catechising, then confess to each other where they had been in the wrong and begin anew with the determination to be patient and bear and forbear, their troubles would fly to the four winds and we would hear

comparatively little of the failure of marriage. But this concession must be mutual to be of lasting benefit. I have no patience with the woman who is continually falling on her husband's neck in tears and assuming all the blame for their differences. Small wonder that after a time she succeeds in convincing him that she is altogether in the wrong and that he is a much abused man. I do not believe in one-sided business, either in courtship, marriage, or the responsibilities that follow. I wonder if these women who talk so glibly about "women having their own way and making home just what they want it, and leading husbands just where they wish with a perpetual smile," are ready to bear the consequences of failure if they fail in making a happy home for themselves. If a husband is not a perfect nonentity he will be happy in doing his share towards making home happy. He will give smile for smile, and be ready with tender sympathy in all the little annoyances of domestic life. A few words of sincere appreciation from a husband goes farther towards resting a tired wife and mother than all the recreation money could procure for her.

Only when marriage is entered into with mutual feelings of respect and love, and the contract is kept inviolate by both parties, will it prove a success?

Mrs. L. H.

CLINTON, ILL., June 14, 1889.

For Woman's Department:

TO EUGENE V. DEBS.

Many thanks for the gift that you sent me,
Which came by Wells, Fargo's Express;
'Tis nice to be kindly remembered,
By the friends we love truest and best;
As I hastily opened the parcel,
My pleasure I could not conceal,
For there in its beauty before me,
Was a neatly bound volume of the *Firemen's Magazine*.

Immediately I knew who was the donor—
None other than my friend E. V. Debs;
It was sent as a token of friendship,
To be prized and most carefully read;
And you cannot tell how it pleased me,
To know that I had won the esteem
Of him who had sent me the volume
Of the *Firemen's Magazine*.

It brought me a silent message—
It spoke, though it uttered no word;
And, as attentively I looked o'er its pages,
The depths of my feelings were stirred
With gratitude for the giver—
The friend I have never seen,
Who annually presents me with a volume
Of the *Firemen's Magazine*,

A "God bless you," I tender sincerely,
May you prosper in all things you do;
You have proved yourself a friend to the B. of
L. F.

And to the B. of L. E. staunch and true;
Tho' your duties were many and arduous,
Yet you fearlessly entered the fight,
Seeking only redress for "brothers" oppressed,
So that right should triumph over might.

Mrs. Nellie Bloom.

WEST OAKLAND, CAL., May 14, 1889.

Twelve hundred women voted in the Kansas part of Kansas City, at the recent election.

GREY EAGLE, MINNESOTA, June 13, 1889.

DEAR MRS. HARPER:—Enclosed you will find a poem for Woman's Department. I notice that "Irene," in her letter, refers to a baby being named after her, and I have wondered often since if it was my baby she meant. I named my baby, which is now almost eighteen months old, Lillian Irene, and I know that Mrs. Jones wrote to "Irene" once and told her about it when we lived in Dakota. The first time I ever saw the name was in the *Firemen's Magazine* and then in the *Brakemen's Journal*. I thought it such a pretty name, and besides I admire "Irene's" writings very much. She can express her thoughts so beautifully that it always does me a world of good to read her communications. I think the *Firemen's Magazine* a splendid periodical, and especially the Woman's Department. I notice that they have almost dropped the old song about the waste basket, which is a decided change for the better.

Yours very truly,
Mrs. C. S. Miller.

LOVE'S INFLUENCE.

"Leave me alone here to die," he said,
As exhausted he fell in the snow;
And his comrades, though powerless to save his life,
Reluctantly turned to go.

A blizzard was sweeping with terrible force
O'er Dakota's wide, unsheltered plains,
Where five men exposed and benumbed with cold,
Were struggling a refuge to gain.

But one of their number, completely o'ercome,
At last helplessly sank in the snow.
Oh, God, pity that lone one so utterly bereft
Of friends in his desolate woe.

With lightning speed the gust rushed through his mind—
The good and the ill—with its joy and its cares,
For we see ourselves then as never before,
When death in his grasp our frail bodies ensnares.

With anguish untold his heart yearned for home
And beloved ones, so far, far away,
But sleep—which always precedes such a fate—
Was o'erpowering him now with relentless sway.

He had carried for months while sojourning out West,
A portrait of his children and wife,
So ere death sealed his eyes once more he must look
At those forms to him dearer than life.

How his heart thrilled with love as he scanned
Each dear face,
Every pulse throbbed responsive with joy,
And the blood so stagnant before, now surged
Through his veins as it did when a boy.

He arose while the love-flame still burned in his breast,
Now determined to fight for life;
Success crown'd the effort—from the raging storm
He was safe ere the close of that night.

Oh, life is sweet, thrice sweet, when entwined
With the love of earth's hallowed ties;
Unrivalled by even the depths of the sea,
And its height reaches up to the skies.

MISSOULA, MONT. TER., May 27, 1889

To the Editor of Woman's Department:

I see several letters in the May number of the *Firemen's Magazine* on the subject of marriage. Is marriage a failure? seems to be the subject now before the public. I think marriage is not a failure—yet too often, those who contract marriage are a failure. Two parties entering into partnership should be congenial and companionable to get on together pleasantly. Marriage is a contract, a life partnership, and when two are to be married they should first know that there is a similarity in their tastes, not marriage their opposite, as some admire. Men want a companion, not a doll, not a pretty face or form, as the first soon fades, the latter often changes. These are not lasting, and if there is no mind—what is there to interest the man? Woman should cultivate the mind, become posted on all subjects that interest men, make themselves companionable for the man they are expecting to associate with for a life time, and on the other hand the man should not seek one for a wife who has nothing to recommend her except a pretty face. A pretty face is always acceptable but there must a well balanced brain to back it. A woman should never marry a man for his good looks, for a pretty man is always silly. Look for a nobleman—one who is true to himself and respects all that is good and honorable. If this advice were adhered to, marriage would not be a failure. One suggests that every girl should learn to cook, as the way to man's heart is through his stomach. I should think if any man reads this and think only of his wife as his cook, he would be ashamed. I am pleased to say this is a mistake, for we have kind, loving husbands out here and many of them do not get a square meal once a week. If my husband only sang my praises after I had roasted over a hot stove preparing him something good to eat, I know I should not care for him if he only respected me as his cook. Then another says "Home is the center of woman's sphere." We will admit this, but this sphere is large and she must be allowed to leave the center sometimes to attend a suffrage meeting or go to the polls and cast her vote. That is where woman is the equal of the man, as in some parts of this beautiful, free country of ours. Woman should learn to sew and darn—yet men find it very handy too, as I have noticed some of our boys can and do put a patch on their pants as neatly as any woman, and sewing on buttons is a very nice pastime for a man. I think it very well for a man to be able to wait on himself. All these things prevent marriage being a failure. I don't object to any woman making herself a convenience for her husband if she thinks it right, but I do not.

Mrs. C. E. C.

Miss Catharine Lee Bates, of Wellesly College, won the prize of \$700, and Mrs. C. A. Mason, of Brockport, N. Y., the prize of \$300, offered by the Congregational Sunday-school and Publishing Society for the two best MSS. for Sunday-school books.



Correspondence must in all cases be brief and to the point.

Subscriptions must begin with the January, April, July or October number and expire with the year.

Changes of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazine will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

**LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.**

AUGUST, 1889.

WHEATON'S LETTER.

We take no pleasure in putting C. S. Wheaton, Grand Chief Conductor of the O. of R. C., in the pillory. We approach the task as a duty which we owe to the Brotherhood of Locomotive Firemen, and to other organizations of railroad employes, not excepting the Order of Railway Conductors.

We have no disposition to belittle Mr. Wheaton. Measured by his policy he is small; as seen through his letter, which we shall reproduce, he expands to proportions which do not require a microscope to detect traits of character which all honorable men abhor.

Mr. Wheaton, at the head of an order of railway employes, has irrevocably committed himself to a policy of implacable hostility to all other railroad employes, and in a spirit of swell-headed pompousness he assumes that by virtue of his position he can so warp, distort and degrade the Order of Railway Conductors as will make its members as debased as himself, so destitute of self-respect, independence and all honorable ambitions that he can hand them over to any railway corporation to do its bidding without protest. The conclusion is inevitable. When the members of the Order of Railway Conductors analyze their Grand Chief's letter we are confident no little indignation will be aroused. We do not regard it possible that Mr. Wheaton can drag down the order of which he is the chief to the degraded level he has assigned them. He cannot, we are confident, inoculate them with the virus of his relentless hostility to all other railway employes. To arrive at any other conclusion would be

doing a noble body of men cruel injustice. Conductors are wage men—dependent upon their *per diem* for a livelihood. They are observing men, they know through what perilous ordeals railway employes are forever passing to win a support, and the great body of them are quick to detect injustice, and when they come to realize that their Grand Chief is writing letters in which he assumes the authority to place them in positions of revolting humiliation, they will revolt. Their manhood will resent the indignity, and they will give Mr. Wheaton to understand that the prerogatives of his office do not permit him to transfer their allegiance to a corporation to perform duties more infamous than those assigned to a Pinkerton spotter.

Mr. Wheaton does not appear to comprehend the fact that the present is a most unfavorable time for him to form an alliance with railroad corporations for the purpose of depriving employes of the honest reward of their labor. The drift of events, the trend of opinion, the logic of circumstances, all point towards the emancipation, and not the degradation of labor. The present is not the time for Mr. Wheaton to deliberately concoct schemes for the inauguration of Chinese ideas in the field of American employments. Mr. Wheaton may learn, if he will, that the American idea is not to pauperize labor, but to obtain and to maintain fair wages, and this idea extends to members of the O. R. C. Being themselves ambitious in that direction, why should Mr. Calvin S. Wheaton write letters intimating that he can hand over to those who want them, the members of his Order, to play the role of scab, of Hun, Italian or Pole, to Hessianize and Russianize the railroad employments of the country, to reduce wages to a starvation level, to turn homes into dens, and fill the land with tramps? The question again arises, can the members of the O. R. C. be thus bartered, transferred, sold to any corporation Mr. Wheaton may elect? It is not for us to answer, but we are inclined to the opinion that he cannot do so vile a thing. It is not the American way.

But to the letter which we spread upon the opposite page. We display the document because it is, aside from the Pinkerton circular which we published in the *Magazine*, the most infamous proposition that has ever come under our notice. It breathes treason to workmen in ever sentence and line. We desire that it shall be read and pondered. We desire that the reader shall comprehend the animus of Wheaton's epistle to a railroad corporation, in which after denouncing railway employes in vile billingsgate, he offers his services and the services of his Order to crush them whenever they resist oppression. The following is the document:

OFFICE OF THE ORDER OF RAILWAY CONDUCTORS OF AMERICA, }
 PUBLISHERS OF THE RAILWAY CONDUCTOR'S MONTHLY, OFFICES 56 THIRD AVE. }

Grand Chief Conductor, Grand Secretary and Treasurer, }
 C. S. WHEATON. Wm. P. DANIELS. }

CEDAR RAPIDS, IOWA, ———, 18—.

Mr. —————:

DEAR SIR:—Replying to your kind favor will say, that I was very much pleased to receive it and you have my thanks for the prompt consideration. We are led to believe from the signs of the times, that there will be great need in the near future for a hearty coöperation of the loyal employés of the railway companies in order to sustain the operation of the railway lines. The amalgamation scheme which is being pushed by the engineers, firemen, brakemen and switchmen, and the rag tag and bob tail of the railway service will, in my judgment, unless properly handled by the officers of the railway lines, will cause a great amount of trouble, and the future of railway operation will depend entirely on the action of the officers of the first line which is tackled by the amalgamation, and it will not be very many months before we have an opportunity to try our mettle, in my judgment, pretty thoroughly. We are in earnest in our endeavor, and shall hope to meet with the coöperation of the managing officers of all of the lines.

Yours truly,

C. S. WHEATON, G. C. C.

The foregoing letter is remarkable in many ways. The opening paragraph shows that it is Mr. Wheaton's second letter. Truly, Wheaton is an ignoramus, a miserably illiterate fellow who can't write English much better than a pig can write Latin, but the "prompt consideration" lets the cat out of the bag. He had received a letter in reply to a letter that "very much pleased" him. Manifestly, Wheaton had made a proposition that had been accepted. What was the proposition? We have a right to believe that Wheaton had in effect said to the corporation: "Should you want conductors to scab, or to do anything else to beat your employés, I can hand them over to you." Read the context and no other conclusion can be formed. And such duties he assigns to "loyal employés." So "very much pleased" was Wheaton with the letter he had received from the corporation official that he proceeds to arraign all employés except conductors—"engineers, firemen, brakemen, switchmen, the "rag tag and bobtail" of the service." This man Wheaton hoists the signal of danger, he warns the corporations. He sees the "tackle" in the dim distance, and thinks it will "not be very many months before we (Wheaton and the men he can hand over) have an opportunity to try our mettle," and he thinks, "pretty thoroughly."

The question arises, Did Wheaton bargain his men, as do the Pinkerton chiefs? Were they to try their "mettle" without compensation? Were they to be employed as spotters are employed? These are all pertinent questions. On the face of Wheaton's letter there is a mercenary, venal appearance, there are "damned spots" on

it. That he offered his men for vile work there can be no doubt. That he denounced men like a blackguard is shown. And a man who would do such things, would not, if opportunity offered, hesitate for a consideration, to feather his nest by bartering men for scabs or for any other degrading employment.

We have placed the man Wheaton in the pillory. We have exposed his meanness. We have put him where all men have a right to loathe and execrate him. The letter we publish is genuine. We have the original on file. It will not be questioned. It bears the stamp of Wheaton's ignorance as well as of his viciousness. Strut he may, but with all his swagger he is essentially a rotten egg.

AN exchange remarks that locomotive engineers have peculiar methods of getting a cinder out of their eye. The writer being present when the discussion of the subject was on hand, says that one said that the common mistake was to rub the eye in which the cinder lighted. This was wrong. If the other eye was rubbed the cinder would drop out in two or three minutes. Another said that if the nose was blown violently the cinder would drop out. A third said that if he pressed his eye and repeated a certain word three times the cinder would invariably drop out. A fourth said he resorted to the old-fashioned method of pulling the eyelid down and holding it there for a short time, when the cinder could be wiped from the eye with a handkerchief. The fifth said he never had a cinder in his eye and did not believe a first-class engineer ever did.

STARVING MINERS.

There may be some word in the vocabulary that grates more harshly on the ear than *famine*, but we confess that it does not occur to our mind at this writing. As a general proposition, famine is regarded as one of those dire misfortunes which an inscrutable Providence sends upon the earth for reasons which mortals cannot comprehend. But such a theory does not apply in all cases in these latter days. Here, in the United States of America, the foremost christian land in all the earth, a land within whose meridians of longitude and parallels of latitude the voice of prayer and song of devotion, like the martial airs of England, follow the journeyings of the sun across the continent; here, where fabulous plenty rewards the farmer, and where surplus food products are exported to feed other nations; here, we say, in this God-favored land, there is famine—starvation. Here, by thousands, men, woman and children are doomed to suffer the agonies of hunger pangs—than which hell has no greater torture. The two famine-cursed districts of which we write, may be located, for convenience, at Braidwood, Ill., and Brazil, Ind., both mining districts, the mines being owned and controlled by millionaires, and the poor creatures who are starving are the miners, who are compelled to work in subterranean depths and darkness for a living, and when this was denied them, by the heartless autocrats who own and operate the mines, they struck for such wages as would secure a decent living for themselves, their wives and their children. For this they suffer.

We have on our table the *Chicago Herald* of July 7th. It seems that the benevolent people of Chicago were sending to the famine-cursed people at Braidwood money and supplies to feed the famishing people, and in this connection the *Herald* says:

A. L. Sweet, President of the Chicago, Wilmington and Vermillion Coal company, has made a desperate and despicable attempt to check the stream of money and supplies which has been pouring into the mining district and placing food in the mouths of starving men, women and children. In this he has been aided by the correspondent of a morning paper, who has written false reports, dated at the afflicted towns. These reports have claimed that there was comparatively little suffering among the miners, and that there was could be directly traced to the drinking habits of the workmen. A. L. Sweet has been most active in inspiring the printing and circulation of these miserable falsehoods, and has even gone so far as to call personally on Chicago merchants, who have been sending provisions, and urging them to stop it. One South Water street man had agreed to send a barrel of pork every other day. A. L. Sweet heard of this and, calling on the generous merchant, made the statement that there was plenty of work in Braidwood, but that the men were too lazy to do it. The merchant made a personal investigation and became convinced that A. L. Sweet's assertions were untrue.

Here we have it, upon high authority,

that a monstrosity, a freak of nature, a thing resembling a man, went about Chicago with a lie on his lips and sought to keep back food supplies from starving men and women that they might be starved into submission by hunger. There should be no misunderstanding in such matters, and that this may not be, we reproduce the following from the columns of the *Chicago Herald*:

Robert M. Reed, District President, and William Scafe, Secretary-treasurer of the Relief Committee, have issued an address to the people of the State of Illinois, in which they make the following statement of facts:

There are want and misery among the people in the mining district of Northern Illinois. Women and children are entirely at the mercy of the contributions sent to them from outside; these contributions are so meager that only the most pressing cases can be relieved; these contributions are now all exhausted, and unless immediate aid is given starvation must result.

The miners have been refused the chance to work unless they would work for less than they formerly received. The wages formerly paid averaged but \$20 per month. This would only support a miserable existence, and to work for less was a physical impossibility. For this reason the miners could not accept the reduction, which in some cases was more than 40 per cent. To accept such terms would result in starvation. To refuse to work was, therefore, the only recourse. There can be nothing in the claim that is made that only 6 per cent. is realized by the mine-owners, for, no doubt, if the profits should rise above 11 per cent., the stock watering would again take place so as to absorb the increase.

The monstrosities who own the mines at Braidwood and Brazil are as heartless as Corbin, of the Reading Railroad Company. They belong to a class who are pirates, and who have made money as foreign to honesty as honesty is foreign to burglary, and they do not like to relax their grasp upon the throats of their victims. It is stated that at Braidwood, Ill., a horse belonging to a Coal City teamster broke his leg and it became necessary to kill the unfortunate animal. The horse was shot and the carcass dragged to one side of the street. That evening many a miner's family had horse meat for supper. It was the first square meal many of them had eaten in weeks, and they enjoyed it. The introduction of horse meat as a diet for protected American workmen will be duly appreciated by the coal and iron barons. It reduces the standard of living and makes further reduction of wages possible.

This incident tells the whole story. It shows famishing working men and their families rushing after horse flesh to appease their hunger, and the coal barons who look on, calculate that when the poor emaciated creatures are so reduced that they will eat dogs, and cats, and rats, that they will be willing to resume work at such prices as may be dictated by their oppressors. And this infarnalism is practiced in christian America.

"It is of the first importance that organizations of working men should know what

is going on in the labor world around them," says a writer, in discussing conditions in the Illinois mines.

Human slavery still exists in America. A careful study of the contracts Illinois miners are compelled to sign proves that all the bad features and few of the good ones of the old black slave system still exist here in the North—in a land which went to war for the principle that all men are born equal.

This contract system places the workman completely at the mercy, not of employers only, but of every petty boss or bruiser clothed with brief authority who has won a place in the mines. He must promise to work a year without asking for a raise of wages, but his employer is under no obligation to furnish him work one day longer than he wishes, and the wages may be cut down at any time and as often as the employer sees fit. The slave must obligate himself to bear his burden in patience and uncomplainingly, and cannot, on pain of dismissal, join any organization having for its object the ennobling of labor. He must live in a house which belongs to the lord of the soil; must pay a rental fixed by that lord, and can draw no wages until that rent is paid. He must buy his provisions in a store stocked by the nabob; must be content to live on what he finds there; must pay the price that nabob demands, and must allow the bill, whatever it is claimed to be, to be taken out of his wages before he can call any part of the pittance his own.

He must not expect to get pay for the first day of any month until forty-five days have passed, being paid for each full month on the 15th of the month following. And although the sum total of these loans is easy enough to carry on the whole expense of mining, he cannot expect to receive any interest for the capital thus advanced. He is subject to a myriad of petty fines, a whole code of cruel rules, in each one of which his guilt is decided by the employer, and the toiler is mulcted for any amount the employer sees fit to fix. And finally, he is compelled to go down hundreds of feet into the moist and blackened earth, to toil ten or twelve hours at the hardest work ever placed upon the frame of man, and for this slavish, beastly, cruel labor he has at best only the hope of the slenderest possible income, even if he received all he earned, and was at liberty to invest it as a free man should.

If an American were to read of such things in any autocrat cursed country he would throw up his hands in holy horror, and wonder that men thus crushed and enslaved did not revolt, and prefer death to degradation. But it would be difficult to find, even in Siberian mines, where the Russian Autocrat sends men for life for daring to express a wish for freedom, a parallel of the cruelty practiced in the Illinois mines. The writer adds:

He must support himself out of the pittance he finally wins. For all the shameless burdens laid upon him not one responsibility is assumed by the company. In sickness, in adversity, in welcome death, he must pay his way, or it will be the worse for him. Life, love, marriage, paternity, social ties, intelligence—these cannot be considered. He must present himself a willing sacrifice each morning, and must toil incessantly all day, and for that toil he must be content with whatever he is told is his, and even this he can only have at such remote time as the employer chooses, and after it has run the gauntlet of all rents, store bills, sulphur fines and dockages that Moloch sees fit to place before it.

In this later, bitterer slavery, no man is free to vote as he will, to talk as he will, to buy what and where he will. In all the departments of

life he must bend his being to the will of the company. Its known wishes must be his law. There is no lash, as there was in those other days, but the heart is smitten with a keener whip. The flesh is not lacerated, but the spirit is crushed. Homes are not invaded—there are no homes to invade. No shelter is guaranteed this white slave. For the sacrifice of his manhood, for the utter renunciation of his freedom, for his bitter, pitiless toil, the miner is assured of no food in health, no care in sickness, no burial at death. In no sense is he master of himself or his earnings. He may not leave an employer without that employer's permission. He must make no acquaintances; hold no converse with persons not approved. Discharged of all responsibility that would follow chattel rights, the employer may give him what he chooses, and that must suffice. There can be no assurance on the part of the man that the settlement is right. He cannot question. Over his head hangs a heavier calamity, which can and surely will silence him.

Here we have a revolting picture of white slavery in Illinois. Nor is it a whit better in Indiana. The degradation is the same. It is Russianizing the labor of America. The work is going steadily forward. There is but one hope, and that is in organization and in federation. It is by every righteous appeal possible to working men to look facts square in the face, and get ready to withstand the power of organized capital in the hands of conscienceless men. If that fails, then working men are without hope in the world.

* *

WE acknowledge the receipt of a little book bearing the title of "A Tale of the Twin Cities," by Eva Gay. The author, who has won prominence as a newspaper correspondent, says in her introduction: "Should the reader note a lack of continuity, an absence of polished phrases, a dearth of imaginative power or other serious defects in the work, a reasonable excuse may be found in the fact that the writer belongs to the sex whose members are popularly supposed not to have any abilities outside of that involved in managing a kitchen or choosing a spring costume." The work of "managing a kitchen," it should be born in mind, has recently advanced to distinguished prominence; so much so that *chefs* receive as much as \$10,000 a year for their culinary proficiency, and as for "choosing a spring costume," if Eva Gay could do it so as to please the votaries of fashion, it might happen that she would throw aside her pen, though mightier than the sword, and give herself up to the study of puddings or pad-dings. But her recital of the story of the strike of the street railway employes of the "Twin Cities" leaves us to hope that we shall see more of her graphic pen pictures in the future. Indeed, we think that strikes offer for her pen a fertile field, and her first effort, we hope, has brought her so rich a harvest as will induce her to include others than the "North Star State" and "The Twin Cities" in her future contributions to the labor literature of the times.

SWITCHMEN.

It is known that on the 6th of June, federation between switchmen, brakemen and firemen, was consummated. Hereafter these Orders of Railway Employés have some interests in common, they are federated for "mutual justice." A wrong to one may be so grievous as to warrant the interference of the Supreme Council—of all the federated Orders. The point we make is this: Each Order in the federation becomes profoundly interested in the growth of the other Orders. The stronger they are numerically, the better for all concerned. The Switchmen's Mutual Aid Association is the youngest of the three federated Orders, and being the youngest, is, in point of numbers the weakest. This *Magazine* has from the first, sought in every way in its power, to promote the interests of the Switchmen's Association, not recently, as a consequence of federation, but from the date of the initial step of the Order, and now that the Brotherhood of Locomotive Firemen is happily identified with the switchmen in carrying forward an enterprise designed to promote, not only the welfare of the federated Orders, but of all Orders of Railway employés, we do not hesitate to say that we are profoundly interested in the growth of the Switchmen's Association. We would have it numerically as strong as the Firemen's Brotherhood or the Brotherhood of Brakemen, and we write for the purpose of urging upon the members of our Order the propriety of doing all in their power to promote the growth of the Switchmen's Association. This mutual assistance of the federated Brotherhoods must of necessity be in the nature of increasing strength and influence. Do the switchmen, or the brakemen, or the firemen desire to institute a new Lodge, let all the members of the federated Orders at once lend a helping hand in securing success. In this way great good can be accomplished, and the peaceful objects of the Supreme Council of the federated Orders, can be greatly promoted. Upon this subject, which we regard of vital concern, it will be most agreeable to the *Magazine* to receive communications, not only from members of our Order, but from members of all the federated Orders.

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We reproduce from the *National Car and Locomotive Builder*, the following letter of A. J. Hill, on open throttle:

I see in most all mechanical papers something about the effects of throttling or the effects of not throttling. I think if some of these half-open throttle men were to fire a while for a man that throttled the steam, and then for a man that did not, they would be convinced by experience that the man who runs with wide open throttle, and puts the reverse lever where it will do the work, is the best man. A great many engineers and firemen claim their engines won't steam with full throttle and lever near the center, but in most cases I think it is the fault of

firing, for I have never found one yet that would not steam better. It is a well-known fact that a Corliss engine is a more economical engine than a locomotive, one reason being the automatic cut off, which is governed by the governor to suit the load or work the engine is doing, initial pressure being the same all the time and as near boiler pressure as it can possibly be. Now, is it not just as sensible to use as near boiler pressure as possible in a locomotive and use the reverse lever as a governor? I see in one paper where a man is all the time talking about reverse lever being to near the center and one or two notches being too much, and, besides, tears up his fire. If he will use larger nozzles he will not tear up his fire and do better work. If one or two notches is too much, drop a bolt or spike in the notch ahead of lever and rest the lever against it, then you will have half notches. All engines should have a reverse lever that could be set as fine as desirable. Some engineers claim running with wide open throttle, and putting the reverse lever where it will do the work, is hard on the engine; but during my six years' experience as a machinist and two years' firing, I notice the wide open high pressure man keeps his engine out of the back shop the longest, and runs the longest with a set of flues, uses the least coal, makes the best time and is the easiest on firemen, although he hollows out his valve seat worse than the half open, old-time runner does. But it only takes about eight hours' work to square up a valve seat and twenty-one years to make a man, so let's not kill him by running with half-closed throttle and burning from one to three tons of coal more than the man who pulls her open and hooks her up and is not afraid of being thrown out of the front window if he tries to give her another notch. Let her go and see what she will do.

As a specimen of sound reasoning on this question, the letter will attract attention, and show to what extent the contemporary press feels interested in a discussion which was first started in these columns.

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THE members of Rocky Mountain Lodge, No. 77, and Denver Lodge, No. 273, B. of L. F., on June 23, had a delightful picnic at Palmer Lake, Colo. The attendance was large, requiring a train of ten coaches to transport the pleasure-seekers, and every coach was packed full. The engine hauling the train was gayly decorated, and the excursion, from first to last, was one of unalloyed pleasure. A special to the Rocky Mountain *News* from Palmer Lake said:

The party was indeed a model one. There was no indulgence in the wild and woolly war-whoops which sometimes characterize excursion parties, no inebrity or disorderly conduct. The committee in charge were representative men of the Order, and exercised a wholesome influence over the vast number of recipients of their courtesy.

This is said to be one of the largest excursion parties ever brought to Palmer Lake, and it contained a great number of prominent men, among whom were W. A. Deuel, Division Superintendent of the road; A. McGregor, general Road Master; Messrs. Wilson and Monroe, traveling Engineers; J. Berlin, real estate dealer, and John H. Blood, attorney for Bradstreet's Commercial Agency.

It affords the *Magazine* real satisfaction to chronicle such incidents in the history of our Lodges. Such excursions are fruitful of health and happiness, helping to unite the members socially, and impart to the Brotherhood a charm not elsewhere found.

GEORGE W. HOWARD.

We are officially advised that Col. Geo. W. Howard, Grand Chief Conductor of the Brotherhood of Railway Conductors, has accepted the responsible position of Master of Transportation of the Mackey system of railroads. In making this announcement, we experience mingled feelings of satisfaction and regret. The Brotherhood of Railway Conductors will lose an efficient chief; this we regret, but since it must be so, we derive satisfaction from the reflection that Col. Howard takes a responsible and lucrative position on an important railway system, where his superior abilities will be appreciated. Nor is this all. Col. Howard's prominent connection with the Brotherhood of Railway Conductors, manifestly has elevated him in the estimation of railway officials. Human nature is so constituted, that as a rule, men admire courage, a manly defense of rights and interests, and however convenient it may be, sometimes, to employ scabs, lickspittles, base, fawning sycophants, spies and spotters, they are universally despised. Men of that character are never reliable. Their loyalty is a matter of pay and never of principle, and the case of Col. Howard triumphantly illustrates the idea that railroad officials admire courageous men.

The Brotherhood of Railway Conductors, organized under auspices created by necessity, and which has had a marvelous growth, will not cease to advance because Col. Howard will not be its grand chief. Some other good man will be found to lead the Brotherhood in its triumphant march, and it goes without the saying, that the Order will continue to have the benefit of Col. Howard's devotion and inspiring counsel.

* *

It has been the custom of various railroad corporations to employ spotters to hunt down railroad conductors. In old plantation days when chattel slavery shrouded half the continent in darkness, blood hounds were employed to hunt down runaway slaves. This was justly regarded as the acme of cruelty and savagery. The blood hound scented the fugitive slave, pursued him, drove him from his hiding places back to the plantation or mangled him like a wild beast. Hounds were trained for the business, and the forests and swamps of the South are still vocal with the groans of hound-captured slaves. The Pinkerton spotter, employed by certain railway corporations to hunt down conductors are in all regards worse than the blood hound slave hunters of slave times. They are trained liars, characterless scoundrels, who rob honest men of their living, rob them of their character for pay, and send their victims forth into the world to bear the tortures of suspicion, and to be classed among thieves.

Once in a while these Pinkerton blood hounds are estimated at their real value, and are given to understand that their infamous vocation is understood and appreciated. Such was the case recently, at Pulaski, N. Y., when the Rome, Watertown & Ogdensburg railroad was sued by a conductor for his salary, withheld by virtue of the testimony of Pinkerton blood hounds. The jury treated the Pinkerton spotters as they deserved to be treated, as liars, and the character of the conductor was triumphantly vindicated. The employment of spotters, villainous vagabonds, to swear away the character of conductors is one of the dark spots upon the management of railroads which cannot be too soon removed and it is to be lamented that the *O. R. C. Monthly* does not denounce the infamous practice.

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SUNDAY evening, May 26th, Messrs. Ed. Atkins, T. J. Hendershott and C. J. Lynch, representing the engineers and firemen of the Chicago & Alton railroad, at Chicago, presented Mr. M. Hanley with a beautiful gold watch. The speech of Mr. Hanley was as follows:

MY DEAR KIND FRIENDS:—In response to your kind words and handsome testimonial, the presentation to me of this beautiful gold watch, I can assure you that words fail to express to you my deep sense of gratitude. During my two and a half years, connected with you as your co-laborer and associate, and the respect and kind consideration shown me, have not, I see, been mere formalities, but have been the result of pure affection. This handsome watch, a parting token of that same esteem, a prize, I have thought that I never deserved, I shall consider as a fond souvenir. On many occasions in the future, though our avocations may not be in the same path, the affection, the kindness of the engineers and firemen, and employees shall never be forgotten. I hope that the future shall behold your cherished organization, progress and grow stronger and stronger as years roll by, and if accident should ever place me where a favor bestowed upon any of you should be beneficial, you can rest assured that the members of your Brotherhoods shall be first and foremost always in my esteem, in my affection, grateful for your gratitude, thankful for your thankfulness, and always mindful of your esteem. Gentlemen, once more I thank you from the bottom of my heart and can assure you that the constant ticking of this gold watch shall find a responsive chord in my heart amid whose pulsations your affection and esteem shall never be forgotten.

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PARTS one and two of the "Hand Book of Calculations for Engineers and Firemen," published by Theo. Andee & Co. 91 Liberty street, New York City, have been received. The work, when completed, will consist of ten parts, which will make a large volume replete with formulas and calculations that must be of inestimable value to students of the steam engine. The same firm continues to send, free of charge, their catalogue containing illustrations of the "Six Historical Engines," on receipt of application.

EDWARD ATKINSON.

The man, whose name we have selected as a caption for this article is reputed a rich man—not a millionaire, but in active sympathy with millionaires, and devoted to their interests. Mr. Atkinson started in life a poor boy, and has been fortunate in his efforts to accumulate a moderate fortune. He has an income, but being still in the prime of his manhood, he is able to work and supply his wants without trenching upon his income; this he adds to his capital which annually becomes larger, and which widens the gulf between himself and the class with whom he was associated in his youth and early manhood.

Mr. Atkinson is not only a man of wealth, who has an income, but he is said to be a student of political economy, which is sometimes named a "dismal science;" he is also a writer of somewhat extensive notoriety, and a lecturer upon topics of increasing interest to workingmen.

Mr. Atkinson is a citizen of Boston, Massachusetts, where there is great wealth, and a self-constituted aristocracy, based upon wealth, the most arrogant and exclusive to be found on the continent—sometimes referred to as "codfish aristocracy"—not only fishy but scaly, by which is meant, that like all American aristocratic pretensions, it is vulgar, anti-American, and every where regarded with undisguised contempt by common sense people. Mr. Atkinson living and doing business in Boston finds it profitable to use his talents, such as they are, in the advocacy of millionaire, aristocratic ideas, and having been a poor boy, he does not hesitate to urge the fact as a reason why workingmen should listen to him when he seeks to reconcile them to the conditions of want and penury, of which they complain, because they are denied their fair share of the wealth they create.

During the month of May, 1887, Mr. Atkinson delivered an address before the Central Labor Lyceum, of Boston, and had for his subject, "The Margin of Profits," the purpose of the speaker being to demonstrate that capital receives no more than its fair share of the margin. As an argument, we regard the address as a signal failure, weak and vapid to the last degree and worthy of notice only because its author is the champion of capitalists and their methods. Among the key notes sounded by this doughty defender of millionaireism is the following declaration: "I despise the talk about the rights of labor." That is the shibboleth of the capitalistic clan. It is the bugle blast that marshals them all for battle against workingmen. A man who despises the talk about the rights of labor, has no regard for such rights, even if he believes that workingmen have any rights at all. The notable fact is, that while Mr. Atkinson

"despises the talk about the rights of labor," he has the effrontery to appear before a body of workingmen to lecture them upon their duty to themselves and to others. Such impudence, it would be difficult to match anywhere, or in any calling. It illustrates practices in feudal times, when the lord of the castle lectured his retainers and gave them to understand that their duty to submit to his rule should be their pleasure, and he may have added "I despise all talk about the rights of labor."

It does not matter particularly what Mr. Edward Atkinson's views are regarding the rights of labor or laborers, but his utterances may be accepted as voicing the sentiments of capitalists whom he serves, and by virtue of which service he has been able to secure in many places the reputation of a cogent reasoner upon economic topics, and therefore obtain, not only the privilege of lecturing workingmen upon their duties but a reading for vapid mouthings, which otherwise would be denied them.

One of the most urgent demands of the times is to have a healthy, strong, vigorous labor literature. The monied interests of the country have had the influence of the press of the country from the first. In this regard, things have changed somewhat, and the signs for a still greater change are encouraging, but the forces still arrayed against labor interests, though by no means invincible, are of a character to excite solicitude. Such writers and talkers as Mr. Edward Atkinson need to be exposed, though they may not be silenced. He not only says that he despises the "talk about the rights of labor," but he says "the poor are not poor because the rich are rich," nor "because capital takes a bigger share than it ought." That is to say, in the division of the "margin of profits," the rich may rob the poor, without impoverishing the poor. Where is the soulless shark who could frame a more unjust proposition. He follows this up by saying, "If by taking the profits from capital you lost the service of the rich men, you would be compelled to work a great deal harder and a great deal longer than you do now in order to get as much." He seeks to impress upon the workingmen of Boston and elsewhere, their overwhelming obligations to the rich men of the country. He belittles work and seeks to exalt riches. He never so much as alludes to the central, pivotal fact, that but for labor, there would be no rich men, no growth, no advancement, that stagnation would take the place of activity—though every pebble were a gold eagle and every rock a solid mass of gold. He says to his audience, "I tell you my friends, when you are talking about the wages due to laborers, you had better measure the wages due to capitalists." Fortunately, workingmen are endeavoring to

measure the wages due to capitalists, and they are making commendable headway. The problems are difficult to solve, but the investigation is proceeding and labor intellect is growing. It is grasping bottom facts, and as it advances the world is astounded at the discoveries that are made. Laws made in the interest of capital, and that labor might be robbed, are giving place to laws founded in justice. The movement may be slow, as yet, but it is in the right direction and the signs of the times are hopeful. Of this fact what better testimony could be offered than that the congress of the United States appointed a committee to investigate the "labor troubles" in the anthracite regions of Pennsylvania, where capitalists are not only robbing the public but labor as well.

Mr. Edward Atkinson professes to be exceptionally well equipped for the discussion of labor troubles and for giving workingmen sound advice, and notwithstanding the monstrous outrages perpetrated by monopolies, trusts and syndicates, notwithstanding the cornering of food products which artificially advance prices and reduce the purchasing power of the workingman's dollar—he says to his audience, "You think capital gets too big a share of the profits; I don't," and that "all this talk about wage-slavery is nonsense." And when he refers to the effort being made to reduce the hours of labor, he tells the workingmen of Boston that "the way to shorten your time and to work less hours, is to do more while you do work." Such language would be cruel if addressed to a beast of burden, and when addressed to American workingmen has nothing to redeem it from insult, and the climax is reached when he asks, "Isn't it better to work ten or even twelve hours a day, rather than not live at all?" Such language might properly be addressed to felons, men who had forfeited their liberty or their lives, but when addressed to American workingmen in the city of Boston, it is proof, strong as Holy writ, that if workingmen secure emancipation from the thralldoms and curses which capitalists impose, they will be compelled to unite their forces, and inaugurate a revolution by the almighty power of the ballot, by the conquering influence of facts and arguments. Till then, the infamies of the past will proceed.

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HON. JAMES G. BLAINE, Secretary of State, is said to be a very rich man. He is largely interested in the Hope Silver Mine, which has already paid \$4,500,000 in dividends, or \$1,300 for every dollar invested. He is also one of the proprietors of the Pride of Erin Mine at Leadville, which is now paying dividends at the rate of \$25,000 a month.

THE WASTE BASKET.

We receive many letters for publication in which the writers close by saying: "If this don't get into the waste basket," "I fear the waste basket," "Please don't give this to the waste basket," etc. In writing for the *Magazine* the correspondent need have no fears of the "waste basket" if he has anything to say worth printing, by which we mean anything of value beyond the boundaries of his Lodge—anything of value to the Order. If the writer has neither news nor opinions of value to the Brotherhood, he should wait until he has, and if he does not, his communication ought to go into the "waste basket."

Writers for the *Magazine*, for twenty-five cents, can purchase a little pocket dictionary that will help them amazingly when they have a bad spell on them, a small dose of Webster being a remedy for the annoying complaint. For the expenditure of ten or fifteen cents a little work on composition can be had which will teach them when and where to use capital letters, and instruct them in punctuation. This done they need not have such frequent attacks of "waste-basket" fears. Nor is it required for writers to apologize by saying, "Not having seen anything in the *Magazine* from our Lodge," etc., but pitch in and write news—and sense, and the *Magazine* will see that the communication escapes the "waste basket."

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SAMUEL GOMPERS, President of the A. F. L., has issued a ringing circular "to the working people of America" upon the inauguration of the eight-hour working day, May 1, 1890. He says:

It is our hope; we have an abiding faith that the good sense of the employing and corporate classes will see the wisdom and necessity for a reduction in the hours of labor and concede it without recourse to strikes or interruptions of work. But it must be borne in mind that notwithstanding the establishment of the eight-hour work day would benefit all classes in society, there is but one convincing and conquering factor, and that is organization. Organization thorough and complete.

Organization instills confidence in the hearts and minds of the toilers, and it inspires respect for them and their just demands by their employers. It is the mainstay of the present and the hope for the future.

In this Mr. Gompers speaks wisely; everything depends first upon organization. This done, then if victory is achieved there must be federation. Upon the proposition of eight hours for a day's work, workingmen must be practically a unit. And be it forever remembered that when workingmen unite for their own good, they unite for the good of society.

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THE new railroads constructed for the first half of the year 1889, in the United States, Canada and Mexico, amount to 1,644 miles, of which the United States has 1,410 miles.

JOINT OR EQUAL RESPONSIBILITY.

The *Frog* copies from the *National Car Builder* the following:

There has been an inclination displayed of late years by officials having to investigate the causes of railroad accidents to hold the fireman of a locomotive jointly responsible with the engineer for neglect in running past signals. A fireman can nearly always escape penalties of neglect where an accident is caused by signals being overlooked by asserting that he was attending to the fire when the spot where the signal should be seen was passed, but still it is a wise and desirable precaution to hold both occupants of the cab, as far as possible, responsible for keeping the vigilant lookout constantly necessary to secure the safe operating of trains.

With the foregoing in sight the *Frog* remarks as follows:

It is all right to hold a locomotive fireman jointly responsible for accidents on the road but it is not right to hold him *equally* responsible with the engineer. On the mountain divisions of the western roads, a fireman who can keep 140 in the shade by giving the engine his undivided attention is considered a good man. Men who have never looked into a fire-box when an engine was working know very little about the ability of firemen to look out for switches and signals. When a fireman looks into a fire-box on a very dark night he is unable to see for several minutes, owing to the blinding effect the intense heat and light has on his eyes; and, in many cases he is compelled to put in another fire before he has regained his sight sufficiently to see the pointer on the gauge. In such a case it would be hardly fair to hold the fireman equally responsible with the engineer.

The point in the controversy hinges upon the meaning of the two words, "jointly" and "equally." Manifestly the *National Car Builder* in using the term "jointly," means to be understood, that the firemen are "equally" responsible with engineers for railroad accidents while the *Frog* would make a distinction between "jointly" and "equally." The question is of sufficient importance to be subjected to analysis. Can a fireman be "jointly" responsible with an engineer for a railroad accident and not equally responsible? The *Frog* itself settles the question, since it points out that in certain cases the fireman is not responsible either jointly or equally; in other words, not responsible at all.

Let us give Mr. Webster's definitions: Jointly means, "in a joint manner; together; united; in concert." Does that mean equally? If not, wherein lies the difference? Equally, means "in an equal manner or degree, without difference, alike."

A locomotive fireman's duty is to fire an engine, break up coal and shovel it into the fire-box. This has to be done almost continuously while the engine is in motion. The *Frog* tells the story graphically, and settles the question definitely, when a fireman is attending to his duty, he is necessarily as oblivious of what is ahead on the track, as a passenger. He is not on the lookout nor can he be. The one responsibility that

rests upon him, is to fire the engine properly; if he neglects this, and an accident occurs in consequence of his neglect, he is responsible, not jointly, not equally with the engineer, but solely. In defining duties, responsibilities are defined, whether specifically mentioned or not. An engineer must be on the lookout constantly, not so with the fireman, because it is impossible. It goes for nothing to say a fireman should do this or that first, he should properly fire his engine, this done, he will, if fit for the place, do all other things in the line of good work, lookout for accidents, study his machine, and perfect himself in his chosen profession, but such things are incidental, and in no wise render him jointly or equally responsible for any neglect of duty on the part of the engineer, and any attempt to blend responsibilities, results in never ascertaining where the responsibility for an accident rests.

There is still another view to be taken of the subject. The engineer is absolute master of his engine. The fireman is under the orders of the engineer, whose responsibility touches all things connected with running the engine. His orders are to be obeyed implicitly. It is not a joint responsibility, shared with the fireman or any other person—and any responsibility of the fireman for an accident could be shown only after unquestioned proof that he failed to perform his duty, and that duty is sharply defined by his employment—to fire the engine in a way satisfactory to his engineer. When not thus engaged, a fireman will be a close observer of all other things pertaining to his work, and in the matter of aiding his engineer to prevent accidents, will be quick to report anything he may see or that the situation may suggest. To intimate anything to the contrary, is to assume, that a fireman is not only totally regardless of all sense of duty, but equally indifferent to danger, and self preservation.

* * *

John Livingston, President of the Railway Share Association, has filed complaint of discrimination against forty or more railroad companies, in issuing free transportation to the delegates of the Brotherhood of Locomotive engineers and their families who attended the annual meeting in Richmond, Va., a few months ago. He asks, if they are not prosecuted for this violation, that in future they must be given to understand that they must refrain from such discrimination.—*Rocky Mountain News*.

This Mr. John Livingston is distinguishing himself as a common scold. He, like Corbin, McLeod and Bonzano is working to overthrow the various organizations of railroad employes, but we doubt if he will be able to make the Inter-state Commission a party to his scheme, and even were he to succeed, the matter of passes would not suffice for the accomplishment of the purpose so near the heart of Mr. John Livingston.

IS ALL WELL WITH US?

The foregoing is the caption of a paper by Major O. J. Smith, of New York, in which he refers to numerous defects in the government of the United States. The author is not an optimist, nor yet, in an offensive sense, a pessimist. He thinks the Constitution of the country fetters the people and prevents progress. If the conclusion is correct, the remedy is provided in the Constitution itself. It can be amended, or, by the fiat of the people, it can be abolished and a new Constitution adopted. The difficulty, therefore, in the way of progress, if such there is, is to be found in the ignorance or apathy of the people, rather than in the Constitution. A constitution is supposed to reflect the will of the people at the time of its adoption. That a constitution can be made in one century to meet all the exigencies of a future century is preposterous, and the framers of the Constitution of the United States did not so decide. The Constitution has been often amended, and, if the people so elect, may be amended as often as circumstances require.

That under the Constitution, as it now stands, the "spoils system" has flourished, is too self-evident to admit of controversy, but it is questionable, if laws, human or divine, will ever be able to correct the evil. The remedy lies outside of the realm of statutes. Mr. Smith says minorities, instead of majorities, govern. This defect will not be denied. It results from ignorance, the prolific parent of vice, but only in part. The ignorant are corrupted, and the ballot in their hands, becomes often a dangerous weapon, but those who corrupt the ignorant, though educated, are a far more dangerous class. Majorities are not powerless because of the Constitution, since that instrument clothes the majority with sovereign power; they are powerless only because they tamely surrender their sovereignty to the minority for a consideration, often of such a base character as to make thoughtful men despair of man's capacity for self-government. It occurs to us, however, that the time has not come to give up the ship. In so far as the original Constitution needs amending, we are ruled, by "the dead." But, there are certain great principles enunciated in the past that are as fundamental and as vital now as when first declared. It would be a sad reflection indeed, to admit that wisdom "died with the fathers." That it did not, there is ample proof on all sides. If the Government does not "respond to the living," the fault is found in the fact that the living are wedded to the ways of the dead. To some extent this is true, and often to an extent well calculated to create alarm. But there need be no panic. A wide and critical survey of the field must lead to the conclusion that ignorance is giving way to intelli-

gence. The great national heart beats responsive to truth, justice and honest endeavor. True, the corrupting influence of money is seen and felt. Great political parties make sounding declarations of purity and fealty to righteousness, and when in power make such exhibitions of treason to profession as are well calculated to disgust honest men and make angels weep. But while there are men who dare expose such Phariseeism, who dare denounce hypocrisy and venality, there is hope of a better day coming. Amidst all of our national mistakes there is a marked progress in the right direction. In this, we do not refer particularly to material progress. Russia and Turkey, and even China, may boast of such progress. We refer more directly to the advancement of the masses, the majority, the great body of workingmen, in intelligence and a comprehension of their rights. As Mr. Smith says, "We are educated by our errors." It requires time for men to discover their mistakes. The school of experience, in which all must learn, is in continual session. It is never "let out" for the pupils to play. It is a terrible master. No mistakes are condoned. The prescribed penalty comes with the certainty of death or the tax-gatherer. It may be delayed, but is never remitted. Slavery was a mistake. It flourished. It became great, powerful, resistless. The children paid the penalty of their father's mistake, and the Constitution was equal to the emergency and the majority ruled. There are other errors growing, taking deep root and are flourishing like "green bay trees." The possessors of money are becoming arrogant to a degree that it would be difficult to find a parallel in all history. There must come a change. In the United States the masses must not be pressed too far. Here, where food abounds, famine must not be inaugurated by the decree of the money power. There is a slumbering power of resistance to wrong which must not be frenzied. History repeats itself. Preventives are better than curatives. Labor is coming to the front and says in tones not to be misunderstood, attempt no fettering process, forge no chains. Labor is everywhere organizing for peace, for justice and for fair dealing. In this lies the hope of the country. Rescue labor from degrading conditions, and the waste places will be glad and the wilderness will blossom, and there will be peace on earth; good will toward men. But change the programme: Well, let the reader's fancy sketch the picture.

We have read the paper of Mr. Smith with great satisfaction. He points out with consummate clearness remedies for evils and believes the Constitution of the country should be radically changed. What he says is well calculated to set men to thinking and should have a wide reading.

CRIMINALS AND IDLENESS.

Under the caption of "Criminals and Idleness," the *Lafayette Sunday Times* prints the following editorial article:

Under the whip and spur of demagogue labor leaders, many of the States have enacted laws breaking up the industries of our prisons because they were competing with legitimate work and wages in various pursuits. In every instance the destruction of industries in our prisons has resulted in increased taxation for the support of criminals and in greatly repairing all reformatory measures.

Steady labor is one of the indispensable methods of all reformatory institutions. Idleness is the fruitful fountain of criminals. It sends more people to prison than all other causes combined. It is the prolific parent of crime, and the road is direct from idleness to crime and to the penitentiary. Employment is, therefore, a public necessity; indeed it is a double public necessity—first to reform, and second, to lessen the cost of crime upon the honest industry that pays for its support; and every experiment made in the line of idle convicts has been disastrous.

With reasonable care in the direction of our prisons, every criminal can be employed without injury to any industry in the State, and a judicious discrimination should be exercised in the lines of employment of prison inmates. Both sound theory and now well tested experience prove that criminals must be employed. Economy for tax-payers and reform for criminals alike demand it, and while the State may well consider how and in what channels prisoners may be employed, the necessity for their employment is accepted beyond controversy.

It has been demonstrated to the satisfaction of all capable of grasping the subject, that prison labor is in direct conflict with labor outside of prison walls. It is the employment of criminals to the injury of honest, law-abiding citizens. The proof is overwhelming. Already honest men are suffering because they can not obtain work at fair wages, and in ten thousand instances can't find work at any price. While this condition of things exists the State transforms its prisons into great workshops, hires out its crime-cursed muscle and skill to greedy contractors who grow rich while honest men are unable to find employment, and homes are wrecked by enforced idleness. It is doubtless true that it is good for criminals to be employed, good for their health and their happiness, but it is equally true that it is good for the health and happiness of men who are not criminals, to have employment, good for their children, good for society and good for the State. The leaders of the labor movement of the day are not "demagogues." They are interested in the welfare of honest men. It may not be that those who slobber over criminals, are not "demagogues." They are generally sentimental Don Quixotes, or people who permit their hostility to labor organizations to obscure the purposes of such organizations.

Ostensible the purpose of transforming penitentiaries into great manufacturing establishments, is to reform criminals, but

the real purpose is to make crime self-supporting, and, if possible, make it a source of revenue to the State. The contract system has enabled many men to amass large fortunes, and they are in favor of the contract system, but it has not been shown that by keeping criminals at work, by giving them books, good food, good physicians and spiritual advisers, the work of reformation has been such as to warrant a continuance of employment that takes the bread out of the mouths of honest men, and the conclusion has been arrived at that if anyone ought to suffer by idleness it is the convict, and not the honest man. If anyone ought to have the comforts of life it is those who obey the laws rather than those who violate them. To take burglars, murderers, rapists, foot pads, and the entire list of able-bodied scoundrels, and work them for revenue and reform, when such work entails idleness and misery upon those who are trying to lead honest and upright lives, is an outrage, which, in some of its features, is scarcely less than a crime.

Penitentiaries are not reformatory institutions as at present conducted. On the contrary, notwithstanding all that is said, criminals become hardened while in prison, and the young in crime come out of prison after their first term, worse, if possible than when they first entered their cells. This is the rule. The State feeds and clothes its criminals, and then hires them out to mercenary contractors for a mere pittance, and they are worked in a way that injures honest men, and when a protest is made against such a policy we are told that criminals should have their lives and their health protected regardless of the influences of their work and skill upon laboring men who are trying to be honest, and to bring up their children in an honest way. If any one is to be idle let it be the felon, regardless of its effect upon his health. The State should not pursue a policy calculated to impoverish working men. Such a policy simply makes criminals, and ought to be universally denounced by all men who have any regard for the welfare of society.

* *

SOME years ago, a New York millionaire got drowned from his yacht. His estate was valued at \$10,000,000 and his daughter, Miss Marcellite Thorn Garner, inherited the bulk of the estate. The young lady now resides in France, and though receiving a princely income, wants \$25,000 more annually, chiefly because her dresses cost her \$10,000 a year. It is barely possible that Miss Garner is a candidate for a title. They are lying around loose in Europe, and an American girl, not long since, married an Italian Count and became what was called a "Countess," but which turned out to be a no accountness.

On the 10th of June, last, the Pennsylvania railroad, for the purpose of reducing expenses, inaugurated the eight hour day in all its shops west of Pittsburg.

* *

The authorities of Washington City have determined to assess real estate at its real value. Hitherto it has been taxed at about half its value. All such legislation has the ring of honesty.

* *

The people of Milwaukee have been paying horse car fare for stand-up rides long enough, and propose to sit down on the business. They say they won't stand it any longer, and the cry in the city council is "No seat, no fare."

* *

The estimate is that it requires an annual expenditure of \$200,000,000 to support 20,000,000 dogs in the United States. If the statistician has said 10,375,881 dogs cost \$201,875,371.19 for their support annually, a great many people might believe it.

* *

It is interesting to the farmers to know that in Senator Farwell, of Illinois, they have a man who can sympathize with them. The Senator has a farm of only 2,000,000 acres, and knows what it is to plow long corn rows, pick up potatoes and water his stock.

* *

In Boston, the codfish aristocracy, owing to the scarcity of mackerel, have concluded to wear their clothes another season, and as a consequence, 6,000 tailors are idle. They will have to live on roast goose and seam content, or they may sue their landlords for rents and patch over the situation.

* *

Some one says that Paul Morton, General Freight Agent of the C., B. & Q., is making a greater record than when he was in the passenger department of the road. As a passenger man Paul eclipses Ananias. He was ambitious, and by this time may have got ahead of his royal forked-tail highness who ruined Adam and Eve and Brother Job. Rah for Paul!

* *

The work of federation goes bravely on. The Amalgamated Association of Iron and Steel Workers, the most powerful trade union in America has just adopted an amendment to their constitution to take in all men working around the mills. An aristocracy of labor will soon be a thing of the past.—*Chicago Knights of Labor.*

No mistake "Federation" is the shibboleth. Federation is coming. "Dinna ye hear the slogan?" Those who do not hear must be hard of hearing. Those who can't see it advancing are suffering from defective eye sight.

The Chicago Herald of recent date, in an editorial, says:

It turns out that the great wheat deal of June two years ago in which so many men were ruined, and as the result of which E. L. Harper was landed in the Ohio penitentiary, was nothing but a bunco game on a large scale. The report of the committee of Kershaw's creditors shows that there was a plot first to run up the price of wheat through one set of brokers, and then to sell the market short through another set. Harper, who was supposed to be engineering a corner, turns out to have been a mere puppet, and the men who really reaped the profits were those whose names have never yet been connected with the deal. The committee are taking steps to bring these unknown parties to an accounting. What they may be able to accomplish financially is impossible to say, but that they will succeed in unearthing much rascality is not doubtful. The true inwardness of that deal and the names of the parties concerned in it have never yet been made public. It is more than suspected that the Standard Oil Company, or the prominent men connected with it, were deeply interested in that deal, and that they made money out of it. It is to be hoped that the committee will prosecute their investigations until the whole plot is revealed.

Let it be understood that E. L. Harper, of Cincinnati, was not sent to the penitentiary for participating in the bunco wheat corner crime, but for stealing money to put into the game. In this bunco game we see to what infamous purposes money is often applied in this country. Take the Herald's statement of the case, and the bunco game was a deliberate robbery, and yet the law tolerates just that sort of villainy. The men who go into the game are far worse than safe blowers, burglars and highway robbers, and yet they practice their game openly and above board. They not only rob one another, rob banks, as did Harper, but they rob workmen, by artificially advancing the price of wheat or whatever food product they seek to corner. The time may come, and ought to come speedily, when such rascals could be properly punished.

* *

At last the great amalgamation scheme has taken definite shape, three different organizations of laboring men who have so far failed to adjust their own grievances to their own satisfaction, in their own best way, have deemed it the wisest and best plan to pool their interests, pool their united judgments in a matter wherein their interests are in no wise identical.—*O. R. C. Monthly for July.*

In the first place there was never on the part of the Orders to which the *Monthly* refers, an amalgamation scheme, small or great. The *Monthly's* error results from its ignorance; it does not know the difference between amalgamation and federation, and the O. R. C. should spauk its *Monthly* and then send it to a kindergarten for a term. Manifestly, the *Monthly* not knowing the difference between amalgamation and federation, does not know enough about anything connected with the interests of railroad employes, to give its opinions weight in the estimation of men of sense.

THE Pennsylvania railroad earns \$56,000,000 annually.

RAILROADS can consolidate in Tennessee if they want to, the legislature refusing to interfere.

THE railroad property of Alabama is assessed at \$40,163,776, an increase over 1888 of \$1,855,919.

FOUR roads, not including the Pennsylvania, lost by the recent floods in Pennsylvania, \$1,500,000.

THE movement to abolish Sunday trains goes steadily forward, and up to a certain point, success seems to be assured.

THE Postmaster General will recommend to Congress the reduction of letter postage to one cent. Let her go, Gallagher.

THE Fall River cotton mill kings advertised in English papers for 5,000 weavers. They could have been imported without being taxed at the Custom House.

EMPEROR WILLIAM, of Germany, is permitted to hear the workmen of his imperial capital sing starvation songs. In response, he sends orders to the barracks.

THE 325 Congressmen at \$5,000 a year, cost the people \$1,625,000. There is talk of reducing the number to 165. If it could be done the country would be greatly benefited.

AS INDICATING the mildness of the winter of 1888-9, as compared with 1887-8, it is said that there were but seventeen broken rails in the latter, whereas in the former winter there were 740.

THE Chicago, Milwaukee & St. Paul railroad has secured a loan of \$150,000,000 on its property, except its lands. This loan puts the road on its feet, and those who know say that the outlook is cheerful.

NATIONALISM is the latest Boston development, which means that the nation shall do all things and the individual nothing at all. As a matter of course the Bostonians want the nation to bake their beans, catch their codfish and mackerel, etc., to the end of the chapter. Clubs are to be formed everywhere, and that they may be numerous, membership is to be limited to 250. Just where the speculation comes in, is, as yet, a secret. Boston don't play philanthropy for fun.

THE Fourth of July demonstrations in favor of the eight hour day, evinced everywhere, on the part of workmen, a purpose to win the fight. The declarations of Independence were numerous and to the point.

A LADY, present, while Jay Gould sat by, witnessing the bathing of his grandson, remarked to the millionaire, that he "never seemed more pleased than when watering his own stock." "Yes," said Gould, "it is interest-ing."

IN the early part of April, engine 118, on the Vandalia road, pulled into Indianapolis forty-one loaded cars, the heaviest train ever hauled over the road by one locomotive. The engine was built at the Pittsburg Locomotive works.

MR. J. T. HARAHAN, is said to be the coming man for General Manager of the Bee Line and Big Four Consolidation. Mr. Harahan, will always be the coming man, when a superb railroad man is wanted. He fills the bill every time.

FIFTY FIVE railroads of the country report for the month of March, 1889, 10 per cent. gain over their earnings for March 1888. And still complaints are made of bad times, and roads claim that they must reduce their force and reduce wages.

HON. CHAUNCEY M. DEFEW, President of the New York Central, is said to be one of the most overworked men in America. During the Centennial week in New York, he made on an average three speeches a day, all of which were fresh and vigorous.

CONGRESS, at its next session will be asked to modify the Inter-state commerce law, so that there will be more latitude and longitude in the long-and-short-haul clause. The cause for this, it is said to enable American roads to get even with the Canadian roads.

THE Pennsylvania railroad has determined to test the value of the steel cross-tie, which is made in the shape of a rectangular shell with wooden blocks directly under the rail. An aperture is cut in the shell large enough to accommodate the rail. The advantage claimed for this tie is that by the combination of steel and wood the rail has the necessary cushion-bed, while the wood is protected from the weather, and it will be impossible for the rails to spread. The tie will cost about double the ordinary tie, but it is claimed will last ten times as long. One mile of track, where the road carries its heaviest traffic, is to be laid on this tie.

THE Lafayette, Ind., *Sunday Times*, has been interviewing a clergyman upon the subject of wedding fees. The clergyman is reported as saying:

"I think the clergy have too much to say about the smallness of some of their wedding fees. There is no earthly reason, in the first place, why a clergyman should receive any fee for his services on such an occasion. If fees are to be given at all, they would be much more appropriate when a clergyman is asked to officiate at a funeral, which in some cases may consume several hours of his time. But, granting that a wedding fee is allowable, my experience is that such fees are, as a rule, too large rather than too small. I have officiated at the weddings of a great many mechanics and workmen, and in the majority of instances the bridegrooms have given me ten dollars, some of them have given me fifteen and even twenty dollars. Now the lowest of these sums is out of all proportion to the income of the average mechanic. It is much more than they can afford for a service which a Christian minister should be glad to render for nothing. And in my own practice I have always returned the fee in such cases, unless the man was so foolishly proud as to refuse it. But in so doing I admit that I am running counter to the almost universal custom of the clergy. My own personal opinion is that in an age like this, when the world is so ready to find fault with the clergy, it would be wise to abolish wedding fees entirely. At the same time I do not assume to decide the matter for any one but myself."

In the case of wedding fees, we have both fashion and pride to contend against, as in case of a funeral. In the first place, there is no necessity for employing a clergyman at all. The law does not require it, a Justice of the Peace answers every purpose. Nor is there any necessity for the expenditure of larger sums of money for wedding costumes, big suppers, wedding tours and the like. If people have an abundance of cash and desire to expend it in that way, well enough, but when people of small means get married, and seek to emulate the rich, they make a very foolish mistake. Parade, show, glitter, pride, fashion and folly, should have no place, when two young people with small means begin their married life. It should be commenced on common sense principles. Pay the clergyman or the official, a fee in consonance with means and permit heartless Fashion to go her way regardless of her edicts

* * *

A brakemen on a Connecticut railroad not long since met his death while on duty, and the Coroner of Norwich, Conn., in reading his verdict, among other things said:

"I find that John Pender's death is directly chargeable to the perilous requirement of brakemen on freight cars, as now constructed, in being furnished with a footway on a board or boards fifteen to twenty inches wide on the top of the cars, and being required at all hours, and in all weather, to pass on this narrow footway over cars of different heights to set brakes—in which duty a misstep, or a slip, sends them to their death. And is there no way to avoid it? I say yes! A thousand times yes! One way may be: Let freight cars be constructed with a short platform at either end, where the brakemen can stand and operate his brake. Then construct a walk about a foot wide from and near the brake

along the side of the car with and iron rod or rail to prevent falling off, so that a brakeman can start out of the caboose and set his brakes from car to car without peril to life or limb. Freight cars may average eight feet wide or more, so that such safe walk may reduce the capacity of the car for freight at the most only one-eighth, requiring about nine cars instead of eight for the same capacity of freight and in the same ratio for any train, so that by adding two or more cars to a freight train the lives of brakemen would be as safe as if inside."

We do not believe the time is remote when railroad corporations will be required to afford brakemen greater protection in the discharge of their perilous duties than they now have. The sense of justice and right, the value of human life, and the ever increasing emphasis of the demand upon legislators, will at no distant day remedy the evils of which brakemen justly complain.

* *

We are in favor of Federation, first, because it is right, notwithstanding the order recently sent out by the Reading railroad to the effect that if the employees of that accursed corporation want to hold their jobs they must *not* organize; *yes*, worse than this, they say to engineers, that if they expect promotion they must withdraw from the Brotherhoods. The great Federation scheme is gaining ground every day. Time is a great educator. Past experience tells us we must stand together as railroad men, or the abuses heaped upon us by soulless corporations will soon become intolerable. When we say this we don't wish to create dissatisfaction among employees who are well paid as they are in the West.

* * * * *
Every engineer in the country, especially in the West, owes it to himself and his family to see that delegates are sent to Denver this fall who are not too proud to cast a vote, should an opportunity be presented, in favor of Federation. The success of this great scheme depends largely on the B. of L. E. It is human to err; it is not cowardly to acknowledge it. It does not always pay to be proud just because we happen to be pretty.—*The Mog*.

Federation is a success, and does not depend "largely," or at all, on the B. of L. E. The principle of federation is right, and the movement is absolutely free from reasonable objections. Men of sound judgment approve it, and it is bound to grow in public favor.

* *

MR. RUSKIN is credited with saying, "If you want knowledge you must toil for it; if food, you must toil for it; and if pleasure, you must toil for it. Toil is the law. Pleasure comes through toil, and not by self-indulgence and indolence. When one gets to love work his life is a happy one." All of which is doubtless true, but it so happens that under our advanced civilization there are thousands who are denied the luxury of toiling for food, and in the midst of abundance, are required to submit to hunger pangs. As, for instance, the police estimate that 50,000 people walk the streets of New York, not knowing where they will sleep at night, and 50,000 other people sleep as best they can, not knowing where or how they shall break their fast after the coming dawn.

THE C. B. & Q. has started a locomotive firing school. An old engine has been fitted up for the business which goes over the road, stopping at convenient places, for firemen to take lessons, hear lectures and receive marks for proficiency in "theories and nomenclature of scientific firing."

* *

THE Canadian Parliament has enacted a law, which will restrain the baggage smasher when inclined to be festive with the trunks, etc., of the traveller, and in all of the Dominion railroads will be required to handle baggage with caution, or be responsible for damage. The world do move.

* *

MONTE CARLO is the great gambling resort of Europe. Men go there with fortunes, stake their money and lose, and then commit suicide. During the month of February the winnings amounted to \$750,000, and twenty-one unfortunates committed suicide, or one suicide for every \$35,000.

* *

At the recent election of officers of the Pennsylvania railroad, 773,139 shares were voted, exceeding by 135,000 shares the largest vote ever cast. Of this vote, 560,000 shares were American stockholders and 213,000 shares of foreign holders. Over 40 per cent. of the stock is held abroad.

* *

ONE-TWENTIETH of the steel manufactured in the United States was produced in the the Cambria works at Johnstown, and also about an eighth of the Bessemer steel rails. The beautiful pleasure lake of the millionaires played havoc with the works and the workmen, but as a result nobody is to blame.

* *

THE State Board of Valuation values the railroads of Missouri as follows, for 1889:

Roadbed and superstructures	\$43,032,147
Rolling stock	8,483,480
Buildings	1,025,830
Bridges	2,450,000
Telegraphs	665,813
Total	\$55,657,270

This is an increase over 1888 of \$4,386,117, and does not include machine shops, round houses, ware houses, etc.

* *

THE Pennsylvania Railroad Company has decided to attach hose with a steam pump on their engines. The hose will be in length, equal to six passenger cars and will be carried on the tender, and in case of fire, on any part of the train, the hose can be brought into use at once. Tests have been made as to the efficiency of the hose, and gave entire satisfaction. All passenger trains will be equipped with the appliances, and passenger train crews will be drilled in their use.

THE Philadelphia & Reading management announces its determination to fight the railway labor associations and other labor associations to the bitter end. There is strong suspicion that the pirates who so long had control of the Reading, are preparing to wreck the property.—*Railway Service Gazette*.

Suspicion, indeed! The "pirates" long since wrecked the property.

* *

JAPAN is rushing railroad building, and the Government sees to it that everything is done in order. For the present, engines, rails, etc., have to be ordered from other countries—France, Germany and England, but very soon the Japs will catch on and be independent of the workshops of Europe.

* *

THE treasury vault, built to hold 100,000,000 silver dollars, is now full, containing 86,000,000 dollars, 14,000,000 less than the estimate. The "daddies" never expected that their dollars would be so plentiful, nor that their children would have so few of them.

* *

COMMISSIONER FINK has wrestled with the Inter-state Commission until his health shows that the task has been a severe one. He now surrenders his salary of \$25,000 a year and goes to Europe in search of strength. His army of friends will be glad to hear of his success. To say that he is a great railroad man is putting it mildly.

* *

UNITED STATES Senators, many of whom are millionaires want their salaries advanced to \$10,000 a year. The opinion is very generally entertained that a majority of them are not worth the pay they now receive, \$5,000 a year. Considering that labor pays everything, and gets about half paid itself, \$5,000 a year ought to be regarded as liberal pay for Senators.

* *

It is reported that "Mr. Joseph Pulitzer is making a good use of the great wealth which he has won by his enterprise in newspaper work. His last benefaction is an offer of \$250 a year to twelve graduates of the graded schools who need help in order to obtain a college education." Mr. Adams, President of the Union Pacific railroad is a graduate of Harvard, and has said that he regards his college education in some important regards a failure, and worse than nothing. The world stands in need of educated men, but not in dead languages and many other trivialities of the college. Mr. Pulitzer could make a far better use of his money, by helping twelve poor boys to become graduates of graded schools, who show capacities for becoming master mechanics. We shall always have more than a sufficiency of college graduates, but never too many of first-class mechanics.

We note the following going the rounds:

A reduction of wages is to go into effect on the Illinois & St. Louis railroad, now operated by the Louisville, Evansville & St. Louis Consolidated Railroad Company, on July 1, which will affect all classes of employes. It is said the reduction ranges from 25 to 40 per cent. on the salaries heretofore paid.

The average of 25 to 40 per cent. is 32½ per cent. Now then beginning with employed at \$1.00 a day and running up to \$4.00 a day, and allowing 300 days for a year, let us see how this cut will pan out:

Wages per day.	Amount for 300 days.	32½ per cent off.	Amount received by Em- ploye.	Amount lost by Em- ploye and gained by Corpora- tion.
\$1 00	\$300 00	\$97 51	\$202 51	\$97 50
1 25	375 00	121 87	253 13	121 87
1 50	450 00	146 25	303 75	146 25
1 75	525 00	170 62	354 38	170 62
2 00	600 00	195 00	405 00	195 00
2 25	675 00	219 00	456 00	219 00
2 50	750 00	243 75	496 25	243 75
2 75	825 00	268 12	556 88	268 12
3 00	900 00	292 50	607 50	292 50
3 25	975 00	316 87	658 13	316 87
3 50	1,050 00	341 25	708 75	341 25
3 75	1,125 00	365 00	759 38	365 00
4 00	1,200 00	389 00	810 00	389 00

The above table represents thirteen different prices, and there is no buncumb in the figures. Take any pay-roll and you will find the figures. If the calculations are correct, the corporation referred to will gain by a reduction of the wages of thirteen employes one year, the sum of \$3,172.73. Suppose the corporation has 5,000 employes, not counting officers, in that case it would save, by the reduction of an average of 32½ per cent. of their wages, the snug sum of \$1,120,000. There is an immense amount of meat in such figures. It is fat meat for the corporation, but exceedingly lean meat for the employe. The time has come for work- ingmen to study them.

TORSEY KNAPP, writing of women in the railway service inquires, "when there are hundreds if not thousands of railroad men out of employment, who have had years of experience, why should they not be taken in preference to young ladies of no experience?" and then remarks that "there was, several years ago, in the employ of a certain railway manager in Ohio, as telegraph operator, a capable and energetic young man. One day he received orders to instruct a young lady in the mysteries of telegraphing. Faithfully he performed the duty, and when he pronounced her an able and efficient operator, he was asked to resign; imagine his disgust and despair. Well, he traveled three thousand miles before he secured another situation. As a sort of mild revenge he 'expressed' to the lady operator a pair of pantaloons, with an apology for having neglected the first lesson; that he neglected to pay express charges on the

package. The young lady, in a year's time, proved a disappointment to the manager, married a deacon, and also proved a disappointment to him, for he applied for a divorce, on the grounds that Kate, on sundry occasions had called him an 'old d—l,' and other pet names. When interrogated as to this, she declared she made the remarks before she thought, as she had been accustomed to hearing railroad men, when angry, vituperate each other after that manner. And the deacon further complained that when he requested her to look after missing shirt buttons, she invariably replied that she was not the accommodation train." Topsey's idea seems to be that in the railway service the right place for woman is that of a charming wife of a railroad man.

PRIZE fighting as an American industry is making rapid strides, and if matters progress in the future as they have in the near past, we see no reason why the United States should not be the most advanced prize-ring nation in the world. We have an abundance of the required raw material, bone, spine, muscle, courage, staying qualities. We have young men of the various weights and of the proper build, ready to enter the ring at any price named, from \$50 to \$5,000. If a man needs newspaper notoriety, the prize-ring offers every inducement that the most exacting could demand. The wires are at his command. From the day the "forfeit" is put up, and the bully begins "training," the press keeps him before the public. His diet, his running, walking, sleeping, bathing, his rubbings, everything is noted by the press the great educating power of the country. The trainer comes in for a fair share of fame. The backers, stake holders, bottle holders and referees, are not overlooked. As the time approaches for the fight, interest increases. The out-of-the-way locality where the fight is to take place excites the public mind. As the talk proceeds, the fighters grow in importance. They obscure statesmen, philanthropists, educators, explorers, warriors and divines, and when the battle is over, then great newspapers vie with each other in describing incidents. Every "round" is described with graphic accuracy. "First blood," "first knock down"—condition of "peepers," "smellers," "hash holes," etc., are particularly noticed. "Left handers" and "right handers" are given special prominence, and thus column after column heralds to the world the incidents of a prize fight. The great public devours the literature with eagerness. It is never surfeited, and yet the same papers will deplore the civilization of the Spaniards, who take delight in witnessing bull fights, and aid in raising money to send missionaries to convert savages. Funny, isn't it?

THE lawyers have discovered that Pennsylvania has no law for punishing a man for stealing a railroad engine, and probably none for stealing a railroad. Only a Corbin would steal a railroad engine and other equipments, and though we have more law to the square mile than any country beneath the sun, we have none to catch whales, only the small fry.

A CHINAMAN at Portland, Ore., was refused ten cents due him for washing, by a dead beat, whereupon the Celestial went on a strike and gave the puppy a severe thrashing. During the performance the police were called, but the decently drubbed white man was told—"served you right; hereafter pay your wash bills."

It is authoritatively stated that the Union Pacific is earning from \$50,000 to \$60,000 a week more than one year ago; the increased earnings in January being \$289,132, and still, between April and January the pay roll of the Union Pacific will show that it is being operated with 3,280 less men. To do this the men retained are overworked, and thousands of men are forced into idleness.

It is announced that while the railroads of the country show a handsome improvement in business, the great systems are reducing their force, and in many instances, the wages of their men. The cause of which, it is claimed, is the position the roads are forced into by the Inter state Commission. In every instance it will be noticed that labor is required to pay the penalty one way or another.

AUSTIN CORBIN, President of the Reading devil-fish corporation, the fellow, whose reputation for truth and integrity, is about like the aroma of the jimson weed flower, compared with violets, was recently in Indianapolis, and was interviewed. Speaking of the I., B. & W., Corbin is reported as having said that, "he personally had sunk \$500,000 in the I., B. & W., but he did not care for that if he could once get the road on a basis where it would pay its interest and operating expenses. He thought that in the near future there would be a scaling down of bonds and interest which would place the road in better shape, financially. The net earnings of the road the last five years have averaged \$436,000 a year, and this would pay 4½ per cent. on the first mortgage bonds and 3 per cent. on the seconds; but still he was anxious to get the road on such a financial basis that, whether the crops be good or bad, it would earn enough to pay operating expenses, fixed charges, and keep the property in good physical condition. He thought the outlook for all western lines was anything but encouraging. He did not want to put another dollar into western roads.

Eastern roads, however, are doing finely; the Long Island road had increased its business 100 per cent. in the last eight years, and it was still growing. He was getting the debts of the Philadelphia & Reading paid, and getting the road-bed and equipments into good condition, and would soon begin to earn money enough to help the stockholders; and the Jersey Central, also, was rapidly gaining. He said that the interstate law did not so unfavorably affect Eastern lines as it did western lines; and rates were not so demoralized as on western roads." This is the man, who in making a statement concerning the Reading, made a mistake of \$40,000,000, for the purpose of covering up stupendous rascalities, by virtue of which stockholders, bondholders, widows, orphans, workmen, and the public, had been swindled to an extent that it became necessary for congress to investigate the colossal villainy.

MR. A. N. TOWNE, some time since, gave testimony before a committee of the United States senate, and subsequently supplemented it by an open letter to the committee as to the effect of competition of the Canadian Pacific Railway on American lines. He recites the fact the Canadian Pacific was built as a military line, and that in addition to receiving a subsidy of \$25,000,000, and 700 miles of constructed railway, valued at \$35,000,000 it is free from taxation, is protected by its charter against any rival parallel lines, and had donated to it 25,000,000 acres of land, together with water and dock privileges, making it the most valuable concession ever granted by a constitutional government. As the road is not subject to interstate law, it can name through rates to intermediate points on its lines, which American roads cannot do. Mr. Towne wants the interstate law so modified as to permit American roads to meet the competition of foreign roads, and the request is one that congress will be likely to grant.

KIND WORDS.

THE *Railway Service Gazette* refers to the Grand Master of the Brotherhood of Locomotive Firemen and President of the Supreme Council of the United Orders of Railway Employés as follows:

It is fortunate for the public, the railway companies and railway employés that such a man as Frank P. Sargent is chosen president of the Supreme Council of the United Orders of Railway Employés. The editor of the *Gazette* has known, and known of, Mr. Sargent for a long time, even before he was called to the chieftainship of the great Brotherhood of Locomotive Firemen. In all positions he has exhibited ability and prudence, and none of the leaders of the great railway labor associations can show a higher, cleaner record. Mr. Sargent has able associates in the Council, and if circumstances should so direct, it is not improbable that the Council, composed at present of nine men, will become one of the most conspicuous bodies in America.

For the Magazine :

MY CREED.

God, the father of my soul,
Made the world and all above.
Man created from the dust,
Mind to think and heart to love.

Free to love—unloving else—
Man chose self to be his God.
Free to walk in paths of peace—
In forbidden ways he trod.

With the symphonies of heaven,
Out of harmony is sin,
Without ransom heaven's portal
Man can never enter in.

Lo! the Christ, true son of God,
(Comes to dwell in mortal guise!
Teaching how to live he lives,
That we may not die he dies.

His a life of pain and sadness,
Life of mercy truth and love,
Through His sorrows we have gladness,
Through his death may reign above.

Still, though passed from mortal sight,
May we have his presence here.
While in Him our souls abide,
Neither life nor death we fear.

Holy Spirit, gentle friend,
We may have thy presence near,
Guiding in the truth the way
During all our journey here.

Much of truth I may not know,
Till in the light with him I stand,
Only this I need to know,
That my Savior holds my hand.

To believe that Jesus died,
To obey His precepts given,
This is all my God requires,
Fitting me to enter heaven.

—Mar Martin.

* *

THE letter we publish elsewhere over the signature of C. S. Wheaton, Grand Chief Conductor of the O. R. C., should damn him forever in the estimation of all honest men. It was written to a prominent railway official at a time when there was some indication of trouble between the employés and the company, and Wheaton, true to his mission and principle, volunteered the services of the O. R. C. to defeat the employés, however righteous might be their cause. Such craven bartering is without a parallel. Every man who works for a livelihood ought to revolt against it, and more especially members of the O. R. C., who are offered as so many cattle to do the bidding of their master. Great heavens! can it be possible that such a man can long continue at the head of an organization of intelligent workingmen? What is his attitude as defined in his own hand writing? What does he say to the railway official he addresses? Simply this: "*How many scabs do you want, and in what capacity?*" Briefly defined, that is the position of Calvin S. Wheaton, Grand Chief Conductor of the O. R. C., and yet we are told to say nothing about it for fear of creating "bad feelings" and letting the "officials" know that we are not harmonious. Such

men must place a high estimate upon the intelligence of railway officials.

We are bold to say that organized labor has not to-day a more unscrupulous enemy than Wheaton, of the O. R. C. He stands ready to defeat any and all of the Brotherhoods in order to get a "little nearer the throne."

If the O. R. C. will much longer serve as Wheaton's hirelings, if they will submit to being led to market and offered to the lowest bidder, or to any bidder, we are deceived in the signs of the times. That is the position in which Wheaton holds them to-day. Thousands of members of the O. R. C. are high-minded, honorable gentlemen who would indignantly protest against being used as tools to crush their fellow employés and who would scorn to do a mean, contemptible act, and when they learn of the base purpose to which their Grand Chief has committed them, they will revolt at the outrage and seek by all the means at their command to enthrone retributive justice.

* *

MR. EDWARD ATKINSON is, by some, esteemed an economist of extraordinary weight, and his sayings have a wide reading. He is reported as saying that 90 per cent., or nine out of ten of our people, spend nearly all they earn. There is, comparatively, very little saved for the rainy day. Out of the other 10 per cent. some save sufficient to protect themselves against want, and the remainder acquire independence. Statistics show conclusively that fully 50 per cent. of the workingmen of the United States are barely able, by the most rigid economy, to make both ends meet. And this is done by renouncing everything approximating a luxury, and much that is of absolute necessity for health, comfort and respectability. There is a large per cent. of the workingmen of the country in forced idleness, but, so far, we do not remember that Mr. Atkinson ever uttered one word against laws and usages which make the rich richer and the poor poorer. Mr. Atkinson is a monopoly economist.

ANONYMOUS COMMUNICATIONS.

We are constantly in receipt of anonymous communications, and the number steadily increases. We have put up with the unnecessary annoyance until patience is no longer a virtue. And now we wish to inform the entire membership, and correspondents generally, that from this issue of the *Magazine*, no attention will be paid to any communication without it is accompanied with the true name of the writer. The name is not required, necessarily, for publication, but we must have it to guard against impositions. We assure our readers that there will be no departure from this rule and correspondents can govern themselves accordingly.



AUGUST, 1889.

Our New Name.

MR. EDITOR:—Our Order has been in existence about sixteen years, and when our next Convention meets it will be eighteen years old. It has passed through the various complaints incident to infancy, childhood and youth, and now has arrived at a stage in its existence, when it can be said with truth, that it has a robust constitution, which is likely to withstand any shock or complaint. When born it was not amid the splendors of the metropolis, but in the quiet valley of the Delaware, surrounded by the rugged peaks of the Blue Mountains, and its parents were not the wealthy nor the titled, but the poor and humble toilers, whose hearts were beating in unison at the call of distress, and whose hands were ready to obey the heart, even to go to the "bottom of the pocket" if necessary. The infant, thus born of "poor but honest parents," seemed imbued with vigor, and enjoyed several years of quiet growth, but was nearly starved to death once by an unfaithful nurse, who failed to administer the provided nourishment. It also passed through a severe spell of the whooping cough in 1877, which often made things look blue in front of the child, but it survived and grew right along, only having some pimples and boils now and then, and a few skin eruptions, such as are called rash, until the summer of 1888, when it had a long attack of the fever and ague, which made the very bones rattle, and which it was hoped by some of the youth's enemies would carry it off, but thanks to a robust constitution, and the heroic remedies administered in liberal doses, the youth still lives, and having proved that its constitution is sound, its appetite has resumed sway, and as its digestive functions were not impaired, it has rapidly recuperated, and now stands as full of life as ever, and wants to know who will dare to be the next to knock the chip from his shoulder, or dare to call him names.

The infant, whose birth and life we have described, was named Brotherhood of Locomotive Firemen, and at various times in its history, as it spread itself, it was found expedient to add various affixes, to designate the territory it was to cover. As the period of its majority approaches, when it may be presumed to have fully reached man's estate, and be ready for its life work, the youth naturally enough wants a name, suitably describing his business and standing in the community. The question is frequently asked, "What's in a name?" and answered "A rose by any other name would smell as sweet," but nevertheless, language is termed to convey meaning, and the words used should

ever be capable of conveying to the mind a full sense of their import, without any unnecessary additions.

The name Brotherhood of Locomotive Firemen, properly designated the infant, but as its laws are wide enough to cover three classes of railroad men, whose duties are widely different, the name Firemen does not adequately describe the Order now, and hence we have several propositions to change the name, so as to embrace the three branches if possible. Let us consider some of the names proposed. We find some advocating the name of Brotherhood of Locomotive Firemen and Engineers. This would no doubt lead to confusion, because from the very length of the name abbreviations and initials would be used, and the simple emission of an "F," would make the older Order and the younger one, the same. As this Order of ours is not given to apeing others, we would not attempt to take even so much as one letter of a name appropriated by any other Order. Besides this, the hostlers would still be out in the cold, so far as the name is concerned, and they might with propriety ask that their name be added, and thus we would have a "Brotherhood of Locomotive Firemen, Hostlers and Engineers." In this connection we would also note the suggestion made by Friend Hill, of the "Locomotive Engineer," of adopting the word "Foot-board," formerly used by the engineers but discarded by them. With all due respect to Friend Hill, we venture the assertion, that this Order will not take up with the cast-off second-hand garments of any other association, but no doubt the Foot-board is a place where all three classes meet in the performance of their duty, and in so far would be appropriate.

It is with no spirit of pride at our success, nor with any feeling of shame for our name as firemen, but from a sense of the inappropriateness of the name, that Bro. Debs no doubt made the suggestion in the April *Magazine*, that we change it, and call it Brotherhood of Locomotive Enginemen. This would be a name having the same initials all the way through, as our twin (?) brotherhood, and even if written out in full, in some men's hand-writing, it would be a hard matter to decide whether engineers or enginemen was the word intended, and this would produce endless confusion and misunderstanding. Another point is, that while it is a common practice to speak and write of our engines, it is not their proper appellation, and locomotive is, and ought to be used when you speak and write of these machines, which are able "to take wings, and fly to the uttermost parts of the earth." The name enginemen, although it has crept into our Constitution, ought to be expunged and a suitable equivalent adopted. At any rate it would be utterly superfluous to use both locomotive and enginemen, and if one was eliminated it would of course by the term engine. This would bring it down to the "Brotherhood of Locomotive men," as some correspondents in the *Magazine* suggest, but even this

term is more than is needed, although it must be confessed that there is a rather ringing sound in the phrase, particularly when the word *men* is properly emphasized, and applied in its fullest sense. But a brotherhood ought to be composed of *men*—not only in the physical form, but in those mental and moral qualities which constitute the highest type of manhood—and therefore, it would be needless to add the word *men* at the end of the name, and this would bring our name down to "Brotherhood of Locomotive," to which may be added the word "the" in front of locomotive for the sake of sense and euphony, and we have *Brotherhood of the Locomotive*, which certainly sounds well, and fully covers all the classes which are embraced within our Order. The initials B. L., or B. T. L., or B. of T. L., or B. of the L. would clearly designate our Order, and prevent mistakes, but if the four initials B. O. T. L. were used too freely, it might produce a headache on our shoulders, and a smile of derision on the face of others. While thus in favor of calling ourselves *Brotherhood of the Locomotive*, let us close by quoting the two closing paragraphs on the "New Name," by "Friend Hill," in the *Locomotive Engineer*, for June, and while Friend Hill uses the name "Brotherhood of the Foot-board" in those paragraphs, let us read it as *Brotherhood of the Locomotive*, and heed the instruction and advice contained in them, and it will not matter so very much by what name we call ourselves, for it will be synonymous of good:

"Let the firemen's Order become the Brotherhood of the Footboard. Let them preserve, respect and live up to their grand motto of Benevolence, Sobriety and Industry. Let them disband their grievance committee, and thereby two-thirds of their grievances, and put their striking power into the hands of the Grand Officers.

Let them establish higher standards of membership—expel men for drunkenness, before, rather than after, they have been discharged by the master mechanics. Let them establish lodge-room discussions, buy books and models, seek instruction, court examination, and offer to railroad companies better posted, better selected and more reliable men from the ranks of the Order than can be secured outside of it, and they will have found a practical solution of their dream of federation; for in ten years the Brotherhood of the Footboard would soar above orders with any other foundation, just as an eagle soars above a toad."

FORT WORTH, TEXAS, May 11, 1889.

To the Editor of the Firemen's Magazine:

I should like to say a few kind words in favor of one who has done so much good for true and tried labor in the columns of the B. of L. F. Magazine. May your pathway through life be one of pleasure. May the fairest flowers bloom and beautify your pathway, and may no thorns be found to detract from your happiness, and when the trials of this life are past, and your spirit is called to your happy home above, may your soul shine in Heaven as bright as a star in the blue dome of the skies.

A Fireman's Sister of No. 40, B. of L. F.

Is Marriage a Failure?

NEW ALBANY, May 13, 1889.

Editor Firemen's Magazine:

In your Magazine for the present month, I have read quite a number of letters on the query: Is marriage a failure? and I thought I would like to have something to say on the subject myself. Well, for a starter, I will say it has been a complete failure for me, as I have not been so fortunate as to find a better-half yet. But when I go to the homes of some of the engineers and firemen, and find there a good-natured little wife with from four to eight little ones, from three months to nine years old, judging from the number of children, I should say marriage has not been a failure with them. I am speaking of the Monon boys, principally. But excuse me, when the largest half of these kids are crying, with dirty faces, with hair uncombed, wanting something to eat or drink, and all needing a mother's care. Then ask, is marriage a failure? You would not ask such a question if you could look into the homes of some of the railroad boys, when in every direction a pair of eyes would meet your gaze. Therefore, excuse me from married life. Call it a success if you want to, but that won't change my opinion. I often think of the verse:

"When I go home from work at night,
No qualling babe lies there,
To rack my brain, or make me find
Some easy way to swear."

Yours without a mate,
(Coldager Ed.)

LYNDONVILLE, VT., June 18, 1889.

Editor Firemen's Magazine:

I have been a member of our Order nearly three years. I do not know as I have seen anything from here, so I will try and break the ice. I see there are a lot of Brothers situated just as I am; perhaps it is well we do not all think alike in regard to changing the name of the Order. I can not see why the name should be changed. Do you think it would grow and be of more honor? Who could ask for an Order to grow any faster than this has, under the present name? 17,296 members in sixteen years, I should call doing pretty well. We have twenty-four members in good standing, ten of that number are Engineers, and are satisfied with the name that they sail under, and are going to stay with the Order rather than leave and join the B. of L. E. I am sorry if I have got any Brothers that are ashamed of their Brother Firemen, just because they have been promoted to the right hand side. According to our Brothers from Colorado City, (in June No.) we are losing good men, who have no love for the B. of L. E., but who have taken it into their heads that they cannot be engineers unless they join that Order. I am proud to say Vermont is not filled up with any such stuff, but has got men that are not ashamed of the Order under which they were brought up, and have been promoted for the last three years. They are still solid for the Brotherhood of Locomotive Firemen.

Yours fraternally

301.

The New Name.

MR. EDITOR:—One would suppose from correspondence in the Brotherhood department of the *Magazine* that our dear old Brotherhood of Locomotive Firemen was soon to be a thing of the past. Great numbers of our members have suddenly concluded that we would derive benefits by assuming the name of Brotherhood of Locomotive Enginemen, or something similar. I admit that should our present little differences increase, that there is a possibility that in the future it may become necessary to change not only our name, but our principle; but at present I think that it would be a mistake and a departure from our past policy, to start an opposition engineers' organization.

This change would obliterate a name that now occupies a high position in the list of labor organizations; one that has the respect and friendship of all others, with probably the exception of the B. of L. E. and place in its stead, one in which the identity of the firemen is lost.

Probably the best reason that can be offered for making this change, is the manner in which we have been treated by the B. of L. E., and if I believed that their course in this matter would be perpetuated, I certainly would be in favor of a reorganization as the Locomotive Brotherhood of North America, to be composed of engineers, hostlers and firemen; but until the "rank and file" are heard from at the B. of L. E. convention at Denver, I sincerely hope that we will take no action in the matter. By "rank and file," that large element is referred to that, to a great extent are the body and sinew of all organizations, and who usually permit all business to be transacted by a few "bosses." As a rule, they take but little interest in Brotherhood matters until something is radically wrong, when they express their opinions in no uncertain tone, and any action on their part will be final, and a policy adopted that may be considered as permanent. In the past, official positions of the B. of L. E., especially that of delegate to convention, have been filled by "old timers," engineers long in the service, who cannot readily comprehend the present condition of affairs, and who forget that time changes all things. They are generally men who consider a fireman but a servant hired by the railway company for their personal use, and cannot realize that the firemen of to-day, as a rule, are far superior, mentally and socially, to their old associates in days gone by, when they handled the pick and the scoop.

There was a time, not long since, that most of the firemen in the South were colored, and whose first duty was to shine his engineer's boots and do his packing. And now that these conditions are changed it is not strange that these same "old timers" should legislate adversely in matters concerning an organization that has, to a great extent, made it compulsory that they do their own packing and pay a nickel for a "shin." I have no data at hand upon which to base any calculation, but believe that at least 75 per cent. of the membership of the B. of L. E. were

firemen less than ten years ago, and who, as a rule, permit the remaining 25 per cent. to manage all matters pertaining to the Order, which, in the present instance, has placed them in an unenviable position. The few that have managed the affairs of the B. of L. E. in the past have succeeded in two things, viz.: They have made many enemies in all other organizations and have proven their claim of being all powerful to be a fallacy. The majority of their members are intelligent and good men who will make themselves heard at Denver for the good of their Order. If the B. of L. E. will take no hasty action there will be no occasion for a change of name, as an engineer can then belong to both Brotherhoods, if he so desires, and we will continue an organization whose record will be conspicuous upon the pages of labor's history.

There is only one hope for the Brotherhoods and that is federation. If the B. of L. E. does not cease its antagonism to others, or if the B. of L. F. should at this late day commence to antagonize, federation will be impossible. If the B. of L. E. persist in their present course they will be running engines for two dollars per day; and if the B. of L. F. declare war by organizing an opposition Brotherhood, federation will never be a success. If the Brotherhoods fail to procure justice from railway corporations through lack of unity, do not let it be said that we were at fault. Our Brotherhood in the past has always acted with great discretion and before we "declare war" be sure that we cannot settle our grievances amicably. If the B. of L. F. should find that they will suffer annihilation by the opposition of the B. of L. E., then all sink together; but this extremity will never be reached, for as sure as they meet in Denver their policy will be changed. Let us not cause a rupture, for if we war between ourselves our common enemy will invade us and a reduction of wages will follow. Internal strife will scatter us as chaff before the wind. The C. B. & Q. strike was but a skirmish to the battle that we can and should avert. Railway managers hail our dissensions with delight and chuckle with glee at the prospect of a carnival of scabs.

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[The discussion relating to a change of name is going forward satisfactorily. There should be a thorough investigation and the members of the Brotherhood should express their views, the more freely the better. The original suggestion was based upon the simple fact that "locomotive firemen" did not sufficiently define nor correctly designate our Order, because, while it was a Brotherhood of firemen and engineers, the name limited it to firemen only. The point is clear, well taken and worthy of consideration. A name more exactly expressive of the true characteristics of the Order affects no principle nor condition of the Order; it simply suits the name to present conditions. It is in no sense antagonistic to the B. of L. E., in no sense a menace. There are a large

number of engineers in the firemen's Brotherhood, more will be added. The demand is, that they shall remain, that there shall be no good reason for abandoning their parent Brotherhood. In considering the subject there is no good reason for alluding to the B. of L. E. at all, as to what they will or will not do at Denver or at any other place or time. The B. of L. E. takes no further interest in the matter. We simply go on and do a prudent thing in a prudent manner demanded by conditions. We suit names to the conditions permanently established. We fail to see any reason for complaint from the "rank and file" "who permit all business to be transacted by a few bosses." In the Lodge room all firemen stand on the same level, and "bosses" is not a brotherhood term. If a change of name is decided upon, the "rank and file" will change it—"bosses" will not. There are no "bosses" to rule this Brotherhood, and if as stated, that "as a rule, the rank and file take but little interest in Brotherhood matters," the statement is humiliating and the "rule" should be changed. We have great and abiding faith in the common sense of the Brotherhood that it will act wisely, and that it will no longer wait to see what some other Order will do or will not do before it acts as prudence demands. It is old enough and wise enough to take the initiative in all matters that concerns its name and welfare. Caution is commendable up to a certain point, beyond which it becomes cowardice, and while commending the former it will be well to guard against the latter.—ED. MAGAZINE.]

EL DORADO, KANSAS, June 14, 1889.

Editor Firemen's Magazine:

The charter of Walnut Valley Lodge, No. 369, B. of L. E., is now draped in mourning for Bro. M. Fitzgerald, who died at his home, No. 918 South Market street, Wichita, Kan., May 27, 1889, of abscess of the brain, only being sick about fourteen days. He was buried at Wichita, May 28, by the Masons being a member of that Order at this place. At his death, Mr. R. Harding, Superintendent, and Mr. A. H. Webb, Division Superintendent, in conjunction with Mr. J. T. Jones, Master Mechanic, and Mr. Wm. Sneddon, Foreman, kindly gave permission and furnished us an engine and train to run from El Dorado to Wichita and return for the benefit of the firemen and Masons of this place, who wished to attend the funeral. Also Mr. John Page, engineer, Bro. J. C. Wickham, firemen, Mr. Lee Orr, conductor, and Gus Smucker, brakeman, tendered their services free. Both the firemen and the Masons of this place, feel heartily grateful to the above named parties, and extend to them their most sincere thanks. Bro. Fitzgerald leaves a large circle of friends who mourn his loss as that of a true friend and brother.

E. S. M.

MARSHALL TEXAS, June 30, 1889.

Editor Firemen's Magazine:

I have been a member of the B. of L. E. for over five years, during which time I don't remember of having seen anything from Sunset Lodge, No. 177, so I will endeavor to let you know how things are in this part of Texas. We have a good lodge here, composed of thirty-five as good brotherhood men as you will be likely to find anywhere. I have been talking with most of the brothers, here, in regard to changing the name of the Order, and all are highly in favor of it, and think the name "Brotherhood of Locomotive Men," is the most appropriate one, as that will cover engineers, firemen and hostlers; it also avoids similarity. The system of insurance proposed in the June *Magazine*, also meets their approval; under the name of B. of L. Men, we could give the engineers now belonging to our Order the protection they join the B. of L. E. for. I also think there would be a good many B. of L. E. men join our Order when the name is changed, as they would get a cheaper and better insurance and the same protection they get from the B. of L. E. The B. of L. E. has had ample time to repeal the obnoxious law at both New Orleans and Richmond; it seems to me they don't intend to repeal the law. I am in favor of changing the name at once, thereby retaining the engineers now in our Order, and those that are to be engineers in the future. Why not take a vote of the lodges and change it, as has been done heretofore in other matters? I don't see as there is any use in waiting until the next convention to change it. I would like to hear from some more of the brothers on this subject as it is of the greatest importance to all.

Death has again invaded our ranks taking from us our worthy and beloved brother Wm. Kane, who died June 6. Business has been very dull here for the past year considering what it has been heretofore. Fraternally yours

Change.

ONEANTA, N. Y., June 21, 1889.

Editor Firemen's Magazine:

The Annual ball given by Lodge No. 71, May 29th 1889, was a grand success, both socially and financially. The guests numbered about 300, and everything passed off splendidly. We were highly complimented on our order of dancing. The hall was nicely decorated and the Metropolitan Orchestra furnished us with very fine music. Dancing commenced at 9:30 P. M. and lasted until 3:30 in the morning. At 12:30 an excellent supper was furnished by S. Ottman.

Every one said it was one of the best balls of the season. There was also, a contest for a turkish chair, between Mr. Zho Howard, ex Master Mechanic and Mr. D. Forest Wilber one of the leading citizens of Oneanta. Mr. Howard won the chair. Among those present from out of town were Bro. Ed. and James McNulty, of Lodge 129, Syracuse. Bro. Ricketts and Bro. Rowe acted as floor managers, Bro. I Baker sold the tickets at the window, and Bro. Loucks took them up at door.

F. A. Y.

Finances of the Q. Strike.

MR. EDITOR:—We find the following article in the editorial columns of the *Locomotive Engineer* and presuming that the natural modesty of our editor would prevent their appearance in these pages unless special stress was laid on him we therefore insist upon their publication so that those of our members who do not have access to the *Locomotive Engineer* may know how well the labors of E. V. Debs are appreciated by our friend Hill:

Wherever we go we hear complaints from Brotherhood engineers about the manner in which funds were distributed during the C. B. & Q. strike—dissatisfaction, uncertainty and suspicion. During that struggle, the B. L. E. received and paid out between \$800,000 and 1,000,000; as fast as received at the general office, it was sent to the front in big blocks, and receipted for in bulk by the chairman of the committee in charge; he may have paid every dollar out to the men or kept half of it, no one knows but himself—suspicious are rife. The engineers should not blame the chairman, right or wrong; it is their own slipshod way of doing business that is to blame. They can well learn a lesson in correct business methods from the firemen. When the strike commenced, Grand Secretary and Treasurer Debs took it upon himself to keep the finances straight; he prepared a pay roll for every lodge that had men in the struggle and every month sent these pay-rolls to the lodges, with a draft for the total amount; the officers of subordinate lodges verified every name on the rolls, and paid each man his money, taking his receipt therefor, so that to-day there is in the Grand Lodge office a receipt for every dollar of the \$50,000 that they expended, by the men who got it; there was not a dollar lost or wasted. It was worth thousands of dollars in money and existence itself in harmony and confidence to the B. of L. E., to have a man in charge of the great seal, and the combination to the safe, who knew how to meet the emergency when it came, and carried the financial part of the programme through without the loss of a penny or the breath of a suspicion.

PUEBLO, COLO., June 15, 1889.

Editor Firemen's Magazine:

I see an article in the *Magazine* signed "Ex-Engineer Set Back," in which he says that "Royal Gorge, No. 59 is still alive but very inactive," and he goes on and says that "several of the boys have joined the engineers because they have a contract with the Company and can get what they want." He also says that there has been "eight engineers set back to firing and that they (the engineers) ask for six more to be set back which was refused." Note the contradiction. Now, does this look like the engineers got what they wanted? I say no, no. There are some firemen that are as mean and contemptible as there are engineers. It is hard to please all, and if our chief head had to ask their employees what they should do, there would be

nothing done, because no conclusion could be arrived at. Now, if Mr. "Ex-Engineer" would tend a little more to business, and not smoke so much on duty, and try to learn something, he might be running, instead of firing. However, it is no disgrace to fire, neither is it any great elevation to run an engine; a little more money is all. As to "Federation," this is something that I would like to see, but if the B. of L. E. don't want to join in with the rest, they don't have to. Neither do the other orders have to help them. Don't kiss a man's cheek unless you have to. It won't pay. While I am writing, I will say a few words for all interested. We are doing well as figures will tell.

There was one of our nice members who stole \$70.00. There was another modest man that beat us out of \$250.00, and still another young man (a ladies' man) got the best of us to the amount of \$86.00. Also a few traveling brothers who borrowed money from us and still owe it. Still, we live and pay our bills. Can this be prevented? Yes! How? By the trustees attending to business. I'll bet two to one that the officers books have not been looked after for two years. Whose fault is this?

As to the health of the boys, it is good. Bro. Perry Cunningham died a few weeks ago. Bro. Mat Lines buried his little baby two days ago. Bro. Wm. Walk, also lost his little baby boy this week, and quite a number of other babies are sick.

Fraternally yours,

I No U.

[The brother writing the foregoing has exactly the correct idea, as to the cause of financial losses of Lodges. Here we have a loss of \$406.00, the result of rascally speculations which would not have occurred, in all probability, if the proper officers had done their duty. We admire more the pluck of the boys of 59, but there should be constant vigilance on the part of officers of the Lodge to prevent stealing. —ED MAGAZINE.]

WAYCROSS, June 26, 1889.

Editor Firemen's Magazine:

I have been looking anxiously for some one in our Lodge to let the Order in general know, something about us, but it seems no one is going to say a word, and I must sail in. I am not much of a hand to write, and especially not as a correspondent, but I can say for Satilla Lodge that we commenced five months ago, with the small membership of eight, and now we have thirty members in good standing. It comes pretty hard for some of the boys to keep up their dues on the small salary we get here on this road, but they are all very prompt so far, and I want to say we are all proud of the *Magazine*, and I do so like to read the letters from subordinate lodges. I think if I could write such letters as some of the brothers do, I would write one every month. I hope some of the other boys will say a word or so before long.

I remain a

B. of L. F.

ROCHESTER, N. Y., June 15, 1889.

Editor Firemen's Magazine:

I see you are still kind to me, for which please accept my thanks. The boys of "90" don't stir worth a cent, and I guess I will have to lay it on a "leetle mite thicker" or else stop altogether. Perhaps I don't bear heavy enough on them. Roth gets very red in the face—Finch looks sad and "Dutch" gets very angry. You would like to find out who it is would you? Well, now, suppose it were a lady who is doing the whole business. You would all smile and tell her it was just "too sweet" for anything "don't cher know," but how you would swear under your breath. Well, you will have to hunt pretty sharp before you find the right party, and don't blame poor Orville, because he is not the party at fault. Bro. Mansfield is on deck, and blooming again. We have re-christened him and now he is known as the "Dutch Comedian." Brothers of the N. Y. C. and W. N. Y. & P., I am preparing a dose for you. Don't give up the ship. I would like to say a word or two about changing the name of our Brotherhood. I think the old name is good enough, surely we have prospered under it. If it was good enough for us when we were down, why cast it aside when we have reached the upper rounds of the ladder of prosperity? Since the day it was organized, the B. of L. F. has been the dupe and toy of the big E. They have used us until they could get no more good from us and then cast us aside without regard for truth or principle. When you go to an auction house you will see a great many articles laid on the shelves and they will tell you that they are sold. So have the engineers used the firemen. They have used them for all they were worth and then the whole world has known that the B. of L. F. has done with the B. of L. F. and marked them "Sold"—and we are held up to the public to receive their pity or ridicule. Don't think that I am condemning all who belong to the Engineer's Brotherhood; far from it. I know some who belong to it who are as white as they are made. Men who, if they had their say, would put forth their hand in good fellowship and welcome the firemen as their equals. But I do think the big "E" needs a thorough weeding out. There are those of them that can see that their old-fashioned notions are going to be ruinous to their welfare if persisted in. Time was when an engineer was a little god and expected to be worshiped, but engineers are too plentiful now, for that, and I advise them to heed the old saying that "discretion is the better part of valor." I would like to see B. of L. F. stamped on our banner forever and aye, I would like to know wherein the danger lies in denying the change of name and what we want of a new one. Under the old name we have fought, and let it be with us when we win, which we will surely do. Just as sure as fate the B. of L. F. will hold the reins of power and then B. of L. E., we will show you what true manhood is, we will set you an example of truth and principle that you will do well

to follow. We will one day be on the top rung of the ladder and those who laughed us to scorn, will be ready to break their miserable necks in order to do us a favor. I wish I had the education to back me. Brothers, I would keep a gun loaded for our enemies that would soon put them to shame. I would like to tell Wm. Michie that the men who would withdraw from as good an order as the B. of L. F. on account of its name, are men who would be no help to us in our need. If they are not an engineer until they join the B. of L. E., I say God help those who ride behind them. I agree with you, "Let well enough alone" except in the matter of getting a job easier as a B. of L. E. man than you could otherwise. I would like to ask our Grand Officers whether the ratio of applications is what is decreasing our ranks or if it is the old members dropping out because they are tired of being bounced about like a rubber ball by the B. of L. E. Please take notice of their answer, Charles H. Trenholm. Let the good old name remain and let F. P. Sargent remain as the guiding star is the sincere desire of

One of Them.

[There is something in a name. When the B. of L. F. was organized, all its members were firemen. It was then a Firemen's Brotherhood. Firemen graduated, became engineers. They were no longer firemen. This has gone forward until thousands of our order are engineers—and a large per cent. of the members of the B. of L. E. have been recruited from our Order. The argument in favor of a new name or an addition to the present name is simply to suit the name to conditions to facts, to have a name that tells who we are. It concedes nothing. It acquires significance, and of itself is in the line of strength of holding what is our own.—ED. MAGAZINE.]

PALESTINE, TEXAS, June 14, 1889.

EDITOR MAGAZINE:—I have been reading in the April, May and June *Magazines*, articles on changing the name of our Brotherhood; and I see that many are in favor of it, and I am afraid that when it comes to a vote that it will be changed; it should not for the reason that a man joins as a *fireman* and is *promoted* to hostler or engineer. It is true he is no less an *engineer* when he is initiated than he is when he receives his promotion, and some say that when a man is promoted to a hostler or engineer he is no longer a *fireman*; I say he is. We see a machinist go in the shop of some railroad; he is after a time made foreman; then general foreman, then Master Mechanic. Is he any less a machinist than he was the day he first went to work in the shop? So it is with the *fireman*. He is always a *fireman*, although some white shirt and pica-dilly collar engineers say he is not. They are like the engineer who rose from a wiper and then said he had cast his greasy overalls into the pit and erased that part of his record. I can honor that man more for showing his principles than

I am the one who wants to hide his past career as a B. of L. F. man under the cloak of a "B. of L. E. M." badge. Brothers, how many of you can remember the feelings with which you put your old B. of L. F. badges on the first time? You were a tenderfoot, so to speak, and if you were like I was, you were as proud as a boy with his first pair of boots. Now, you are an old timer, can hold your own with any of them; you want to throw that dear old badge, B. of L. F., into the melting pot and run another out to disguise the fireman. Don't do it. You never can be a better man with the changed name than you can under the banner of the B. of L. F.

Let the promoted withdraw; I have yet to see where the B. of L. F. has been hurt by their withdrawals. Nine cases out of ten, it is a case of "good riddance to bad rubbish."

Now, it is said that the Brotherhood of Locomotive Fireman is not a proper name, as some of our members are engineers. That is true, but I remember in La Junta, Colo., there is a merchant who wears a B. of L. F. pin; in Decatur, Ill., a doctor; in Omaha, an express messenger; and all over the country conductors and brakemen are wearing the B. of L. F. pin, and are in good standing. These men have just as good a right to kick as any engineer or hostler. Why not make a change to suit all?

And again. When King Solomon's temple was built, which was many centuries ago, there was an order formed called Masons. It consisted of the members of that craft who were employed in building the temple, yet now, there is such a small proportion of the members of that great organization who are masons, in a literal sense, that the identity of the organization would be lost did it depend on them to keep it up; but the bankers, merchants, machinists, carpenters, etc., are all called masons when they join the organization, yet they are not masons in a literal sense of the term; neither is a man necessarily following the occupation of a fireman because he belongs to the B. of L. F.

It is not the Order that makes the man, but the men that make the order; so, brothers, let us keep the name we have borne for nearly sixteen years, and make it respected all over the continent as it is some places in the United States. Master Mechanics and Superintendents are just beginning to know what the B. of L. F. means. They know that it is firemen that they are dealing with under that head; and they know that nearly all hostlers and many engineer are members.

I have a suggestion to make in regard to the engineers who want the name changed, also hostlers. If people can not tell what you are by the looks of you, get a pine board and make a neat sign, which will read: "I am an engineer (or hostler)," and carry it with you. It will save you much annoyance, and no one will take you for a "dirty-necked stoker." I am glad to see that there is a movement on foot to give us more insurance, but if the increase of insurance depends on changing the name, I say give us \$1,500

only, and leave the name Brotherhood of Locomotive Firemen.

Hoping that this subject will be well discussed in the Lodge rooms, and that each member will settle in his own mind conclusively before he votes, whether he wants the change or not, I will close.

Jim Dooley.

OSAWATOMIE, KANSAS, July 5, 1889.

Editor Firemen's Magazine:

Feeling that the Brotherhood at large would feel interested on knowing how the latest addition to their ranks is progressing, I will endeavor to tell them. We are slowly but surely adding to our ranks all who are eligible. The members take a deep interest in the Lodge meetings, and consequently they are well attended. Every member is taught that the lodge room is the place for him, and if you should come among us, you would find but little talk around the engine house, relative to brotherhood affairs. As we meet every Saturday evening at 7:30, we have ample opportunities for such talk, and we have some old, tried and true members who know from experience, what is required to make our little Lodge worthy of being a No. 1. We have discussed, pro and con, the advantages to be derived by changing our name, and realize that the time has come for a change. Now we have a contract with our company, but in it not a word is said for our brothers, who are engineers. The members of No. 400, are a unit in thinking it would be much better for us on this system, and for the Brotherhood in general, if our name was changed so as to cover all the ground, and when we have a contract with our different companies, have it so that it will afford protection to our members who are running engines, and that is we think, what we most need. There certainly can be no incentive for one of our members to withdraw from our fold if he is fully protected. We have a Board of Adjustment, both local and general, which considers well each step taken; by so doing, all petty grievances are nipped in the bud and whenever our General Board asks for a conference with the officials of the company it is readily granted. The firemen on the Missouri Pacific railroad have met with every courtesy from their superior officers, and hope the good understanding may long continue. On Sunday, June 23d, we ran an excursion train from Kansas City, as we were anxious to create a special fund for a sick and disabled member—Fireman Hueley. It was not a success although an enjoyable time was had, and our boys feel well pleased to find we had so many friends willing to help us. The company, through its first Vice President, S. H. H. Clark, and General Superintendent, granted us the train gratuitously for the object in view. We are also under obligations to Superintendents Dunnawry and Dalby for favors as also to the business men and the press of this city. We were disappointed in not having any of our Grand Officers with us, all of whom were invited. With the best wishes for all, I am yours in all that brother means in its best sense.

Resurrected.

"Let Well Enough Alone."

MR. EDITOR:—Having had the time which I usually devote to the Mechanical columns of the *Magazine* taken up by mechanical operations in the round house, I have concluded to write something for the "Brotherhood" columns, and the *Nom de Plume* of one of the contributors to the *June Magazine* has suggested a title. In discussing propositions involving the above antiquated saying it is of the greatest importance that we determine what is really "well enough." Whether that which was "well enough" yesterday is "well enough" to-day, or whether it will be "well enough" to-morrow. If the world of progress had stopped at any stage of development with "well enough," it is hardly possible to conceive of what the present conditions would be. The B. of L. F. was not brought into existence by letting "well enough alone." It has only been by bending every energy to improve that which might have been "well enough" for the time being, that we owe our present favorable position. Whether or not the name of our Order should be changed is a debatable question, but to argue that its name should not be changed because under its present title it has prospered, is to entirely disregard present conditions and past experiences. The fact that a large per cent. of our present membership are not firemen, seems to me undisputable argument that the name should be changed to correspond to its membership, or its membership should be changed to suit its name. If any brother favors the latter let him speak up and give his reasons. I favor a change of name. But I may be prejudiced. I am an engineer, and a Brotherhood one at that. I am not now prepared to suggest a name, but I suggest that the delegates to the next convention go there prepared to give the Order a name that will give its whole membership recognition and protection. Had this been done at an earlier date I believe it would have saved to us a large number of members who, up to the time of their withdrawal, had been consistent members of the Order. True, it may be that this class of members are not desirable. I think they are. Will anyone who thinks differently, please state why? One writer says he feels sure that the B. of L. E. will change their obnoxious laws at their next convention. I desire to ask him what guarantee he has this year that has not been worn out in the past two or three years. And what difference does it make if they do? Will a name appropriate to our membership be any less needful. The fear is expressed that if the Order is placed in a position to more fully recognize that portion of its membership who are engineers, that there will arise a conflict between two classes of members who will want to run the Order. To this I will say that men who have grown up with the firemen's Order, putting their best effort into perfecting it, investing their money in it year after year, and remaining in it after they have become eligible to membership in an order organized solely for the benefit of en-

gineers, do so from principle. They certainly do not remain for *fun*, especially those who hold membership in both Orders during such a period as last year's fight on the C, B. & Q., and belong to a class of men who could be trusted to run any Order. But these men are not desirous of of "running" the Order. They simply ask such recognition in the title of the Order as their calling and loyalty justly deserve. Neither do I think there would be any less friction or confidence between the two classes of employees meeting separately than there would be in all coming together in one Lodge working under a set of laws with which they were familiar and had had a hand in making. The B. of L. E. for the past two or three years have been acting as though they thought they were "well enough." I am entirely willing to see the B. of L. F. apply the maxim and "let them alone." If they have seen fit to pass an act that ought to cut off the principal source of supply to their ranks, it is eminently the duty of the B. of L. F. to make arrangements to care for the crop thus left on our hands. The B. of L. F. has made every effort to adjust this matter on the old lines and have been repulsed on every turn. They have now only to "keep still and saw wood" for the protection and encouragement of its present members, and this we are bound to do as honest men, whatever be our occupation.

A. H. Tucker.

CHILLICOTHE, Mo., July 4, 1889.

LA JUNTA, COLORADO, June 23, 1889.

Editor Firemen's Magazine:

With the new Lodges comes the Spanish Peaks, No. 32, of La Junta, Colo., with Bro. Graham at its head. Owing to the absence of the latter, Bro. Gilbert is acting in that capacity. He fills the position in a manner most creditable to himself and all the brothers. Bro. Hannahan was with us as agreed, and we passed a pleasant and enjoyable evening with that genial gentleman. All were very sorry that he could not stay with us longer, but a rush of business would not permit. Am very sorry to note that we are short of a communication in the *June Magazine*, but such is the case and we hope this will be better than none. With the interest our charter members take and the hopes of soon having several members of old standing with us, the Lodge cannot well help prospering and we hope to make it one among the leading Lodges of the country. Bro. L. W. Gilbert, our able Magazine Agent, is doing all in his power to procure subscriptions for the *Magazine* and we hope that it will not be long before the *Magazine* will be read by all the good people of La Junta. We are happy to note that the ladies in so many places are taking so great an interest in the welfare of the Order, and trust they won't be a bit backward in showing their respect to us here. We have as fine a set of boys as grace any Lodge room, and they are all, with their whole soul, working for the good of the B. of L. F. Hoping this short communication will soon meet the eyes of the public, I remain,

Yours fraternally,

Maloney.

GOODLAND, KAN., June 16, 1889.

Editor Firemen's Magazine:

I will attempt to write a few lines for the *Magazine*. As this is my first letter I have some scruples about writing. I am, I suppose, like all new beginners; I have a dread of the wastebasket. Now the first thing I wish to speak of is changing the name of our Brotherhood. I say let it be Brotherhood of Locomotive Firemen forever. I am opposed to changing the name. The B. of L. F. has thrived and done exceedingly well under that name ever since locomotive firemen have been organized, and I do not think we can accomplish any more by changing our name. "Locomotive men" applies to wipers, mechanics or any one that works about a locomotive, and "locomotive engine men" would have the same meaning. Now, I think, like our correspondent from Elmira, N. Y.; I say let well enough alone. I think our name applies to all we need. If an engineer is ashamed to sail under our flag, let him go, we don't want any one that is ashamed of our banner. The B. of L. F. is doing well and we cannot better our condition any, by simply changing the name. If we should change the name, it would necessitate some change in our laws and constitution which would temporarily disorganize us, and the Brotherhood would not be what she is to day. I have talked with several brothers about this matter, and they think as I do on this subject; and now, brothers, let us give three cheers for our old banner and stay by our mother and not let her change her name. We can protect her longer, as we have done so, this long. I would like to make a motion that we drop this subject and not allude to it any more. Now, I want to say something about this rag-chewing; I think it a good idea to drop that too. You have chewed the rag long enough. It is well enough, when we are wronged to rebel against such treatment, but what is the use of keeping up the rebellion, when we accomplish nothing by it. Now I don't suppose there is a fireman in the United States or Canada but has friends among the engineers, but you won't have them unless you let up on them to a considerable extent. We want Federation; is that the way to get it? I think not. If there is an estrangement arises between the B. of L. F. and the B. of L. E. that is as good as the railroad companies want, and it must not come to that. We want federation, and more than that, we want to concoct some plan to bring it about. If they do not want us in their Lodge room all right, we wont go up to them and say, "Please Mister, wont you let me in that room." But instead, we will go to our own Lodge as often as we can, transact our own business and prepare for any emergency; for we can gain nothing by chewing the rag with them. One brother said in the May number of the *Magazine* that they were (engineer's) "devoted of principle," or words to that effect. Now that is wrong. I know a good many engineers that are as good men as I ever met and would do all they could for a fireman. We should be careful about

our remarks. Now I expect some will think I am a crank, but I am not, and I think any member of No. 396 would tell you I am not. I have the interest of the Brotherhood at heart and will do all I can to advance the interests and welfare of our noble Order. And now one thing more, what has become of our lady correspondents? Are they going back on us too? We should give them a little more space. I like to read the encouraging letters we find in the Woman's Department, Sister Harper, bring them to the front again. I prize the Woman's Department very highly, and hope it will come to the front again as formerly. Well, brothers, I will not chew the rag with you any more at present. We are not very cranky out here. If you think we are, just make a visit to 396 and see. Our Lodge is just in its infancy but we are getting along fine. We meet every Monday night and have first-class meetings. Everybody takes an interest, and we have the prospect of having the finest Lodge on the Great Plains. I will bid you good bye.

I remain yours, fraternally,
S. W.

PHILADELPHIA, PA., July, 1889

Editor Firemen's Magazine:

I want to say, "bully for you," Mr. Editor, for sizing up the Reading, and its "devil fish" officials. Hit 'em hard, hit 'em often, you can't hit amiss. The congressional committee of which you speak went through the rotten concern, and laid bare its multiplied infamies. The good that will come of the investigation is to be seen, if seen at all further along. I do not anticipate much change, if any. The employes of the Reading are now in its grasp and wear their collars, like so many dogs. Their independence is knocked clean out of them, they have the appearance of slaves. They are a part of the Reading's rolling stock. They are the Reading's asses, mules, oxen, animals, just as Corbin, McLeod, Bonzano, and the rest choose to class them. They would obey orders now, no matter how humiliating. They have sold themselves for the privilege of filling their stomachs and guts, with such offal as the Reading will permit them to have; and they dance, and laugh, just as plantation niggers used to do, when they were chattels, and were sold like cattle. I see them frequently, but they no longer have the appearance of men. The Reading has given them permission to live and they appear devoutly thankful. They will rear their children to take their places when they are dead. They have chosen the occupation of slave breeders and the Reading will in due time have statistics prepared, showing their breeding capacity, just as slave owners used to do, when the value of little picaninny niggers was estimated as were pigs and calves and colts. They are even now known as Corbin's cattle and the millionaire may yet determine to brand them with a big "R."

You have hit the idea exactly, the purpose is to annihilate labor organizations, and the work is going bravely on.

Independence.

Sunday Work..

Editor Firemen's Magazine:

Mr. Forney, editor of the *Railway and Engineering Journal*, says:

The running of Sunday trains has been a subject of some discussion and considerable agitation lately. The American Sabbath Union some time ago issued a circular in regard to running Sunday trains, to which responses were received from a large number of railroad officers, the majority favoring the suspension of Sunday work. The question has been taken up by some prominent railroad lines, and President Depew, of the New York Central, has announced that on that line the running of all Sunday trains, unless strictly necessary, is to be suspended.

With the present organization of our social and economical system a complete stoppage of trains on Sunday does not appear to be possible, especially in the neighborhood of our large cities; but it does seem as if a great deal of the work now done on the first day of the week might be avoided. The railroad man ought to have his day of rest as well as any other American citizen, and by proper management it could be secured to him. That he would be benefitted by his Sunday off there can be no doubt, for hardly any class in the community is, as a rule, more intelligent or more ready to take advantage of opportunities.

We hope the agitation of this question will continue, and that it take root, spring up and bear the fruit of a day of rest, once a week, to railroad men as well as others.

NEW YORK, July 12, 1889.

Editor Firemen's Magazine:

As a locomotive fireman I am interested in all matters under discussion calculated to promote the welfare of the great Brotherhood. It goes without saying, that I read the *Magazine*. I read it through and through. I make myself familiar with the contents of each number. In this way I get my money back ten-fold. The *Magazine* is an *educator* in the best sense of the word. But enough in that direction. I notice what has been said about changing the name of the Brotherhood. The idea is a good one. The name of an order should, if possible, indicate the calling, avocation, trade, profession of its members. "The Brotherhood of Locomotive Firemen" falls short of this, and therefore is defective. Such facts were conclusively set forth in the *Magazine* in its first article upon the subject. This change of name is confined to conditions which exist in the Brotherhood. In discussing it no reference is required to any other organization of railroad employes; indeed, such reference is out of order—foreign to the purpose. The Order of Locomotive firemen is something more than its name implies. It includes engineers. There stands a fact. It will always stand, ought to stand, and in changing the name, the one simple purpose is to recognize a fact.

Now, then, comes the choice of names. What is wanted is the most expressive name in consonance with the fact; the most felicitous. "The Brotherhood of Enginemen" is good. "The Brotherhood of Firemen and Engineers" is good. "The Brotherhood of the Footboard" is also good. Let us have one of them, or, if another

good name can be suggested, let us have it; but at any rate, let us have a name that expresses the fact of membership. It cannot possibly work any wrong. It must in the nature of things be productive of good results. If not, why not? Firemen develop into engineers, thousands of them remain with their parent Order. If, then, we are a Brotherhood of Firemen and Engineers—and that is just what the Brotherhood is—why not say so? Why not let the name express the fact? I am proud of the Brotherhood. I am in it, and I am going to stay in it as long as my brethren will let me remain, but I want its name to express the fact of its grasp upon railroad employes. The new names, such as have been suggested, anyone of them, would add to the power of the Brotherhood. Of this I am satisfied. It is to be hoped that the Grand Officers will take steps which will permit the members of the Brotherhood to express their convictions and preferences. If it should be decided to hang on to the present name, O. K. I shall pull right along in the old harness, just the same. I am no klicker. I just want to do my level best for the good of an Order that hasn't a stain upon its flag.

Elevated.

ROCHESTER, N. Y., June 17, 1889.

Editor Firemen's Magazine:

There seems to be a desire on the part of one of the brothers of 99, to stir up the boys. Well, to begin with, I would advise this ambitious brother that it is not always pleasant to stir up a hornet's nest. Perhaps the habit you used to have when at Palmyra of stirring around, still clings to you, if so, I will forgive you, only don't hit Finch or Luttringer, *alias* Dutch, too hard, they might retaliate. I suppose they would find several little incidents which would touch the right spot. Never mind O. L. D., I, for one, am glad to see that there is one of the 99 boys that has some stir in that line, it looks as if they were a sleepy lot, but they have woke up and can stand most anything, but when this tornado, with the initials O. L. D. upon it, struck them, they all looked at each other and remarked what struck them. You might as well sign O. L. D. as to sign one of them, we are all dead on to you Orville. Take our advice, and don't try any more bluff about betting your month's wages. What about betting the white shirt? I also notice that our brother would like to know what became of our Bro. Mansfield, *alias* Dancing Master? Well, since his "love" went back on him, he has left A. D.; he is back firing the way-freight. Bro. Benedict has left us for awhile, the rumor is that he is peddling eggs. He says there is money in it; no doubt when all his neighbors have hen coops; Eh, Willie? I would like to have some one stir up Bro. Inman, *alias* Windy. I presume he is busy looking for strangers in his coal pile or looking for a new quadron on the 27. He says she needs it. Bro. Hardy is still at Warsaw, which brings him close to home. He says he has a better chance to hoe his corn now.

Rochester.

HERINGTON, KAN., July 1, 1889.

Editor Magazine:

Now, brothers, don't any of you blow up when you read this. I see a great deal about the obnoxious laws of the B. of L. E., but, brothers, I don't see anything wrong in them. I was a member of the B. of L. F. when these laws were passed, and am still a member. I thought they were right, and think so yet. I don't think that any man ought to belong to more than one labor organization at the same time. There is no law in the B. of L. F. that prohibits a K. of L. or any one else from joining us, if otherwise qualified. But let me tell you what my Lodge did. There was a number of the K. of L. men firing on the division, and as they became old enough in the service, they made application to join the B. of L. F. We had no laws prohibiting them from joining, but we all agreed to allow none of them to join until they had first withdrawn from the K. of L. Not that we were down on the K. of L., but we thought, as did the delegates to the B. of L. E. convention when they passed the same laws. I think it would be a wise thing for all labor organizations to do. All labor lodges are mighty good things and are O. K. in their place, but no man can do justice to more than one Lodge, and if he belongs to more than one, neither will derive much benefit from him, so I say belong to one, heart and soul. You should be a help to your Lodge and keep her going, for she has some steep grades to climb and is loaded heavily. Brothers, there are too many of us that howl about this and that; who, on meeting days, stand around with our hands in our pockets, like a knot on a log and growl because this or that is not done, rather than go to the Lodge room and help on the business of the Lodge.

I admit there are too many engineers who have forgotten they ever fired, but I think they are the exception. I have fired for a great many members of the B. of L. E. during the past five years and can say I found more friends than enemies of the B. of L. F. Now, brothers, give the devil his due, and don't blame the engineers as a body for what a few of the great I Ams amongst them do and say. It is not engineers we need in our Lodges, but federation is what we need and must have, and if the engineers don't want to federate, let them alone. Other orders will come in and form a federation as true and strong as the gigantic oak. In time it would be stronger if the engineers would join, but it will be strong without them, so strong that we will be able to secure our rights and be treated as men and not slaves. But we should remember there are just as true and as big-hearted men who wear the E. as ever lived, and are friends, and fast friends of the firemen, so don't make enemies of them for what a few pumpkin heads amongst them do, but cultivate friendship with them as man to man, not as Lodge to Lodge, but let the B. of L. E. strictly alone as a child does the fire after it is burnt, and they will come to time, and don't you forget it.

As for the "Q." settlement, I know personally,

members of the B. of L. E. who are just as much in favor of federation as anyone.

I think I hear one say, "This brother expects to be on the right side soon, and then he will pull off his hat and beg the engineers to take him in." In that you are mistaken, as my prospects for promotion are so far off I can't see them looming up in the distance.

Now, brothers, these are my opinions feebly expressed I admit, but they are the best my limited knowledge will admit, and as we have a right to our opinions, these are mine.

With great hopes for federation and the success of all poor toilers, I will subscribe myself,

Rip Van Winkle.

[We publish Rip Van Winkle's communication because, in many regards, it is so well suited to the *nom de plume*. Few writers have exhibited such rare appreciation of their contributions for the public eye. The opinion that the "obnoxious" laws of the B. of L. E. are right, ought to have been enacted, and ought to stand, are especially such as old Rip, after a sleep of twenty years, might very properly entertain and express. The intimation that the B. of L. F. as a Brotherhood, or any of its members have made war upon engineers is such as Rip might have entertained after his long nap in the mountains. The fact is old Rip didn't know much before he went to sleep, and vastly less when he waked up. We felicitate our correspondent upon his happy choice of a *nom de plume*.—ED. MAGAZINE.]

HORTON, KANSAS, July 12, 1889.

Editor Firemen's Magazine:

I have watched in vain for some members more competent than myself, to write a few lines to the *Magazine* and say a word in praise of J. H. Kirk Lodge, No. 376. 'Tis true, silence is golden, but why not let the brothers know we are true blue. The Lodge is in a prosperous condition, and we are proud of our retiring officers, as they performed their duty satisfactorily to all. Bros. J. A. Carter, T. F. Sheahan, W. J. Canney and J. S. Sandidge have ceased single blessedness in the last six weeks. They declare *marriage is no failure*.

No. 376 is unanimously in favor of our Order being called Brotherhood of the Footboard, and I hope soon to see it accepted as such. Now, by hoping success may ever lay in the paths of our Supreme Council of the United Order of Railway Employés, I close.

Roy.

SANBORN, IOWA, July 1, 1889.

Editor Firemen's Magazine:

I would like to tell the brothers there is such a Lodge as No. 190. Although we do not say much, we are Brotherhood men from the ground up. Our Receiver is doing good work; he is the right man in the right place. Bro. C. J. Walston and Thos. Helman have tired of living alone; we wish them many happy returns of their wedding day. Brother Stafford is very much pleased over the arrival of a daughter. Much joy, Bro. S.

E. R. W.

MONCTON, N. B., July 14, 1889.

Editor Firemen's Magazine:

It is upwards of two years since I addressed my last to the *Magazine*, and as it failed to appear, I am timid about trying it again; however, here goes to tell you and the Brotherhood that we are once more sailing in smooth waters, after the great storm on the "Q," which tried every plank in the stout old Brotherhood ship, and Glad Tidings Lodge, No. 233, with the rest. We lost some members but those who remain will do to the to. Brothers who are high paid, what do you think of firemen who receive \$1.40 a day, supporting families and paying the heavy assessments imposed on us by the strike, and are still good members of the Order? Well, that was the case in many instances on this road, so therefore, I think I am justified in doing a little blowing about the members of the B. of L. F. on I. C. R. In reading the July number of the *Magazine*, I read with interest and surprise the article on the Reading railroad, and I pause and wonder and say, can this be true? Is this the United States of America, and are the so called men who have surrendered their charters like cowards, Americans? It is true, nevertheless, and it makes me thank God I am a Canadian; for hear ye brothers, such an aggregation of pirates would not be allowed to pursue their hellish system of plunder in Canada one minute, and the curs who, at the nod of a Bonzano surrendered their charters and their manhood, are not worthy the name of Americans, and the Brotherhood of Locomotive Firemen is well rid of such barnacles. But, to change the subject to something pleasanter to contemplate, we will look on federation an accomplished fact, and I say in the name of the members of the B. of L. F. here, welcome federation. Another thing which meets our unanimous approval is the proposition to change the name of the Order, and as it is a matter which is red hot now, don't let it lay over till the next convention, but put the matter before the Order now and let our Order be known by a name that will embrace engineers, firemen and hostlers. "Brotherhood of the Footboard," about hits the mark I think, and a vote on the subject by subordinate Lodges should soon be in order. Make this an accomplished fact and we can say "what's the matter with our Brotherhood? Why, it's all right—you bet!"

Yours in fraternity,

Pop.

SOMERVILLE, MASS., July 6, 1889.

Editor Firemen's Magazine:

It was with pleasure that I read Bro. George R. Nichols' letter in the July number. I, like him, love true manhood, and I have gone one step further than he has, I have asserted it by calling for my final withdrawal card from Division 61, B. of L. E., and right here let me say that I have received no answer to my call. I have no desire to pose as a martyr, as some of the letters, communications, etc., would have us believe to be the cause of all such actions when they come from the members of the B. of L. E., but because I consider that a member of the B. of L. F. in

the B. of L. E. is regarded as a dangerous character, I have withdrawn. It is not a month since I was told to be "a man or a mouse," the speaker hoping that such a remark would make me give up the B. of L. F., I suppose, but, my brothers, the remark stung me to the quick, for I knew that I could not be a man in the B. of L. E. and retain my membership in the B. of L. F. It did not take me a great while to decide that the place for me, and others like me, is where we are treated and used as men in every respect, where compulsory laws are not needed to make men, where men are considered as such by their integrity; when the true qualifications of a man are true manhood, and such a place I have found to be Brotherhood of Locomotive Firemen. I consider myself no longer a member of the B. of L. E. by the old saying, "silence gives consent" to my application for a final withdrawal card. I find that our members would do well to read "Hall's Great Q Strike," and post themselves on the standing of the Brotherhood on that occasion, and read the *Magazine* thoroughly from beginning to end, and then they would not be taking back water on any subject relating to themselves or their Order. The idea of a fireman saying he is not "posted on the vital questions of the day," when he has the *Magazine* to read, is absurd, to say the least. You, by your non-perusal, give moral support to the idea that the B. of L. E. men are expounding, to-wit.: that you are hot-headed because of ignorance. The idea of a B. of L. F. man saying, "I don't know," but "so and so said so," when if he reads his *Magazine* he could say so himself with proper emphasis.

Charles H. Trenholm, of 57.

SCHRIEBER, ONT., April 14, 1889.

Editor Firemen's Magazine:

It has long been my desire, owing to the interest I have felt in the B. of L. F., to say a few words for the good of the Order through the columns of the *Magazine*. In travelling through the country I find many of our members very dilatory. They take little or no interest in the Lodge on meeting nights. They have some "engagement up town," and can't attend. I have visited where Lodges had forty, fifty, and as high as sixty members, and hardly enough would attend to hold a meeting. They are a hinderance to our Order. No wonder the B. of L. E. can keep us in. We don't know anything, and don't try to find out anything. When a brother comes along, eight out of ten don't know whether he is a Brotherhood man or not. If he has a card, they don't know whether he found it, or how he came by it. He may be beating the Brotherhood or he may not. They don't know, and they let him go by. Boys, some of you ought to take a tumble to yourselves, and do something to promote the welfare of our Order. A great many, after they have fired a year, join the Brotherhood to get a B. of L. F. pin on, and that is all they amount to. These fellows make good weak-kneed men for the B. of L. E.

O. Stopp.

Personal.

LODGES 100 and 160, were well represented at the organization of No. 317, at Henderson, Ky.

As SECRETARY of the Board of Adjustment of the Santa Fé system, Bro. Ben Williams is doing himself great credit.

D. J. BYRNES, of J. B. Maynard Lodge, No. 183, is universally known to be O. K. on all occasions and in every emergency.

W. E. BUTLER, Master of No. 94, though of light avoirdupois, measures up to the full stature of a Brotherhood man.

J. M. AND R. V. DODGE, now of Ramona Lodge, No. 386, are, as always, in the work of promoting the welfare of the Brotherhood.

FRED KELER, of Bayou City Lodge, No. 146, is a worker. The Lodge maintains its high standing and progress is its watchword.

H. L. BRIGGS, of Gulf City Lodge, No. 115, is justly known as the "old reliable," and can always be found on deck when wanted.

H. L. WALTERS, of Kaw Valley Lodge, No. 313, is a Brotherhood man of sterling qualities of head and heart. Such men are always in demand.

W. J. SHARP, of Lodge 159, is receiving the congratulations of his friends consequent upon his promotion from the left to the right hand side.

THE members of Lodge 306 are congratulating Bros. Danforth and Miller, who have laid aside the scoop and are now rendering efficient service as engineers.

J. C. MUZZY is one of our most active workers in New England. He fully comprehends the mission of the Brotherhood and does a good man's part toward fulfilling it.

E. WARE BOYD, Master of Ramona Lodge, No. 386, has exchanged the cab for the drug store, but his duties as a pharmacist, have not divorced him from the Brotherhood, in which, as ever, he is a dandy.

THE boys at Nashville were agreeably surprised with a visit from Bro. M. D. Tyndall, one of the old-time members of that Lodge, who is now located at Atlanta, Ga. Bro. Tyndall is always thrice welcome at Nashville.

TOM EDDINS, Esq., Travelling Engineer of the F. F. C. I. N. railway of Mexico, is a man of such generous qualities that he is ever ready and willing to extend courtesies to railroad men in good standing. He is their friend and well-wisher.

WE have it from Arizona, that Bro. Blaney, of No. 91, delegate to the Atlanta convention, is about to lead to the altar an accomplished lady whom he has selected for his bride. The boys are arranging to celebrate the event with becoming *ecstasies*.

HAVING served faithfully as Receiver of W. H. Thomas Lodge, No. 159, Bro. J. L. Enoch has been promoted, and is now running a passenger transfer engine in the Nashville yards. Bro. E. was just 21 years old when promotion came to him, an eloquent testimonial to his push and merit.

THE following from a local paper is reproduced with pleasure: "Geo. C. Watt, a young engineer on the T. P. & W., whose motto is 'say nothing and saw wood,' and do the best you can with what you have got, has lately been promoted to passenger engineer. He was given engine No. 38 to pull the pay car, run specials and extra passengers. Merit will win." Bro. Watt represented W. F. Hynes Lodge, No. 48, at the Atlanta convention, and is still an honored member of that Lodge.

C. F. SANBORN, of 306, (better known as Uncle Tom) visited his Lodge at Concord, N. H., in May last, and was cordially received. Bro. S. is running on the St. J. & L. C. He is a true Brotherhood man, and says the B. of L. F. is good enough for him.

THE "Pinching Bugs' Union," at Perifia Dios, is said to be a great institution. The first degree was lately conferred on Vice Grand Master Hannahan, and he has been in poulitice ever since. All the members are supplied with victual sticks and ple cards.

T. J. ROBERTS, Master of E. C. Fellows Lodge, No. 143, fills the bill of member and Master of the Lodge in a way that leaves nothing to be said in the way of ungenerous criticism. Members visiting the Pacific Coast will find in Bro. Roberts a warm friend and a courteous gentleman.

CHARLES H. TRENHOLM, Boston Lodge, No. 57, has been made President of the Steam Railroad Men's Protective Union. This organization is gotten up for all classes of men engaged in the steam railway service. The new Order is booming, and Bro. Trenholm is the right man to make it aggressive and efficient.

An Interesting Occasion.

Saturday evening, June 22d, was a gala day for the members of Just in Time Lodge, No. 149, New York City. The grand officers were in attendance, and a programme of unusual interest had been arranged. During the course of the meeting Mr. E. J. Rauch, Engine Dispatcher of the Elevated Railway, presented the Lodge on behalf of the Nathan Manufacturing Co., a model of their latest improved Injector and a model of their patent Lubricator. The presentation address of Mr. Rauch was particularly felicitous, and did that gentleman great credit. Grand Master Sargent responded happily, as he always does, in behalf of the Lodge.

Grand Master Sargent next awarded the Lodge, in behalf of the Grand Lodge, the first prize for having secured the best list of *Magazine* subscribers for 1888, which consisted of a draft for \$80, the price of four officers' chairs, the Lodge having preferred the cash. The next presentation was a gold watch to Peter Wetzel, the faithful *Magazine* Agent, who captured first prize as agent in the contest for 1888. The watch was suitably inscribed, and was presented by Bro. Sargent in a very complimentary address.

The meeting then adjourned to assemble at the festive banqueting board near by. All the good things of the season had been collected for the delectation of the eye and the palate, and it was remarked that all the guests distinguished themselves by displaying a zest and relish worthy of the occasion. Lean members grew fat and fat ones grew still. There were toasts and responses, stories and repartee, and the sparkling good fellowship that prevailed made all guests feel that in reality they were in the house of their friends. We regret that lack of space prevents a more complete report of one of the most delightful occasions it has ever been our good fortune to attend.

Leather Lodges.

By reference to the Lodge Directory published in each number of the *Magazine*, it will be seen that the Brotherhood has four hundred and two Lodges. The showing is eminently satisfactory. To build up these Lodges, to advance the welfare of the Order, maintain its influence and broaden its field of usefulness, is the mission of the *Firemen's Magazine*. How well it has accomplished its work has been repeatedly told by its contemporaries, and by them assigned a front place in the list of publications of the period in its advocacy of questions bearing directly or remotely upon the welfare of railroad employes. The members of the Firemen's Brotherhood are cognizant of the facts, or would be thoroughly advised of them, did they take sufficient interest in the Order, to read the *Magazine* and use their influence to extend its circulation. In numerous instances this is done, and when it is done, it is quite unnecessary to say, that those who engage in the work, are the brainy, influential men of the Order—men who believe in brain power, in intellectual growth, and who know and appreciate the fact, that high achievements lie along the track of intelligence and not of ignorance and apathy. The high purpose of the *Magazine* is to bring the Brotherhood of Locomotive Firemen into alliance with thinking men, to lift it above the plane of platitudes and twaddle, and make it a welcome visitor to the homes of men and women, young and old, who recognize in the present the demand for intelligence, and who comprehend the fact that without this intelligence, no matter how men may struggle, their doom is defeat, or, what is equivalent, non-advancement.

With these preliminary remarks, we recall the fact that for 1888, prizes were offered for the purpose of inspiring Lodges and *Magazine* agents to work for the purpose of extending the circulation of the *Magazine*. Something was done in that direction, but far less than we had the right to believe would be done, and could have been done, if the zeal of the entire membership had been at all commensurate with the importance of the work. To the Lodges which did the least in securing subscribers, a leather banner was to be awarded, and to the agent who distinguished himself by doing nothing or next to nothing, a leather medal was promised. The prizes to the workers have been awarded, the leather tributes to the drones, are still withheld, and an explanation would seem, under the circumstances, to be proper. In doing this, we wish to say there were sixty-six Lodges, with their agents, entitled to leather decorations—won by a total disregard of the interests of the *Magazine*, and therefore indicating precious little regard for the welfare of

the Brotherhood. These LEATHER Lodges for 1888, are numbered as follows:

MAGAZINE, VOLUME 12, 1888.

No. Lodge.	No. Lodge.	No. Lodge.	No. Lodge.
1	144	233	330
2	150	234	331
8	153	236	332
19	157	239	336
20	159	249	352
22	161	256	356
25	180	259	378
30	182	267	379
35	185	274	382
37	190	276	383
40	196	279	384
74	202	282	385
87	207	295	388
92	213	297	389
113	220	318	391
126	225	819	
135	232	324	

It must be remembered that these sixty-six LEATHER Lodges had each a *Leather Magazine* agent, and that all were entitled to leather prizes. To make the banners and the medals represent the astounding nothingness of results, was the perplexing question. If the prizes were to be large in proportion to results, there was not leather enough in the market to meet the requirements, for each banner would have to be the size of an elephant's hide; if on the contrary they were to be sufficiently small to represent nothing, in the way of subscribers, then the hide of a flea would be too large for the purpose, and the same was true of the medals. To send banners as large as the mainsails of a 74-gun ship, and medals as large as a round house, was out of the question, and to send the prizes deservedly small, would have made it necessary to send along a microscope. As a result, the prizes have not been awarded. Instead we send to each of the Lodges, and to each *Magazine* agent an urgent request to come to the front and work for the current volume of the *Firemen's Magazine*. We are ambitious that at the close of the year 1889, there shall not be a leather Lodge, nor a leather *Magazine* agent in the Order—and to help on the good work, commencing with the July number, we will send the *Magazine* for the remainder of the year for the sum of fifty cents, and those who would like to pay \$1.00 for the entire volume, beginning with January, 1889, can have the back numbers sent to them. We are persuaded, if the *Magazine* agents will take hold of this matter, even at this late day with becoming earnestness, splendid results will crown their efforts, and the agents of the *Magazine* should be assisted in their work by the whole membership of the Lodge and this assistance will be promptly and cheerfully given, in every case where the membership is animated by a desire to advance the welfare of the Order.

The office of Magazine Agent we esteem as one of very great importance. He has

the interests of the *Magazine* committed to him by the laws of the Order, and if energetic, he can make himself specially useful. If, on the contrary, he takes little or no interest in the *Magazine*, neither solicits subscriptions himself, nor appoints, as he has a right to do, assistants in the work, he should be unceremoniously relieved of his office and some one should be appointed who has some comprehension of the merits of the *Magazine*, of the good it has accomplished, and who can estimate prudently its future usefulness to the Order. The *Magazine* is a Brotherhood enterprise, its success is a Brotherhood success, and in demanding for it the best efforts of the Order to extend its circulation, we have only the good of the Order in view.

No More "Calls."

The attention of some of our Receivers is called to the fact that the laws of our Beneficiary Department were materially changed at our late convention, and that the new laws took effect on the first day of February last. Some of them, not seeming to be aware of this fact, allow their Lodges to be suspended for non-payment of assessments, and when notified of such suspension arouse from their Rip Van Winkle sleep and indignantly protest that they received no *call* from the Grand Lodge, and that they were waiting for such *call* before sending the money. To these Receivers we commend the reading of the Constitution of the Order. There is no penalty attached to a perusal of its pages, and the fact will be disclosed that the *call* system has been abolished for the past six months. Under the present system collection is made quarterly, in advance, and Receivers pay all assessments levied by the Grand Lodge *out of the treasury*. No *call* is issued. An assessment is levied, notice of which is published in the *Magazine* and forwarded by circular to each Receiver, and on receipt of such assessment notice he is required to make his returns to the Grand Lodge. As the Receivers herein alluded to are not the kind that read the *Magazine*, their friends will oblige us by calling their attention to this statement.

Lost.

On the 4th or 5th of July, Bro. C. W. Cheeseman, of Connecting Link Lodge, No. 25, Boone, Iowa, lost his receipt book between Salida and Denver. It contained his credentials as delegate to the First Biennial Convention of the B. of L. F., held at Atlanta; also two letters, one from R. D. Bushnell, Master Mechanic of the B. C. R. & N. R. R., and one from R. Ingalls, Master Mechanic of the C. & N. W. R. R. If presented by anyone to obtain favors of a B. of L. F. brother, please take it up and forward to Bro. Cheeseman, at Boone Iowa.

A Special Train and a Large Meeting.

On June 23d, Vice Grand Master J. J. Hannahan, instituted Itasca Lodge, No. 401, at two Harbors, Minn. The event was the cause of general rejoicing and was celebrated with a trip to Duluth, Minn., where a large meeting was held under the auspices of the Lodge at that place. General Superintendent Pope of the Iron Range road placed a special train at the service of the Brotherhood, an act of courtesy which evinced a generous recognition of its purposes and which the boys will gratefully remember. The special train was pulled by Bro. A. Shoemaker, of Vigo Lodge, No. 16, who is now on the Iron Range, and the time made was eloquent of Bro. Shoemaker's efficiency at the throttle. We extract the following report of the affair from a local paper:

A very important meeting was held last evening at the Knights of Labor hall, West End. Delegates were present from all the Lodges of the railway Brotherhoods of all roads running into Duluth. It was the largest meeting of the kind ever held in Duluth or in this section of the northwest. The meeting was addressed by Vice Grand Master John J. Hannahan, of Chicago, of the B. L. F., on the general welfare of the organization and especially on the status of the organization in the grand federation of railroad employes. A lodge of the L. F. D. was organized at Two Harbors, Saturday night, and a special train was given the employes of the road without charge by the management of the Duluth & Iron Range railroad to come to Duluth yesterday to attend this meeting. The train reached Duluth about 4:30 yesterday afternoon. This shows a much more liberal spirit of the Iron Range road at this time than was manifested some two years ago, when the employes were not allowed to run a hand car over their tracks to attend a meeting of this nature at Duluth.

Meetings on the Erie.

On Thursday evening, June 20th, we held a meeting at Hornellsville, N. Y., under the auspices of H. G. Brooks Lodge, No. 169. A session of unusual interest was held although the attendance was not as large as might have been desired. We found the members active and on the alert for the good of the Order and from the discussion that was brought out during the evening it was manifest that No. 169 in point of intelligence, occupies high rank among our subordinate lodges.

On Saturday evening the 21st inst., a meeting was held under the auspices of Deer Park Lodge, No. 1, at Port Jervis, N. Y., and a most interesting time was had. There was a large attendance, several adjacent lodges being represented, and the time was spent most profitably in the discussion of subjects pertinent to the occasion.

Grand Master Sargent delivered an eloquent address which won him the plaudits of all. The members of Deer Park Lodge, No. 1, we found to be well abreast of the times. They are cordial and enthusiastic and the man who carries the proper credentials need have no misgiving as to the kind of welcome he will receive at their hands.

A Universal Complaint.

Almost daily we are in receipt of letters from members complaining that they are unable to hear from the officers of their Lodge. The matter has gotten to be a universal nuisance. In some instances the officers are at fault, but this is not always the case. Indeed, such complaints not infrequently came from members who never corresponded with their Lodge at all, or, if they did, never waited long enough to receive a reply, or, what is worse still, never called at the post office for their mail.

Some time ago we received a letter from Bro. Simon Parker, of Midland Lodge, No. 147, in which complaint was made that he had written to all the officers and several members of his Lodge and that he was unable to hear from any of them. He expressed himself as being discouraged by the indifference shown him and appealed to the Grand Lodge to ascertain the cause of such apathy on the part of those charged with the affairs of the Lodge. His letter was written from Dallas, Texas. It was promptly answered by the Grand Lodge. In about ten days the letter was returned, as no such party could be found. It was then mailed to his *Magazine* address and returned as before, and we presume that Bro. Parker is now scoring the Grand Officers because they do not answer his letters. This kind of business makes us heartily tired. It is a waste of time and energy that might be devoted to better purposes. While we are willing to give patient consideration to all complaints, and apply the remedy if at our command, we haven't got time to make wild goose excursions or to find out why the U. S. Government doesn't patent some device that will enable a letter to hunt down the party to whom it is addressed, no matter how effectually he may conceal himself or how diligently he may seek to evade the missive.

Picnic at Portage, New York.

The union picnic held at Portage, N. Y., on Thursday, June 20, under the auspices of Lodges 12, 169, 379, 316, 99, 121, 227, 242 and 326, was one of the triumphs of the season and was much enjoyed by all who had the good fortune to be in attendance. The picnic ground was on the line of the Erie road at a point on the bank of the Genesee river, overlooking a fine cataract which was an object of ceaseless interest and admiration. There were special trains from Buffalo, Rochester, Binghamton, Elmira and other points, and a large concourse of people gathered to do honor to the occasion.

There was music and dancing and almost every other festivity known to pleasure seekers. One of the principal features of the occasion was the regulation picnic basket, which was of a size to evoke smiles from those who were patiently awaiting for the

"spreads" to make their appearance. Grand Master Sargent made himself unusually agreeable among the ladies. He flitted from basket to basket in a manner to indicate that he was not a spring chicken at the business.

During the afternoon there was an intermission in the programme and Grand Master Sargent delivered an address on the aims and works of the Brotherhood, which was received with frequent demonstrations of approval.

The ladies are entitled to great credit for their interest in the matter. They not only supplied all the dainties and substantial, but were there themselves to bear testimony with their wealth of smiles to their devotion to the Order.

A happy day was spent and the verdict was universal that the picnic was in all regards a gratifying success.

The Adopted Daughter.

One of the most interesting, instructive and harmonious meetings it has ever fallen to our lot to attend was that held Sunday, June 23d, under the auspices of Adopted Daughter Lodge, No. 3, Jersey City, N. J. The hall was well filled with a body of representative Brotherhood men, many of whom were visitors from adjacent lodges. After the regular order of business was exhausted, Grand Master Sargent delivered an address upon the vital questions of the hour which evoked the heartiest enthusiasm. The Grand Master was followed by a number of others and some telling speeches were made. Master Martin presided over the Adopted Daughter Lodge like a veteran. He maintains the most perfect order without the slightest exertion and if the meetings we attended is to be accepted as a fair sample, the Adopted Daughter Lodge can boast of parliamentary discipline second to none in our Order.

We found the membership profoundly in earnest, both aggressive and progressive, and amply qualified to guard the interests of the Brotherhood in that locality.

CUSTODIANS of the protective fund of subordinate Lodges are required to submit a report of their collection of said fund at the first regular meeting in October, and regularly thereafter at the first meeting in the last month of each quarter. They are also required to forward a duplicate report of same to the Grand Secretary and Treasurer, as provided in section 215, page 62, of the constitution.

Unknown Addresses.

JOHN DOBRICHOSKI—Supposed to be a locomotive engineer. Inquiry for his whereabouts comes from Bohemia, and any information regarding him should be directed to John Given, Division Superintendent, C. R. I. & P., Railway, Des Moines, Iowa.



This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Dues and Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

AUGUST, 1889.



Assessment Notice for August.

OFFICE OF GRAND LODGE, B. OF L. F. }
TERRE HAUTE, IND., August 1, 1889. }

ASSESSMENT No. 5, \$2.00.

To Receivers of Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified of the death and disability of the following members who were entitled to all the benefits of the Order, viz:

CLAIM No. 96. Mathew Wynne, of J. K. Gilbreath Lodge, No. 261, was declared totally disabled by Loss of Leg, January 24th, 1889.

CLAIM No. 97. William Lynch, of Forest City Lodge, No. 10, died with Cerebral Softening, April 23d, 1889.

CLAIM No. 98. A. E. Kapernick, of Arbitration Lodge, No. 320, died of Typhoid Fever, April 25th, 1889.

CLAIM No. 99. George W. Bond, of Buffalo Lodge, No. 12, was declared totally disabled by Loss of Leg, May 2d, 1889.

CLAIM No. 100. William Nalbach, of Buffalo Lodge, No. 12, died from injuries received in Railroad Accident, May 5th, 1889.

CLAIM No. 101. William E. Arnold, of Folwell Lodge, No. 326, died of Typhoid Pneumonia, May 5th, 1889.

CLAIM No. 102. Martin B. Cooper, of Cerro Gordo Lodge, No. 29, died of Dysentery May 5th, 1889.

CLAIM No. 103. Jno. Buchanan, of Tippecanoe Lodge, No. 36, died of Brain Fever, May 11th, 1889.

CLAIM No. 104. C. H. Goodnough, of Alpha Lodge, No. 26, died of Spinal Fever, May 11th, 1889.

CLAIM No. 105. Charles Lappin, of Rocky Mountain Lodge, No. 77, was killed by Railroad Accident, May 13th, 1889.

CLAIM No. 106. F. O. Smith, of Marble City Lodge, No. 353, was killed by Falling from Engine, May 17th, 1889.

CLAIM No. 107. Willard Davis, of Red River Lodge, No. 8, was killed by Railroad Accident, May 21st, 1889.

CLAIM No. 108. M. Fitzgerald, of Walnut Valley Lodge, Lodge, No. 368, died with Abscess of the Brain, May 27th, 1889.

CLAIM No. 109. J. W. Dorsey, of St. Joseph Lodge, No. 43, died of Tuberculosis, May 30th, 1889.

CLAIM No. 110. H. F. Stearns, of Pine City Lodge, No. 81, died with Softening of the Brain, June 1st, 1889.

CLAIM No. 111. William Kane, of Sunset Lodge, No. 177, died of Dysentery, June 6th, 1889.

CLAIM No. 112. William Diemert, of Peace Lodge, No. 109, was killed by Engine Turning Over, June 10th, 1889.

CLAIM No. 113. James Muldoon, of Capital Lodge, No. 46, died of Paralysis, June 12th, 1889.

CLAIM No. 114. A. J. Hempstead, of Clinton Lodge, No. 84, died of Typhoid Fever, June 24th, 1889.

CLAIM No. 115. J. G. Purvis, of East Albany Lodge, No. 215, was killed by being Run Over by Engine, June 27th, 1889.

An Assessment of Two Dollars (\$2.00) has been levied for the payment of the above claims and the Receiver is required to forward said amount for each member, whose name appears on the rolls August 1st, 1889, as provided in Section 55 of the Constitution, said remittance to reach the Grand Lodge not later than August 20th, 1889. Any Lodge failing to make returns as above provided will stand suspended from all the benefits of the Order, as per Section 54 of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. & T.

Acknowledgments.

ELMIRA, N. Y., June 24, 1889.

To the Brotherhood of Locomotive Firemen:

DEAR SIRS AND BROTHERS:—With feelings of gratitude, I wish to acknowledge the receipt of \$1,500 due me on my disability claim. I also wish to return my sincere thanks to the members of Liberty Lodge No. 242, and Weaver Lodge No. 379, who took such interest in my welfare.

Yours fraternally,

ANDREW FLYNN.

FREEPORT, ILL., June 26, 1889.

To the Brotherhood of Locomotive Firemen:

We hereby acknowledge the receipt of draft for \$1,500 due each of us, as the insurance on the policies of our late husbands. It is with feelings of gratitude that we shall always remember the brotherhood for the kindness and assistance shown us in our bereavement.

MRS. J. A. FLACK.

MRS. W. A. BRUBAKER.

SPRINGTON, PA., June 19, 1889.

Mr. J. W. Ashton, The Dalles, Oregon:

KIND FRIEND:—Yours of June 11, received, also one from "The Dalles bank." I went over to Meadville yesterday and received the money all right. I find in the various experiences of every day life, there are duties devolving upon us which sometimes amounts to a pleasure, such is the duty I now have to perform, in returning to you one and all, my deepest heartfelt thanks for your kindness and sympathy, so freely given in the hours of my affliction and bereavement. The remembrance of your acts will ever be an Oasis in the barren wastes of life's journey. A bright spot in the dark recesses of memory.

Hoping the same bonds of sympathy may ever bind us each to the other in all our trials and afflictions, I remain yours truly,

MRS. C. D. McCURDY.

WILMINGTON, DEL., June 10, 1889.

To Delaware Lodge, No. 231, B. of L. F.:

GENTLEMEN:—Allow me to thank you, and through you, the Grand Lodge, for the prompt payment to me of the money (\$1,500) due me at the death of my dear son, R. Lee Alexander; also, please accept my best wishes for the prosperity of the Brotherhood. Respectfully,

MRS. SUSAN ALEXANDER.

MOOSE JAW, N. W. TER., June 21, 1889.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I desire to return my sincere thanks for the payment of \$1,500, amount due on the policy of my son John E. Holdsworth, of Northern Light Lodge, No. 127.

I also wish to return my heartfelt thanks to the members of Cascade Lodge, No. 312, for their kind expression of sympathy in my sad bereavement. With best wishes for the noble Brotherhood, I remain,

Yours truly,

MRS. G. HOLDSWORTH.

PORTAGE, WIS., June 20, 1889.

To the B. of L. F.:

DEAR BROTHERS:—Allow me through the columns of the *Magazine*, to express my gratitude toward the order for a draft of \$1,500 due me as a disability claim. I sincerely thank those who rendered me assistance during my recent illness. May success crown the efforts of the Grand Officers. Wishing that the Brotherhood may prosper in the future as in the past, I remain your disabled brother,

JOE WEBBER.

LOGANSFORD, IND., July 2, 1889.

To the B. of L. F.:

GENTLEMEN:—I have received from M. W. Jamison, Receiver of Good Will No. 52, a draft for the sum of fifteen hundred dollars (\$1,500) the full amount due me on the Beneficiary Certificate held by my late husband, Henry C. Schwerdman. Please except my sincere thanks which are extended to the members of No. 52 for the kindness shown me in my sorrow and affliction. May God bless each and every one of you and may the brotherhood prosper and be to others as it has truly been to me a friend to the widow and fatherless,

Very respectfully,

MRS. KATE SCHWERDMAN.

LOUISVILLE, KY., June 19, 1889.

To the B. of L. F.:

GENTLEMEN:—I desire to acknowledge the receipt of a draft for fifteen hundred dollars (\$1,500) through the hands of Mr. Jas. C. Weeks, the amount due me upon the policy of my son Joe F. Cain. I desire to return my sincere thanks to the officers of the Plain City Lodge No. 238, for the prompt payment of same and also for the respectful and sympathetic manner in which they assisted in performing the last sad rites at the funeral. God, alone knows how I appreciated all your kindness to me. May Heaven's blessings rest upon you, one and all, is the sincere wish of his Mother and Sister,

BRIDGET CAIN.
ANNIE CAIN.

To the Brotherhood of Locomotive Firemen:

COUNCIL BLUFFS, IOWA, June 14, 1889.

DEAR BROTHERS:—It is with feeling of sincere gratitude I wish to acknowledge the receipt of \$1,500 due me on my disability claim and to sincerely thank the officers and members of Overland Lodge No. 123 for their many acts of kindness to me and my family during my sickness, they have shown their liberality, friendship and brother love which could not be excelled by members of any Order. I also wish to thank Lodges Nos. 20, 25,

45 and 17 for their kind donations to me during my stay at the springs, their kindness will ever be remembered and may God bless each one of us, and may the noble brotherhood prosper and be to others as it has truly been to me. Wishing the Brotherhood a prosperous future, I remain yours fraternally,

CHARLES POOLE.

AURORA, ILL., June 5, 1889.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I have received from Frank G. Boomer, Receiver of Self Help Lodge, No. 80, a draft for the sum of \$1,500, being the full amount due me on the Beneficiary Certificate held by my late husband, Charles H. Perdieu, who died at Spokane Falls, Washington Territory, December 14, 1888, from injuries received in a wreck. Please accept my sincere thanks, which I hereby extend, especially to the members of Self Help Lodge, No. 80, B. of L. F. and also, Division No. 32, B. of L. E., for the kindness shown me in my hour of sorrow and affliction; also for the many beautiful floral tributes by the Brotherhood and friends. I also extend my sincerest thanks to the Brotherhood in the West, for their kind care, and especially to J. C. Olson, who went west with my late husband as a brother and companion, who hastened to his relief and proved himself a true brother, doing everything possible to alleviate his sufferings, and to administer to his many wants during his affliction. His kindness, and that of the Brotherhood, shown me, shall ever be remembered and treasured in my heart. May labor ever be honored and blessed, and may the Brotherhood prosper, even while the spider weaves her web in the tyrant's palace, and the owl sings his watch songs on his lofty towers.

Yours very respect'fully,

MRS. C. H. PERDIEU.

KNIGHTSVILLE, IND., May 6, 1889.

To the Officers and Members of Tippecanoe Lodge, No. 36, B. of L. F., Lafayette, Ind.:

DEAR SIRS:—As we had to leave your beautiful city so soon after the funeral of our beloved son and brother, Mark, without a suitable opportunity to express our heartfelt thanks and deepest gratitude toward you, I desire to take this opportunity, in behalf of his bereaved wife and grief-stricken father, mother, brothers and sisters, to thank you as best we may, for the many acts of loving kindness bestowed on the dearly beloved husband, son and brother, in performing the last sad rites toward him. Never before did we fully comprehend the full significance of the doctrine and precepts of brotherly love of your noble Order until we saw them exemplified in your actions toward our beloved husband, son and brother, and in your many acts of friendship and brotherly kindness toward us. Although strangers in a strange city, and among strange people, we found hundreds of friends with warm, loving hearts, ready and willing to clasp our hands with the warmth of heartfelt sympathy and solicitude in our hour of direst and deepest grief, and ready and willing to try to alleviate, by numerous and continued acts of brotherly love, our grief and sorrow. May heaven's choicest blessings forever rest upon your noble Order, and especially upon Tippecanoe Lodge, No. 36, and its officers and members. Nobly have you fulfilled the divine teaching of the Grand Master, who said: "Love ye one another. Bearing one another's burdens." "Whatsoever ye would that others should do unto you, do ye so unto them." Surely you shall have your reward.

Thanking you one and all, individually and as a Lodge, again and again, our earnest prayer is that prosperity, peace and happiness may ever come to you and yours, and that, should the same sorrow come to you, that you may find friends in your hour of sorrow as true and sympathetic as you were to us. I am ever

Your friend,
JOHN W. HEWES.

Beneficiary Statement.

**OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., July 1, 1889.**

To Subordinate Lodges:

SIRS AND BROTHERS: The following is a statement of the Beneficiary Fund, for the month ending June 30, 1889:

RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	\$138	68	\$84	135	\$76	202	\$102	269	\$58	336	\$36
2	16	69	80	136	54	203	114	270	192	337	88
3	378	70	58	137	50	204	16	271	50	338	44
4	94	71	114	138	72	205	80	272	46	339	60
5	190	72	222	139	34	206	46	273	90	340	56
6	96	73	84	140	116	207	100	274	56	341	54
7	58	74	58	141	164	208	86	275	42	342	46
8	132	75	174	142	178	209	68	276	42	343	28
9	192	76	120	143	210	60	277	22	344	18	
10	112	77	264	144	14	211	100	278	58	345	16
11	180	78	64	145	212	70	279	36	346	26	
12	100	79	70	146	74	213	24	280	44	347	28
13	80	80	150	147	128	214	56	281	28	348	70
14	280	81	206	148	64	215	102	282	44	349	86
15	80	82	198	149	306	216	32	283	80	350	40
16	290	83	118	150	112	217	42	284	178	351	24
17	62	84	122	151	98	218	38	285	104	352	84
18	86	85	114	152	94	219	90	286	116	353	52
19	96	86	126	153	58	220	74	287	92	354	100
20	58	87	48	154	38	221	74	288	32	355	54
21	120	88	114	155	42	222	40	289	26	356	40
22	28	89	18	156	70	223	84	290	30	357	48
23	68	90	106	157	28	224	88	291	45	358	48
24	84	91	6	158	144	225	18	292	28	359	60
25	162	92	64	159	54	226	68	293	56	360	62
26	122	93	118	160	108	227	52	294	36	361	86
27	154	94	118	161	72	228	248	295	36	362	80
28	98	95	240	162	192	229	48	296	62	363	96
29	56	96	88	163	42	230	102	297	64	364	48
30	54	97	146	164	24	231	80	298	48	365	14
31	84	98	76	165	102	232	52	299	90	366	22
32	64	99	188	166	92	233	54	300	62	367	72
33	114	100	60	167	82	234	52	301	54	368	34
34	94	101	86	168	28	235	76	302	36	369	56
35	58	102	169	169	268	236	42	303	32	370	28
36	96	103	242	170	78	237	140	304	58	371	60
37	66	104	36	171	48	238	72	305	42	372	60
38	112	105	118	172	72	239	82	306	112	373	28
39	78	106	42	173	240	240	160	307	70	374	52
40	78	107	170	174	194	241	14	308	24	375	30
41	70	108	48	175	76	242	180	309	76	376	64
42	38	109	142	176	28	243	30	310	46	377	64
43	254	110	60	177	78	244	168	311	44	378	62
44	111	116	178	110	245	126	312	312	44	379	50
45	128	112	58	179	124	246	40	313	52	380	60
46	80	113	58	180	48	247	102	314	24	381	52
47	142	114	64	181	22	248	90	315	108	382	70
48	120	115	60	182	60	249	48	316	8	383	48
49	100	116	104	183	96	250	182	317	16	384	36
50	117	117	88	184	26	251	118	318	32	385	22
51	92	118	52	185	50	252	140	319	38	386	26
52	110	119	60	186	124	253	66	320	90	387	42
53	46	120	156	187	34	254	108	321	1	388	78
54	192	121	98	188	152	255	16	322	1	389	58
55	58	122	60	189	84	256	42	323	26	390	40
56	36	123	190	190	40	257	70	324	8	391	40
57	328	124	84	191	76	258	46	325	42	392	30
58	56	125	68	192	58	259	64	326	76	393	38
59	152	126	66	193	93	260	44	327	84	394	64
60	26	127	86	194	94	261	52	328	8	395	38
61	138	128	52	195	61	262	70	329	80	396	56
62	98	129	156	196	86	263	108	330	34	397	24
63	68	130	102	197	72	264	90	331	60	398	34
64	68	131	94	198	60	265	126	332	40	399	24
65	165	132	94	199	62	266	98	333	170	400	28
66	112	133	78	200	22	267	96	334	44		
67	156	134	72	201	44	268	18	335	52		

Balance on hand June 1, 1889 . . . \$27,693 75
Received during the month . . . 31,217 00

Total . . . \$58,910 75

DISBURSEMENTS.

By Beneficiary Chlains, Nos. 76, 77, 78, 79,
80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92,
93, 94 and 95 . . . \$30,000 00
Balance on hand July 1, 1889 . . . \$28,910 75
Respectfully submitted,
EUGENE V. DEBS, G. S. AND T.

Grand Lodge.

F. P. SARGENT Grand Master
Terre Haute, Indiana.
J. J. HANNAHAN Vice Grand Master
Box 655, Englewood, Ill.

E. V. DEBS Grand Secretary and Treasurer
Terre Haute, Indiana.

E. V. DEBS Editor and Manager of Magazine
Terre Haute, Indiana.

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Subordinate Lodges.

1. DEER PARK; Port Jervis, N. Y.

Meets in Union Hall at 2 P. M., every Sunday.
James Fordyce, 13 Church st. Master
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William Uhlman, 18 Crawford St. Collector
Charles E. Barkman, Box 26 Receiver
W. H. Decker, 143 Pike St. Magazine Agent

2. SPARTAN; Monon, Ind.

Meets in Odd Fellows' Hall 1st and 3d Sundays at
2 P. M.
Chas. N. Hill Master
Thos. Doran Secretary
Clint Williams Collector
Herman Crumbo Receiver
Thos. Doran Magazine Agent

3. ADOPTED DAUGHTER; Jersey City, N. J.

Meets in Germania Hall, 140 Newark ave., 2d and
4th Sundays at 2 P. M.
C. W. Martin, 467 Grove St. Master
D. W. J. Mahoney, 421 Summit Ave Secretary
J. B. Sweet, 125 Academy St. Collector
J. B. Sweet, 125 Academy St. Receiver
J. H. Voorhis, 421 Summit Ave Magazine Agent

4. GREAT EASTERN Portland, Maine.

Meets in B. of L. E. Hall, 1st and 3d Sunday.
F. O. Mitchell, 12 Mountfort St. Master
C. D. Getchell, 9 Brattle St. Secretary
A. E. Dennison, 23 Merrill St. Collector
F. A. Huff, 47 Hanover St. Receiver
F. Howard Pember, 89 Lincoln
St Magazine Agent

5. CHARITY; St. Thomas, Ontario.

Meets in Engineer's Hall every Tuesday at 7:30
P. M.
M. J. Blanch, Box 1273 Master
Wm. Deyell, Box 1273 Secretary
James Ballentyne, Box 1273 Collector
Geo. W. Fenwick, Box 1273 Receiver
Joseph R. Odell, Box 1273 Magazine Agent

6. PRIDE OF THE WEST; DeSoto, Mo.

Meets in K. P. Hall, 2d and Boyd Sts., every Monday at 2 P. M.

J. Christofel, L. Box 196 Master
 Alexander Williams, L. Box 212 Secretary
 Michael Rabbitt, Box 18 Collector
 F. W. Gratiot, Box 298 Receiver
 Alex. Williams, L. Box 212 Magazine Agent

7. POTOMAC; Washington, D. C.

Meets 2d and 4th Sundays in McCaulley's Hall, between 2d and 8d Sts., Pennsylvania avenue, southeast.

A. J. Williams, 327 C St., S. W. Master
 H. A. Willvert, 17 Virginia Ave., S. W. Secretary
 Wm. C. Jasper, 509 S. Capitol St. Collector
 A. J. Williams, 327 C St., S. W. Receiver
 John F. Robey, 442 2d St., S. W. Magazine Agent

8. RED RIVER; Denison, Texas.

Meets in I. O. O. F. Hall, Main St., 1st and 3d Saturdays at 7 P. M., and 2d and 4th at 2 P. M.

W. R. Lanan, 227 Munson St. Master
 R. E. Sherrill, 717 Nelson St. Secretary
 T. W. Weaver, 700 W. Munson St. Collector
 J. J. Crofton, 308 Houston Ave. Receiver
 Jerry Scott, 800 Shepherd St. Magazine Agent

9. FRANKLIN; Columbus, Ohio.

Meets at 64½ N High St., first Monday and third Tuesday evenings.

F. W. Arnold, Box 53 Master
 C. C. Colt, 996 Pennsylvania Ave. Secretary
 N. T. Beynon, 240 22d St. Collector
 F. J. Kistler, 212, 214 South High St. Receiver
 Leonard Lawrence, 860 Arsenal Ave. Magazine Agent

10. FOREST CITY; Cleveland, Ohio.

Meets at 182 Ontario St., 1st and 3d Sundays at 1:30 P. M.

Jas. F. Tousley, 24 Alfred St., S. S. Master
 A. G. Laubscher, Seward St., West Cleveland Secretary
 T. P. Curtis, 41 W. Madison St. Collector
 J. H. Miner, 324 Starkweather Ave. Receiver
 A. G. Laubscher, Seward St., West Cleveland Magazine Agent

11. EXCELSIOR; Phillipsburg, N. J.

Meets in Grimer's Hall, 2d and 4th Sundays.

Frank N. Caffey Master
 C. A. Stevenson, Box, 106 Secretary
 Elvin Teel Collector
 J. W. Sinclair, L. Box 96 Receiver
 E. F. Stevenson Magazine Agent

12. BUFFALO; Buffalo, N. Y.

Meets at 198 Seneca St., every Tuesday at 8 P. M.

J. J. Knauff, 238 Fifth St. Master
 Wm. J. Bruman, 395 Swan St. Secretary
 W. J. Minor, 507 Eagle St. Collector
 P. J. McNamara, 178 Miami St. Receiver
 Jno. S. Bauld, 237 Elk St. Magazine Agent

13. WASHINGTON; Jersey City, N. J.

Meets cor. Maple St. and Pacific Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M.

George F. Hull, 399 Communipaw Ave. Master
 Henry Kline, 128 Van Horn St. Secretary
 Edward Jones, 93 Pacific Ave. Collector
 Peter C. Quick, Somerville, N. J. Receiver
 Edward Rhodes, 154 Whiton St. Magazine Agent

14. EUREKA; Indianapolis, Ind.

Meets at 34 W. Washington St., fourth floor, every Tuesday at 8 P. M.

Geo. P. Kern, 77 E. Morris St. Master
 Wm. F. Smith, 680 E. Washington St. Secretary
 E. J. Kline, 635 North West St. Collector
 J. J. Hugo, 45 Ruckel St. Receiver
 H. Zink, Vandalia Yard Office Magazine Agent

15. ST. LAWRENCE; Montreal, Canada.

Meets in St. Charles Club Room, Point St. Charles, every alternate Sunday.

James Murphy, 65 Mullen St. Master
 James Ashcroft, 210 Magdalen St., Point St. Charles, Montreal Secretary
 Samuel Edwards, 212½ Bourgeois St., Point St. Charles, Montreal Collector
 H. J. Clarke, 154 Charron St., Point St. Charles, Montreal Receiver
 Richard Burke, 60 Mullins St. Magazine Agent

16. VIGO; Terre Haute, Ind.

Meets 2d and 4th Mondays, at 7:30 P. M.

Frank Dupell, 922 N 9th St. Master
 J. F. O'Reilly, 824 N 5th St. Secretary
 Henry Balesdorf, 293 N 12th St. Collector
 C. A. Bennett, 1004 N 9th St. Receiver
 Ralph Shernburne, 602 N 8th St. Magazine Agent

17. PINE RIDGE; Chadron, Neb.

Meets in Lowenthal Bros.' Hall, 1st and 3d Sundays at 1 P. M.

J. H. Royce, L. Box 307 Master
 L. V. Bowman Secretary
 E. M. Wiles, L. Box 321 Collector
 Rufus E. Chandler, L. Box 315 Receiver
 D. H. Coyle Magazine Agent

18. WEST END; Slater, Mo.

Meets in I. O. O. F. Hall, 1st and 3d Sunday nights.

Charles McMillan Master
 J. J. Day Secretary
 Albert Disney, Box 19 Collector
 George W. Michel, Box 145 Receiver
 F. S. Adams Magazine Agent

19. TRUCKEE; Wadsworth, Nevada.

Meets every Friday at 7 P. M.

J. E. Raitt, Box 8 Master
 W. E. Cobb, Box 437 Secretary
 F. W. Youngmans, Box 8 Collector
 Edgar Shepley, Box 8 Receiver
 Charles Short, Box 8 Magazine Agent

20. STUART; Stuart, Iowa.

Meets in Engineer's Hall every Monday at 7:15 P. M.

Wm. K. Van Harten Master
 George C. Wells, Box 117 Secretary
 George Morse Collector
 A. H. Copeland Receiver
 Pat Quinn, Box 183 Magazine Agent

21. INDUSTRIAL; St. Louis, Mo.

Meets at 902 South 4th St., 2d and 4th Tuesdays at 8 P. M.

Eli Gielas, 944 Chouteau Ave. Master
 D. C. McClintock, 507 S. Jefferson Ave. Secretary
 William Merkle, 810 Chambers St. Collector
 Wm. C. Linck, 1422 Dodier St. Receiver
 Wm. C. Linck, 1422 Dodier St. Magazine Agent

22. CENTRAL; Urbana, Ill.

Meets in I. O. O. Hall, 2d and 4th Sundays.

Daniel O'Connor, 93 Decatur St., Indianapolis, Ind. Master
 George Richter Secretary
 Alexander McLennan Collector
 Daniel O'Connor, 93 Decatur St., Indianapolis, Ind. Receiver
 George Brash Magazine Agent

23. PHENIX; Brookfield, Mo.

Meets 2d and 4th Tuesdays, in Odd Fellow's Hall.

Joshua Proctor Master
 John S. Ott, Box 381 Secretary
 C. M. Probst, Box 64 Collector
 John S. Ott, Box 381 Receiver
 A. P. Josselyn Magazine Agent

24. GREAT WESTERN; Parsons, Kansas.

Meets in I. O. O. Hall, on Johnson Ave., every Wednesday at 2:30 P. M.

J. E. Powell, L. Box 144 Master
 F. E. Green, Box 413 Secretary
 Charles W. Maier, Box 514 Collector
 J. E. Powell, L. Box 144 Receiver
 Wm. J. Mathis, Box 568 Magazine Agent

25. CONNECTING LINK; Boone, Iowa.

Meets 1st and 3d Sundays at 2 P. M.
 Aaron Starke, Box 349 Master
 Ed. C. Brownson, Box 34 Secretary
 James F. Bills Collector
 A. M. Sourwine Receiver
 N. Burlingame Magazine Agent

26. ALPHA; Baraboo, Wis.

Meets in B. of L. E. Hall., 2d and 4th Mondays
 William H. Pobjoy Master
 Thomas Williams Secretary
 William H. Pobjoy Collector
 Frank R. Melcher Receiver
 E. M. Terry Magazine Agent

27. HAWKEYE; Cedar Rapids, Iowa.

Meets in Room 13, O'Hara's Block, 2d Sunday at
 2:30 P. M., and 4th Mondays at 7:30 P. M.
 Fred. McArdle, 353 G Ave., West Master
 J. E. Collins, 20 8th St., N. Secretary
 J. L. Jennings, 328 G Ave., West Collector
 Fred. McArdle, 353 G Ave., West Receiver
 C. G. Jones, 91 S 2d St. Magazine Agent

28. ELKHORN; North Platte, Neb.

Meets every Wednesday at 7:30 P. M.
 Thomas Burney, L Box 285 Master
 W. H. Coleman, Box 214 Secretary
 Lewis Clark Collector
 Frank D. Winn, L Box 232 Receiver
 W. C. Stevenson, Box 15 Magazine Agent

29. CERRO GORDO; Mason City, Iowa.

Meets 1st and 3d Tuesday evening of each month,
 corner Second and Main Sts.
 Charles O. Burkhart, Box 147 Master
 J. H. Fulton, Box 706 Secretary
 Max Newbowers Collector
 J. H. Fulton, Box 706 Receiver
 S. A. Trine, Box 391 Magazine Agent

30. CEDAR VALLEY; Waterloo, Iowa.

Meets in Black Hawk Hall, Lafayette St. and E
 Waterloo, 1st and 3d Sundays at 2 P. M.
 E. T. Gregory, 514 Saxon St. Master
 R. A. Corson, Box 1154 Secretary
 H. P. Eaty Collector
 R. A. Corson, Box 1154 Receiver
 J. A. Mulkern, 26 5th St., Dubuque,
 Iowa Magazine Agent

31. R. R. CENTRE; Atchison, Kansas.

Meets 2d and 4th Sundays in Woodman's Hall,
 cor. 6th and Kansas Ave.
 H. L. Clark, cor. Roberts and Commer-
 cial Sts. Master
 S. S. Hamrick, 1606 Main St. Secretary
 Chas. Bennington, 14th and Santa Fe St. Collector
 John O'Connor, 1303 Main St. Receiver
 Frank Short Magazine Agent

32. BORDER; Ellis, Kansas.

Meets in K. of P. Hall every Tuesday at 3 P. M.
 George M. McClure, Box 205 Master
 Gustave Ebeling Secretary
 A. M. Petrie, Box 103 Collector
 A. Waters, Box 105 Receiver
 Harry Stigall Magazine Agent

33. SUCCESS; Trenton, Mo.

Meets in Engineer's Hall, over Union Bank, 1st
 and 3d Mondays at 2 P. M., and 2d and 4th
 Mondays, at 7 P. M.
 Thomas E. Torpey Master
 Thomas Griffin, Box 145 Secretary
 Chas. W. Gallup Collector
 Frank M. Park Receiver
 C. H. Torpey Magazine Agent

34. CLINTON; Clinton, Iowa.

Meets in Engineer's Hall, 4th St., 1st and 3d Sun-
 days at 2:30 P. M.
 Frank A. Kinch, 522 7th Ave Master
 J. M. Wheeler, 515 Comanche Ave Secretary
 Frank A. Kinch, 522 7th Ave Collector
 Thomas E. Bulen, 619 6th Ave Receiver
 Magazine Agent

35. AMBOY; Amboy, Ill.

James Lavell Master
 Thomas Monahan, Box 458 Secretary
 James Bersley Collector
 Thomas Monahan, Box 458 Receiver
 James P. Duggan Magazine Agent

36. TIPPECANOE; Lafayette, Ind.

Meets in Red Men's Hall, at 2 P. M., Sundays.
 Charles Ernst, 164 Salem St., over U. S.
 Express Co. Master
 Albert H. Kelley 98 Green St. Secretary
 Louis Raub, 128 N 8th St Collector
 W. R. Johnson, 110 S 4th St Receiver
 Magazine Agent

37. NEW HOPE; Centralia, Ill.

Meets every Thursday at 8 P. M.
 H. G. Cormick, Box 151 Master
 W. D. Holton, Box 244 Secretary
 W. D. Holton, Box 244 Collector
 C. W. Styles Receiver
 T. J. Prickett Magazine Agent

38. AVON; Stratford, Ontario.

Meets 1st and 3d Sundays at 2 P. M.
 James Harvey, Box 318 Master
 J. T. Burke, Box 818 Secretary
 William O'Brien, Box 818 Collector
 George Nursey, Box 818 Receiver
 S. J. Spencer, Box 318 Magazine Agent

39. TWIN CITY; Rock Island, Ill.

Meets in Engineer's Hall, 2d and 4th Sundays
 at 2 P. M.
 George H. Hinkley Master
 Daniel H. Moroney, 6th Ave. & 27th St. Secretary
 John C. Kane, cor. 5th Ave. and 25th St., Collector
 George H. Hinkley Receiver
 James Griffin, cor. 9th Ave. and 27th
 St. Magazine Agent

40. BLOOMING; Bloomington, Ill.

Meets at 910 W Chestnut street, Tuesdays at 7:30
 P. M.
 Joseph Turpin, 707 W Locust St. Master
 P. L. Cutler, 707 W Locust St. Secretary
 P. L. Cutler, 707 W Locust St. Collector
 Ed. J. Spreen, 608 N Mason St. Receiver
 Thomas Powderly, 1208 Western Ave.,
 Magazine Agent

41. ONWARD; Dickinson, Dakota.

Meets in Odd Fellow's Hall, every Thursday at
 7:30 P. M.
 W. F. Cunningham, L Box 215 Master
 O. A. Doskey, Box 17 Secretary
 O. A. Doskey, Box 17 Collector
 Joseph Croethwaite, L Box 158 Receiver
 W. R. Williams, Box 32 Magazine Agent

42. ELMO; Madison, Wis.

Meets in Good Templar's Hall, 2d and 4th Sun-
 days.
 Alfred H. Tyler, 312 Lake St. Master
 Jno. L. Cashen, cor. Clymer & Broom St. Secretary
 John Harrington, 520 W Main St. Collector
 Byron B. Wilber, 901 Johnson St. Receiver
 Frank Lawrence, 614 Millin St. Magazine Agent

43. ST. JOSEPH; St. Joseph, Mo.

Meets in I. O. O. F. Hall, 10 Pacific St., 1st and 3d
 Thursdays.
 F. O. Porter, N. E. Cor. 13th and Penn St. Master
 James Hyndman, 2216 S Sixth St. Secretary
 James Hyndman, 2216 S Sixth St. Collector
 W. E. Sullivan, 2303 S Sixth St. Receiver
 W. E. Sullivan, 2303 S Sixth St. Magazine Agent

44. F. W. ARNOLD; East S. Louis, Ill.

Meets in Jackiesch Hall, corner Missouri and Main Sts., alternate Tuesdays at 7:30 P. M.
 T. J. Hayes, Box 375 Master
 J. P. Collins Secretary
 Chas. E. Long, Box 354 Collector
 Phil. C. Cramer, Box 68 Receiver
 C. E. Long, Box 354 Magazine Agent

45. ROSE CITY; Little Rock, Ark.

Meets in Quapaw Hall every Monday night.
 P. H. Williams, 1114 Water St. Master
 Ed. Chamberlain, Box 174, Argenta, Ark. Secretary
 William Smith, 206 Cross St. Collector
 George Emery, 802 North St. Receiver
 Ed. Chamberlain, Box 174, Argenta, Ark. Magazine Agent

46. CAPITAL; Springfield, Ill.

Meets in Engineers' Hall, 217 South 5th St., 1st and 3d Sundays, at 2 P. M. Master
 A. Cunningham, 1125 N Fifth St. Secretary
 R. J. Barnes, 901 E Capitol Ave. Collector
 J. F. Magess, 705 S 9th St. Receiver
 James Allen, S 11th St. Receiver
 E. W. Anderson, 1007 Cook St. Magazine Agent

47. TRIUMPHANT; Chicago, Ill.

Meets in Prosperity Hall, N. E. corner State and 18th Sts., 1st Monday evening and 3d Sunday afternoons.
 W. E. Burns, 122 Newberry St. Master
 William Keeler, 3930 LaSalle St. Secretary
 William Keeler, 3930 LaSalle St. Collector
 C. W. Watson, 183 E 22d St., Flat 12 Receiver
 Thos. O'Connor, 1240 Indiana Ave. Magazine Agent

48. W. F. HYNES; Peoria, Ill.

Meets in G. A. R. Hall 2d and 4th Saturdays at 7:30 P. M.
 George C. Watt, 617 1st St. Master
 J. V. Johnson, 412 Spencer St. Secretary
 W. A. McMillan, 206 State St. Collector
 George C. Watt, 617 1st St. Receiver
 John Watt, 617 First St. Magazine Agent

49. J. M. RAYMOND; Decatur, Ill.

Meets in Engineers' Hall, E Eldorado St., 2d and 4th Sundays at 3 P. M.
 Charles Hockery, 1113 N Calhoun St. Master
 Dan Dineen, 537 N Broadway Secretary
 William Murphy, 921 E Eldorado St. Collector
 A. H. Sutton, 975 N Water St. Receiver
 E. J. Wilkins, 1830 E William St. Magazine Agent

50. GARDEN CITY; Chicago, Ill.

Meets 1st and 3d Saturdays at 7:30 P. M.
 Calvin M. Wolcott, 5001 State St. Master
 Calvin M. Wolcott, 5001 State St. Secretary
 C. D. Dickerman, 5142 Dearborn St. Collector
 W. H. Green, 4900 Dearborn St. Receiver
 James T. Lee, 4404 Butterfield St. Magazine Agent

51. FRISCO; North Springfield, Mo.

Meets in Masonic Hall, 2d and 4th Saturdays of each month at 7:30 P. M.
 John S. Carson, Box 437 Master
 Michael Gaffney, Box 277 Secretary
 George Hasler Collector
 John S. Carson, Box 437 Receiver
 L. S. Wolfe, Box 448 Magazine Agent

52. GOOD WILL; Logansport, Ind.

Meets corner 4th and Market Sts., every Sunday at 2 P. M.
 Charles Truman, 1318 Spear St. Master
 W. A. McDonald, 1216 Sinead St. Secretary
 John T. Maloy, 715 W Ottawa St. Collector
 M. W. Jamison, 405 Market St. Receiver
 J. A. Holland, N Sycamore St. Magazine Agent

53. EMPORIA; Emporia, Kansas.

Meets in Knights of Honor Hall 1st and 3d Thursdays at 7 P. M.
 A. E. Pearce, Box 1201 Master
 J. T. Williams, 121 Congress St. Secretary
 John McGaha, Moline, Kan. Collector
 John C. Hadley, 22 Pine St. Receiver
 Edward Fithen, Strong City Magazine Agent

54. ANCHOR; Moberly, Mo.

Meets in Supplies Bros.' Hall, Tuesdays at 7 P. M.
 James A. Robertson Box 34 Master
 J. T. Grimes, I. Box 113 Secretary
 M. Sullivan, Box, 1551 Collector
 R. P. Corrigan, Box 682 Receiver
 M. Sullivan, Box 1551 Magazine Agent

55. BLUFF CITY; Memphis, Tenn.

Meets at No. 16 Johnson Ave., 2d and 4th Thursday evenings.
 Jacob Fuchs, L. & N. Shops Master
 Jacob Wagner, L. & N. Shops Secretary
 Jacob Wagner, L. & N. Shops Collector
 A. S. Klyce, L. & N. Shops Receiver
 J. E. McFadden, 196 Johnson Ave. Magazine Agent

56. BANNER; Stanberry, Mo.

Meets every Saturday night at 7:30 P. M.
 Joseph J. Smith Master
 W. E. Baldwin, L Box 400 Secretary
 Charles H. Runyan Collector
 T. A. Newcomb Receiver
 Joseph J. Smith Magazine Agent

57. BOSTON; Boston, Mass.

Meets in Odin Hall, 47 Hanover St., 1st and 3d Sundays of each month.
 F. F. Derby, Fitchburg R. R. Engine House Charlestown, Mass. Master
 T. H. Haines, Ocean View St., Winthrop, Mass. Secretary
 A. W. Spurr, 66 Hammond St. Collector
 T. H. Haines, Ocean View St., Winthrop, Mass. Receiver
 H. E. Stevens, 5 Davis St. Magazine Agent

58. SACRAMENTO; Rocklin, Cal.

Meets in Masonic Hall, every Monday and Thursday at 1:30 P. M.
 C. C. Brown Master
 C. E. Warmington Secretary
 George B. Clark Collector
 Elmer E. Greeley Receiver
 Frank J. Peacock Magazine Agent

59. ROYAL GORGE; South Pueblo, Colo.

Meets every Monday evening at 7:30.
 A. M. McMurray, Box 458 Master
 John Gallagher, 27 Block S Secretary
 C. S. Walker, 124 Mechanic St., Pueblo Collector
 M. C. Donnelly, 610 E 3d St., Pueblo Receiver
 John T. DeJersey, No. 601 B St., Pueblo Magazine Agent

60. UNITED; Philadelphia, Pa.

Meets in Dover Hall, Marshall St., above Susquehanna Ave., alternate Sundays.
 James Wertz, 2013 N 3d St. Master
 B. F. Pettit, 2055 N 9th St. Secretary
 Fred. Hess, 1630 N 5th St. Collector
 B. F. Pettit, 2055 N 9th St. Receiver
 Chas. H. Reihner, 529 Butler St., Franklinville, Pa. Magazine Agent

61. MINNEHABA; St. Paul, Minn.

Meets in Druid's Hall, corner Jackson and 7th St., 2d and 4th Sundays.
 James V. Piper, corner Jackson St., and Como Ave. Master
 P. McLaughlin, 103 Sycamore St. Secretary
 H. E. Kemp, 233 Granite St. Collector
 Theo. T. Hart, 709 Tuscarora St. Receiver
 J. F. Mullany, Cor. Como Ave. and Jackson St. Magazine Agent

62. VANBERGEN; Carbondale, Pa.

Meets in Odd Fellows' Hall, cor. 7th and Church
Sta., 2d and 4th Sundays at 1 P. M.,
John P. McCawley, Box 608 Master
U. S. Van Dermark, Box 41 Secretary
W. H. Brokenshire Collector
A. M. Banks, Box 479 Receiver
D. N. Swan Magazine Agent

63. HERCULES; Danville, Ill.

Meets in K. of H. Hall, West Main St., 1st and
3d Sundays.
John Myers, 808 N Jackson St. Master
Bernard Manion Secretary
John Wakely, Box 772 Collector
H. J. Bohn, 501 E Main St. Receiver
T. A. Hudson Magazine Agent

64. SIOUX; Sioux City, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at 2:30
P. M.
D. L. Davenport, 1521 E 6th St. Master
James Griffin, 419 Clark St. Secretary
Sidney Weir, 506 Iowa St. Collector
D. L. Davenport, 1521 E 6th St. Receiver
F. H. Newell, 1120 Iowa St. Magazine Agent

65. FORT RIDGELY; Waseca, Minn.

Meets in Engineers' Hall, 1st and 3d Sundays.
James B. Newcomer, Winona, Minn. Master
G. Bennett, Box 3 Secretary
J. A. Robinson Collector
W. D. Grimes, Box 488 Receiver
M. J. Fitzpatrick, 821 W 5th St., Wino-
na, Minn. Magazine Agent

66. CHALLENGE; Belleville, Ontario.

Meets in B. of L. F. Hall, 2d and 4th Sundays at
2:30 P. M.
Robert Milne, Belleville Station Master
F. C. Link, Belleville Station Secretary
W. J. Logue, Box 9, Belleville Station Collector
Timothy Daly, Jr., Belleville Station Receiver
R. Snell, Belleville Station Magazine Agent

67. DOMINION; Toronto, Canada.

Meets in I. O. O. F. Hall, 2d and 4th Sundays, at
2:30 P. M.
W. Brent, 85 Spadina Ave. Master
Sidney Vaughan, 5 Draper St. Secretary
James Pratt, 172 Huron St. Collector
Sidney Vaughan, 5 Draper St. Receiver
Robert Reid, 31 Leonard Ave. Magazine Agent

68. EAU CLAIRE; Altoona, Wis.

Meets 2d and 4th Sundays at 2 P. M.
Martin Duggan Master
J. S. McCauley, Box 24 Secretary
Patrick E. Keating, Box 62 Collector
E. W. Brogan Receiver
Charles Dinneen Magazine Agent

69. ISLAND CITY; Brockville, Ontario.

Meets in the Merrill Block, every Thursday at
7:30 P. M.
Thomas Shields, Box 558 Master
A. W. Dales, Box 206 Secretary
J. G. Goodison, Box 206 Collector
I. J. Beehler, Box 558 Receiver
Francis Flanagan Magazine Agent

70. LONE STAR; Longview, Texas.

Meets in I. O. O. F. Hall, every Tuesday at 2
P. M.
I. H. Stout, Box 411 Master
Lorenzo D. Oden, Box 411 Secretary
Albert N. Oden, Box 411 Collector
Lorenzo D. Oden, Box 411 Receiver
C. W. Slayter, Box, 421 Magazine Agent

71. SUSQUEHANNA; Oneonta, N. Y.

Meets in B. of L. E. Hall, 2d and 4th Sundays at
3 P. M.
Wilford Robinson, 6 Mickle Ave. Master
W. W. Rowe Secretary
R. W. Mills Collector
Irvin Baker Receiver
James Walters, 82 W Broadway Magazine Agent

72. WELCOME; Camden, N. J.

Meets at 2d and Federal Sts., 1st and 3d Sundays
of each month.
John Colton, 588 Benson St. Master
James L. Gibbs, Collinswood, N. J. Secretary
Garret M. Weston, 565 Bridge St. Collector
James L. Gibbs, Collinswood, N. J. Receiver
G. W. Austermuhl, 437 Mickle St. Magazine Agent

73. BAY STATE; Worcester, Mass.

Meets at 302 Main St., 2d and 4th Sundays.
E. Brewer, 27 Houghton St. Master
Charles A. Smith, 124 Central St. Secretary
J. J. Cunningham, 29 Prescott St. Collector
Charles A. Smith, 124 Central St. Receiver
W. N. Holland, 9 Cutler St. Magazine Agent

74. KANSAS CITY; Argentine, Kan.

Meets in K. of P. Hall, alternate Thursdays.
Thomas Donahue, Box 421 Master
Robt. Hoolkinson, Box 421 Secretary
G. B. Campbell, Box 421 Collector
Edwin J. Pearce, Box 421 Receiver
G. B. Campbell, Box 421 Magazine Agent

75. ENTERPRISE; Philadelphia, Pa.

Meets in Erickson's Hall, 3047 Lancaster Ave.,
2d and 4th Sunday afternoons
Chas. I. Bisbing, 920 Belmont Ave. Master
C. W. Reeves, 750 N 36th St., West Phila-
delphia Secretary
John Finley, 3604 Fairmount Ave. Collector
C. W. Reeves, 750 N 36th St., West Phila-
delphia Receiver
J. T. Findley, 3604 Fairmount Ave Magazine Agent

76. NEW ERA; Breckenridge, Minn.

Meets in Masonic Hall, 2d and 4th Sundays at 2
P. M.
George W. Sebastian, Box 134, Grand Forks,
Dakota Master
W. C. Hall Secretary
Harry Pearce Collector
W. W. Hurd Receiver
Wm. Pannon, Box 67 Magazine Agent

77. ROCKY MOUNTAIN; Denver, Colo.

Meets in Neef's Hall, 15th St., every Thursday at
7:30 P. M.
Charles D. Lane, 2646 Lawrence St. Master
W. F. Brundage, 1216 Larimer St. Secretary
D. L. Marrs, 445 Beecher Ave., N side Collector
W. F. Brundage, 1216 Larimer St. Receiver
H. M. Johns, 940 11th St. Magazine Agent

78. GOLDEN EAGLE; Sedalia, Mo.

Meets in Hart's Hall, E 13th St., every Thursday
at 7 P. M.
John Laybourne, 318 Engineer St. Master
H. D. Boult, 1223 E 6th St. Secretary
Edward J. Moore, 109 E Boonville St. Collector
Henry Meyer, 318 Engineer St. Receiver
G. H. Lyons, 318 Engineer St. Magazine Agent

79. J. M. DODGE; Roodhouse, Ill.

Meets in Engineer's Hall, 1st and 3d Mondays
and 2d and 4th Sundays.
John Underwood Master
Charles E. Stone Secretary
Charles E. Stone Collector
Frank L. Carr Receiver
J. A. Wells Magazine Agent

80. SELF HELP; Aurora, Ill.

Meets over 26 and 28 Broadway, every 2d Sunday
George Goding, 428 Benton St. Master
William Mitchell, 26 State St. Secretary
Geo. J. Waters, 202 5th St. Collector
Frank G. Boomer, 95 LaSalle St. Receiver
Chas. Kelly, 308 Fox St. Magazine Agent

81. PINE CITY; Brainerd, Minn.

Meets in I. O. O. F. Hall, 6th St., South, 2d and
4th Sundays 2 P. M.
James F. McGinnis, Box 1871 Master
George Watts, Box 1831 Secretary
George F. Watson Collector
Rowland Arundel, Box 1545 Receiver
S. W. Green, L Box 1878 Magazine Agent

92. NORTHWESTERN; Minneapolis, Minn.

Meets 2d Saturday evening and 4th Sunday afternoon of each month, at 68 and 70 6th St., S.
 Ernest B. Mayo, 424 1st Ave. South . . . Master
 W. E. Richmond, 820 N Girard Ave . . . Secretary
 Robert J. Watson, 716 4th Ave. North . . . Collector
 W. E. Richmond, 820 N Girard Ave . . . Receiver
 Ernest B. Mayo, 424 1st Ave. S. . . Magazine Agent

98. TRINITY; Fort Worth, Texas.

Meets in B. of L. F. Hall every Wednesday, at 8 P. M.
 I. M. Dean, Box 406 . . . Master
 George H. Tucker, Box 406 . . . Secretary
 I. M. Dean, Box 406 . . . Collector
 J. M. Russ, Box 406 . . . Receiver
 J. S. Whitley, Box 406 . . . Magazine Agent

94. CALHOUN; Battle Creek, Mich.

Meets in Whitcomb's Block, N Jefferson St., 2d and 4th Sundays at 2:30 P. M., and 1st Monday at 7:30 P. M.
 E. C. Wilder, 50 South Ave . . . Master
 James Burgess, 64 Cliff St . . . Secretary
 Frederick Voss, 103 Green St . . . Collector
 E. C. Wilder, 50 South Ave . . . Receiver
 R. E. James, 106 3rd St. . . Magazine Agent

95. FARGO; Fargo, N. Dakota.

Meets 2d and 4th Sundays in I. O. O. F. Hall, corner Robert St. and 2d Ave.
 W. W. Sturman, Box 825 . . . Master
 Eugene McAuliffe, 114 9th St., S . . . Secretary
 Wash. Terrett . . . Collector
 R. Roggeveen, 324 13th St. North . . . Receiver
 Thos. A. Kelly, N. Fargo, Dak . . . Magazine Agent

96. BLACK HILLS; Laramie City, Wyoming.

Meets in K. of L. Hall, Friday evening at 7:30.
 George W. DeForest, Box 455 . . . Master
 James C. Love, Box 517 . . . Secretary
 George W. DeForest, Box 455 . . . Collector
 William N. Roth, Box 346 . . . Receiver
 George M. Harris . . . Magazine Agent

97. SUMMIT; Rawlins, Wyoming.

Meets in I. O. O. F. Hall, 1st and 3d Thursdays, at 7:30 P. M.
 Thomas F. Croake, Box 87 . . . Master
 Ed. Smyth . . . Secretary
 Charles Sullivan . . . Collector
 Frank J. Keefe, Box 152 . . . Receiver
 Myles Scallan . . . Magazine Agent

98. MORNING STAR; Evanston, Wyoming.

Meets in I. O. O. Hall, Thursdays at 7:30 P. M.
 J. C. Bowman . . . Master
 Kenneth G. McLean, Box 150 . . . Secretary
 William L. Gray . . . Collector
 J. C. Bowman . . . Receiver
 Samuel Carpenter . . . Magazine Agent

99. CHEHAW; Montgomery, Ala.

Meets every Sunday in K. of P. Hall, over National Bank, Commerce St.
 E. L. Cranford, 207 Holt St . . . Master
 A. F. Grubbs, Box 524 . . . Secretary
 George I. Fuller, 26 N Perry St . . . Collector
 E. L. Cranford, 207 Holt St . . . Receiver
 E. L. Cranford, 207 Holt St . . . Magazine Agent

90. SAN DIEGO; San Bernardino, Cal.

Meets in A. O. U. W. Hall, every Thursday night.
 George A. March, Box 645 . . . Master
 James Pixton . . . Secretary
 Harvey Smith, Box 645 . . . Collector
 R. S. Compton . . . Receiver
 J. E. Culey, Box 645 . . . Magazine Agent

91. GOLDEN GATE; San Francisco, Cal.

Meets corner Valencia and 16th Sts., 1st Sunday at 1 P. M., and 3d Tuesday at 7 P. M.
 Wm. Lockwood, 24 Mission Ave . . . Master
 Chas. A. Crites, 203 16th St . . . Secretary
 W. J. Allen, 24 Julian Ave., near 15th . . . Collector
 James Doyle, 537, 18th St . . . Receiver
 F. W. McCune, 230 Shotwell St . . . Magazine Agent

92. FRONTIER CITY; Oswego, N. Y.

Meets 2d and 4th Sundays in N. Y., O. & W. Ry. Depot.
 Charles Spath, 39 W Talman St . . . Master
 . . . Secretary
 . . . Collector
 . . . Receiver
 S. C. Forsyth, 166 W Utica St . . . Magazine Agent

93. GATE CITY; Keokuk, Iowa.

Meets in Horn's Hall, corner 8th and Main St., 2d and 4th Sundays at 2 P. M.
 John Cronin, corner B and Bluff St . . . Master
 Ed. J. Kelly, 519 Ridge St . . . Secretary
 Ed. J. Kelly, 519 Ridge St . . . Collector
 John H. Carter, 507 Main St . . . Receiver
 Henry Montgomery, Centerville, Magazine Agent

94. CACTUS; Tucson, Arizona.

Meets in B. of L. F. Hall, corner Tool Ave. and Pennington St., every Tuesday at 7:30 P. M.
 W. E. Butler, Box 218 . . . Master
 Jacob Hettrick . . . Secretary
 F. M. Blaney . . . Collector
 N. H. Cramer . . . Receiver
 W. D. Anderson, Box 218 . . . Magazine Agent

95. CHICAGO; Chicago, Ill.

Meets at 237 Milwaukee Ave., 2d Tuesday at 8 P. M., and last Sunday of each month, at 9:30 A. M.
 D. M. Leavitt, 36 Temple St . . . Master
 Vernon L. Culver, 174 N Halstead St . . . Secretary
 J. F. Cantlon, 142 Front St . . . Collector
 E. W. Wallbaum, 224 Larrabee St . . . Receiver
 Wm. R. Stuart, 174 N Halstead St. Magazine Agent

96. ALEXIA; Wellsville, Ohio.

Meets 1st and 3d Sundays in B. of L. E. Hall, Main St.
 G. Leibtag . . . Master
 Frank Ray, Box 685 . . . Secretary
 William M. King . . . Collector
 Joseph Quinn, Box 239 . . . Receiver
 John Leibtag, Box 366 . . . Magazine Agent

97. ORANGE GROVE; Los Angeles, Cal.

Meets at 512 San Fernando St., every Tuesday evening at 7:30.
 George C. Morton, Box 72 . . . Master
 Wm. T. Curl, 638 San Fernando St . . . Secretary
 Wm. T. Curl, 638 San Fernando St . . . Collector
 Ed. Whitney, 46 Ann St . . . Receiver
 A. V. Blackburn, 85 Railroad St. Magazine Agent

98. PERSEVERANCE; Terrace, Utah.

Meets in Engineers' Hall every Tuesday.
 R. W. Shields . . . Master
 E. G. White . . . Secretary
 J. H. Neven . . . Collector
 Clarence W. Veasy . . . Receiver
 H. J. Grubnau . . . Magazine Agent

99. ROCHESTER; Rochester, N. Y.

Meets at No. 33 Market St., every Friday evening.
 E. E. Pruyne, 41 1st Ave . . . Master
 W. P. Couch, 331 University Ave . . . Secretary
 George Kingsley, 22 Upton Park . . . Collector
 Mathias S. Dubelbeiss, 94 Bay St . . . Receiver
 W. H. Rice, 9 Norwood St . . . Magazine Agent

100. ADAIR; Bowling Green, Ky.

Meets in Wright's Hall, corner Main and Adams Sts., every Monday at 2 P. M.
 William Coleman . . . Master
 Woods L. Miller, Box 446 . . . Secretary
 Woods L. Miller, Box 446 . . . Collector
 Wesley Alsop . . . Receiver
 Richard A. Potter . . . Magazine Agent

101. ADVANCE; Creston, Iowa.

Meets in Firemen's Hall, 222 Pine St., every Sunday at 2 P. M.
 John Igce, Box 246 . . . Master
 Frank E. Giltner . . . Secretary
 Frank E. Giltner . . . Collector
 Frank P. Drew . . . Receiver
 Frank Struice . . . Magazine Agent

102. CONFIDENCE; East Des Moines, Iowa.

Meets in I. O. O. F. Hall, S. E. corner Sycamore and 6th Sts., alternate Sundays at 2 P. M.
 F. S. Payne, 1221 Court Ave. Master
 C. M. Krull, 717 Lyon St. Secretary
 John Loveless, 1208 Fillmore St. Collector
 J. W. Combs, 1321 Buchanan St. Receiver
 W. L. Carss, 849 W 13th St., Des Moines Magazine Agent

103. FALLS CITY; Louisville, Ky.

Meets in Colgan's Hall, corner 10th and Walnut Sts., every Thursday at 2 P. M.
 William C. Abbey, 1017 Story Ave. Master
 James J. Lawson, 1108 12th St. Secretary
 John B. Reynolds, 1017 13th St. Collector
 James J. Lawson, 1108 12th St. Receiver
 John B. Reynolds, 1017 13th St. Magazine Agent

104. "OLD KENTUCK;" Ludlow, Ky.

Meets in M. J. Connelly's residence, 106 Oak St., 1st and 3d Thursdays at 7:30 P. M.
 Frank Robertson Master
 M. J. Connelly Secretary
 Charles Heimberger Collector
 Frank Robinson Receiver
 Charles Heimberger Magazine Agent

105. PROGRESS; Galesburg, Ill.

Meets in B. of L. E. Hall every Thursday evening at 7:30 P. M.
 William Heath, 351 E Main St. Master
 J. L. Nelson, 327 N Seminary St. Secretary
 J. L. Nelson, 327 N Seminary St. Collector
 M. J. Buckley, 122 W Knox St. Receiver
 C. G. Nelson, 926 S Seminary St. Magazine Agent

106. KEY CITY; Dubuque, Iowa.

Meets over Master Mechanic's office, 2d and 4th Sundays at 2 P. M.
 Joseph Chaloupka, 1470 Cedar St. Master
 D. W. Mason, 438 High St. Secretary
 Joseph Chaloupka, 1470 Cedar St. Collector
 Laverett Douglass, 903 Garfield Ave. Receiver
 Edward A. Forster 438 High St. Magazine Agent

107. ECLIPSE; Gallon, Ohio.

Meets in Zimmermann's Hall every Wednesday night.
 August Gerhart, Box 196 Master
 W. G. Morgan Secretary
 C. D. Hoyt Collector
 Thomas Wilson, Box 497 Receiver
 George Canaan, Box 386 Magazine Agent

108. PIONEER; Chama, New Mexico.

Meets in D. & R. G. Passenger Depot, every Wednesday at 7:30 P. M.
 Wm. J. Brown Master
 Edward Bradley Secretary
 Frank Wilson Collector
 Herman Berndt, Durango, Colo. Receiver
 John A. Simon Magazine Agent

109. PEACE; St. Louis, Mo.

Meets in Summit Hall, corner Ewing Ave. and Market St., 2d and 4th Fridays of each month at 7:30 P. M.
 W. M. White, 844 Chouteau Ave. Master
 J. L. Pate, 2919 Caroline St. Secretary
 Charles Durnell, 1308 S Compton Ave. Collector
 J. L. Pate, 2919 Caroline St. Receiver
 J. L. Pate, 2919 Caroline St. Magazine Agent

110. OLD GUARD; Bucyrus, Ohio.

Meets in Engineers' Hall, cor. Sandusky & Mansfield Sts., every 2d and 4th Sundays at 2 P. M.
 J. R. Gorlin, L Box 235 Master
 C. P. Collins, Corning, O. Secretary
 William Fitzmaurice Collector
 W. C. Bruce Receiver
 C. P. Collins, Corning, O. Magazine Agent

111. BEACON; Mattoon, Ill.

Meets in K. of L. Hall, Sunday at 2:30 P. M.
 C. J. Singleton, L Box 835 Master
 T. F. Barrett, Box 427 Secretary
 F. W. Neidheiser Collector
 Paul Rider, Box 744 Receiver
 George S. Norris, Box 952 Magazine Agent

112. EVENING STAR; Mt. Vernon, Ill.

Meets in Helserman's Hall, 1st and 3d Tuesdays at 7:30 P. M.
 S. R. Wild Master
 John C. Branham Secretary
 John C. Branham Collector
 E. F. Lynch Receiver
 G. T. Colvin Magazine Agent

113. CLARK-KIMBALL; Pocatello, Idaho.

Meets in Masonic Hall every Monday at 7:30 P. M.
 W. J. Ingling Master
 H. F. Chrisman Secretary
 John H. Shannon Collector
 Frank Walton, Allerdice, Mont. Receiver
 H. F. Christman Magazine Agent

114. MAGIC CITY; Cheyenne, Wyoming.

Meets in Engineers' Hall, Idleman's Block, every Wednesday at 8 P. M.
 Michael Walch Master
 Thomas O. Jones, Box 250 Secretary
 Thomas O. Jones, Box 250 Collector
 Ernest Heenan, 1010 Central Ave. Receiver
 James J. Keelan Magazine Agent

115. GULF CITY; Galveston, Texas.

Meets 1st and 3d Wednesdays in the Temple of Honor.
 H. L. Briggs, Cor. 8th and Market Sts. Master
 Jno. Buckley, 19th and 0 1/2 Sts. Secretary
 G. E. Labbit, 76 W Ave. and L Sts. Collector
 H. L. Briggs, Cor. 8th and Market Sts. Receiver
 Wm. Powell, N E Cor. 39th St. and Broadway Magazine Agent

116. ST. CLAIR; Fort Gratiot, Mich.

Meets in Engineers' Hall, 1st and 3d Sundays at 1:30 P. M.
 William Dingwall, 2004 Stone St., Port Huron, Mich. Master
 R. J. Gee, 1604 Poplar St., Port Huron Secretary
 R. J. Gee, 1604 Poplar St., Port Huron Collector
 E. G. Hubbard, Box 127 Receiver
 J. J. Jackson, 2202 Stone St. Port Huron, Mich. Magazine Agent

117. BEAVER; London, Ontario.

Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.
 Edwin S. Chapman, 151 Clarence St. Master
 George Black, 400 Simcoe St. Secretary
 S. T. Fletcher, 221 Maitland St. Collector
 John Dickson, 367 Simcoe St. Receiver
 Robert Lister, 411 Hill St. Magazine Agent

118. STAR OF THE EAST; Richmond, Quebec.

Meets in Pearson's Hall every Wednesday at 7:30 P. M., and 1st and 3d Sundays at 2 P. M.
 R. A. Leonard Master
 Geo. A. Pearson, Richmond Station Secretary
 Geo. A. Pearson, Richmond Station Collector
 John Kelly, Richmond Station Receiver
 Geo. A. Pearson, Richmond Station, Magazine Agent

119. COLONIAL; River du Loup, Quebec.

Meets Wednesday and Thursday nights, alternately, in English School Room.
 W. H. Rougean, River du Loup Station Master
 Louis D. Poulin, I. C. Ry. Station Secretary
 Louis D. Poulin, I. C. Ry. Station Collector
 W. H. Rougean, River du Loup Station Receiver
 W. H. Rougean, River du Loup Station Magazine Agent

120. FORTUNE; Syracuse, N. Y.

Meets in C. M. B. A. Hall, Cor. Fayette and Salina Sts., 1st and 3d Sundays at 3 P. M. and 2d and 4th Tuesdays at 7 P. M.
 E. F. McNulty, 260 W Fayette St. Master
 Simon Mangun, 175 Otisco St. Secretary
 L. G. Rowson, 16 1/2 Richmond St. Collector
 F. H. Livingston, 59 Jackson St. Receiver
 A. D. Collins, 312 Putnam St. Magazine Agent

121. FELLOWSHIP; Corning, N. Y.

Meets in Odd Fellows' Hall, 1st and 3d Sundays of each month at 3 P. M.
 James F. Roody Master
 Isaiah D. Wolcott, 2 Magee St Secretary
 Isaiah D. Wolcott, 2 Magee St Collector
 E. E. Everts, 159 E Erie Ave Receiver
 Chas. J. Boylan Magazine Agent

122. FEDERATION; Pana, Ill.

Meets in Woodmen's Hall, every Sunday at 2:30 P. M.
 Charles Roley Master
 W. D. Stokes, L Box 13 Secretary
 Wm. J. Miller Collector
 Thos. H. Crowner Receiver
 A. C. Reif Magazine Agent

123. OVERLAND; Omaha, Neb.

Meets in K. of P. Hall, Cor. 14th and Douglass Sts., every Wednesday at 8 P. M.
 F. W. Perkins, room 24, Anderson Block Master
 E. S. Emmons, 1820 Mason St Secretary
 William Anderson, 811 Pacific St. Collector
 Albert Cole, 636 S 17th St Receiver
 William A. Cummings, 1308 S 12th St Magazine Agent

124. PILOT; Perry, Iowa.

Meets in Odd Fellows' Hall, 2d and 4th Sundays at 9:30 P. M.
 H. A. Draper Master
 Wm. L. Johnston, Box 554 Secretary
 H. C. DeGroat Collector
 B. W. Zilley Receiver
 E. G. Benson Magazine Agent

125. GUIDE; Marshalltown, Iowa.

Meets in B. of L. F. Hall, S Center St., 2d and 4th Sundays.
 W. M. Gallup, 512 S 3d St Master
 J. P. Boyce, 103 W Nevada St Secretary
 J. S. Smedes, 307 S Center St Collector
 J. M. Larimer, 307 S 3d Ave Receiver
 J. O. Rose, 410 W Church St Magazine Agent

126. COMET; Austin, Minn.

Meets in Hays' Hall, 1st and 3d Mondays and 2d and 4th Sundays.
 J. A. Harriman, Box 473 Master
 E. H. Talmadge Secretary
 J. E. Gilbert Collector
 Oliver C. Cornforth Receiver
 C. J. Erickson Magazine Agent

127. NORTHERN LIGHT; Winnipeg, Manitoba.

Meets in Assinaboine Hall, 133 Ross St., 1st Tuesday and 3d Sunday.
 John Wellington, 14 Patrick St Master
 W. H. Woods, 14 Patrick St Secretary
 Thomas Reese, 20 Gunnell St Collector
 J. G. Jonah, 226 McWilliams St Receiver
 George M. Vansickle, 31 Isabel St. Magazine Agent

128. LANDMARK; Glendive, Montana.

Meets in Coleman's Hall, every Tuesday at 7 P. M.
 Arthur Todd Master
 James McKenzie, Forsyth Secretary
 Martin E. Colbert, Box 55 Collector
 James McKenzie, Forsyth Receiver
 J. C. Sorenson Magazine Agent

129. MINERAL KING; Escanaba, Mich.

Meets in B. of L. E. Hall 2d and 4th Sundays at 1 P. M.
 Richard Letcher, Box 123 Master
 James S. Hill, L Box 116 Secretary
 George H. Valentine, Box 541 Collector
 J. S. Rogers, Box 622 Receiver
 William Finnegan Magazine Agent

130. GUIDING STAR; Milwaukee, Wis.

Meets in Engineers' Hall, 2d and 4th Sundays at 2 P. M.
 Thomas Dwyer, 335 Jackson St Master
 Bernard J. Fahl, cor. 34th and Wells St. Secretary
 Frank E. Search, 436 Barclay St Collector
 Con. S. McAuliffe, 501 Washington St Receiver
 James D. Dwyer, 335 Jackson St. Magazine Agent

131. GOLDEN RULE; Stevens Point, Wis.

Meets in Redfield's Hall, 1st and 3d Fridays at 7:30 P. M., and 2d and 3th Sundays at 2:30 P. M.
 Arthur T. Willett Master
 George L. Gearhart Secretary
 A. R. Johnson, Box 8 Collector
 R. J. Luxan, Box 396 Receiver
 R. J. Luxan, Box 396 Magazine Agent

132. MARVIN HUGHITT; Eagle Grove, Iowa.

Meets in Opera House, 1st and 3d Sundays and last Wednesday at 2 P. M.
 Fisher Wressell, Box 13 Master
 W. R. Hammond, Box 408 Secretary
 James H. Long, Box 6 Collector
 John H. Howell Receiver
 E. G. Bates, Tama Magazine Agent

133. SPRAGUE; Sprague, Washington, Ty.

Meets in Postoffice Hall, 2d and 4th Sundays at 7 P. M.
 J. D. Irby, Box 10 Master
 H. A. Moore, Box 62 Secretary
 A. E. Bowman, Box 10 Collector
 Arthur Herider, Pasco Receiver
 J. C. Smith Magazine Agent

134. EASTMAN; Farnham, Quebec.

Meets every Sunday at 8 P. M.
 E. W. Gibson Master
 H. E. Cowan Secretary
 J. H. Cunningham Collector
 E. W. Gibson Receiver
 Louis Lepine Magazine Agent

135. NEW YEAR; El Paso, Texas.

Meets in Firemen's Hall, 1st and 3d Tuesdays at 7 P. M.
 Colin McArthur Master
 Jas. E. Handibo, Box 184 Secretary
 Wm. Rader Collector
 Colin McArthur Receiver
 W. P. Sirsion Magazine Agent

136. J. SCOTT; Lindsay, Ontario.

Meets in S. O. E. Hall, alternate Saturdays at 7:30 P. M.
 Laughlin McIntosh, Box 454 Master
 Robert N. Johnston, Box 454 Secretary
 Joseph Kelcher, Box 454 Collector
 J. Jelleries, Box 454 Receiver
 Jos. Kelcher Magazine Agent

137. PROTECTION; Eldon, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at 2:30 P. M.
 C. W. Friend Master
 J. T. Hull, Box 100 Secretary
 George W. Trott, Box 185 Collector
 A. Shunterman Receiver
 Geo. W. Wright Magazine Agent

138. UNION; Freeport, Ill.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.
 Thomas Cumminsford Master
 Samuel Shaunnassy, 16 Crocker St. Secretary
 Samuel Shaunnassy, 16 Crocker St. Collector
 George Showalter Receiver
 George Showalter Magazine Agent

139. MT. WHITNEY; Tulare, Cal.

Meets in Schultz's Hall, 1st and 3d Sundays and 2d and 4th Fridays at 2 P. M.
 W. P. Barrett Master
 George E. Landes, Box 31 Secretary
 G. G. Hutchings Collector
 George E. Landes, Box 31 Receiver
 Frank Zuber Magazine Agent

140. MOUNT OURAY; Salida, Colo.

Meets in Fraternity Hall every Monday at 7:30 P. M.
 G. W. Miller Master
 W. S. Brewster Secretary
 J. W. Hardy, L Box 509 Collector
 Henry Wise, L Box 549 Receiver
 N. A. Worden, Box 130 Magazine Agent

141. A. G. PORTER; Fort Wayne, Ind.

Meets in Grand Army Hall every Wednesday at 7:30 P. M.

A. J. Kohler, 461 Calhoun St. Master
 Patrick C. Lupton, 33 E Williams St. Secretary
 J. H. Westerman, 20 Buchanan St. Collector
 W. R. Fredericks, 415 S Lafayette St. Receiver
 Frank C. Smith, 46 Elm St. Magazine Agent

142. SAFETY; Toledo, Ohio.

Meets in Johnson's Hall, 1st and 3d Sundays at 1:30 P. M., and 2d and 4th Thursdays at 7 P. M.
 Henry Harms, 446 Forte St., E Toledo . . . Master
 Fred. E. Bittman, 713 S Erie St. Secretary
 S. W. Nesper, 406 Broadway Collector
 Fred. E. Bittman, 713 S Erie St. Receiver
 B. I. Ross, Penn. Eng. House Magazine Agent

143. E. C. FELLOWS; West Oakland, Cal.

Meets in Pythian Hall, 1056 Broadway, every Monday, at 7:30 P. M.
 T. J. Roberts, 752 Willow St. Master
 R. H. Potts, 1792 7th St. Secretary
 Ed. Johnson, 1714 8th St. Collector
 T. J. Roberts, 1830 William St. Receiver
 C. Sellander, 963 4th Ave., East Oakland, Cal. Magazine Agent

144. SUGAR LOAF; Campbellton, New Brunswick.

Meets in Patterson's Hall, I. C. R. Depot, 2d Sundays at 9 A. M., and 4th Sunday afternoons.
 William A. Thompson Master
 William Hamilton Secretary
 James Thompson Collector
 John Deveraux Receiver
 William Smallwood Magazine Agent

145. DAVY CROCKET; San Antonio, Texas.

Meets in Jonas' Hall, 601 Austin St. every Tuesday at 8 P. M.
 A. J. Lee, Avenue D Master
 Edward Beere, Cor. Cherry and Burleson Sts. Secretary
 O. H. Cole, 1112 Ave. D Collector
 Edward Beere, Cor. Cherry and Burleson St. Receiver
 J. D. Kennedy, 905 Ave. D Magazine Agent

146. BAYOU CITY; Houston, Texas.

Meets 1st and 3d Mondays at 7 P. M., and 4th Mondays at 2 P. M.
 John F. Broughton, S. P. Shops Master
 J. P. Monaghan, N. W. cor. Vine and Shea Sts. Secretary
 J. P. Monaghan, N. W. cor. Vine and Shea Sts. Collector
 D. M. Moody, 109 Elysian St. Receiver
 D. M. Moody, 109 Elysian St. Magazine Agent

147. MIDLAND; Temple, Texas.

Meets every Monday at 8 P. M.
 John McBride, Box 105 Master
 T. J. Robbins, Box 105 Secretary
 James Conney, Box 105 Collector
 Howard Covington, Box 105 Receiver
 H. Sims, Box 105, Temple, Tex. Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.

Meets in K. of P. Hall, every Friday at 1:30 P. M.
 W. Z. Thompson, Box 416 Master
 S. F. James, Box 416 Secretary
 C. W. Rankin Collector
 M. E. Stafford, Box 488 Receiver
 David Tipton, Box 416 Magazine Agent

149. JUST IN TIME; New York, N. Y.

Meets at 110 East 125th St., 2d and 4th Saturdays at 8 P. M.
 James F. Hough, 1424 Ave. A Master
 P. A. Donahue, 311 W 55th St. Secretary
 Robert T. Roscoe, 1958 31 Ave Collector
 P. A. Donahue, 311 W 55th St. Receiver
 Charles Johnson, 451 E 119th St. Magazine Agent

150. S. M. STEVENS; Marquette, Mich.

Meets in Mack's Hall, cor. Washington and 3d Sts., 2d and 4th Sundays at 2 P. M.
 Arthur C. Bishop, 146 Main St. Master
 Fred. E. Fletcher, 212 Garden St. Secretary
 John Munroe Collector
 Wm. D. Reany, 416 W Washington St. Receiver
 Wm. J. Turner Magazine Agent

151. MAPLE LEAF; Hamilton, Ontario.

Meets 1st and 3d Sundays at 2:30 P. M.
 Alexander McGilvery, N. & N. W. Shops . . . Master
 Wm. Perkins, 150 Wellington St. Secretary
 William F. Baines, 118 Queen St., N Collector
 Robert Martin, 15 Mayhill St. Receiver
 William Broughton, 14 Inchbury St., S. Magazine Agent

152. NORTH POLE; West Bay City, Mich.

Meets in Royal Arcanum Hall, 1st and 3d Sundays.
 Patrick J. Roach, Box 845 Master
 Frank E. Ayers, Box 104 Secretary
 Fred. C. McDonald Collector
 John Hatchard, Box 377 Receiver
 Frank E. Ayers, Box 104 Magazine Agent

153. H. C. LORD; Fort Scott, Kansas.

Meets in K. of P. Hall, corner 2d and Main Sts.
 H. L. Wright, 11 S Barbee St. Master
 J. M. Parmley, 624 1st and Hill Sts. Secretary
 J. M. Parmley, 624 1st and Hill Sts. Collector
 C. T. Helman, 114 N Broadway Receiver
 J. M. Parmley, 624 1st and Hill Sts. Magazine Agent

154. McKEEN; Chanute, Kansas.

Meets in Masonic Hall, on 2d and 4th Sundays 2 P. M.
 Chas. C. Northway Master
 E. Eshnaur Secretary
 J. E. Flint Collector
 M. A. Lea Receiver
 James M. Jones Magazine Agent

155. J. F. BINGHAM; New York, N. Y.

Meets in Schrader's Hall, 147 W 32d St., 1st Saturday at 8 P. M., and 3d Thursday at 10 A. M.
 Ed. S. Wetherbee, 417 W 48th St. Master
 William J. Campbell, 2546 8th Ave. Secretary
 William J. Campbell, 2546 8th Ave. Collector
 S. Baines, 824 Quincy St., Brooklyn Receiver
 William P. Green, 119 Prospect St., Long Island City, N. Y. Magazine Agent

156. NECHES; Palestine, Texas.

Meets in Engineers' Hall every Saturday night.
 L. T. Branham, Box 256 Master
 O. A. Stetzel, Box 256 Secretary
 T. C. Imrie, Box 256 Collector
 R. F. Wright, Box 256 Receiver
 J. C. Potter Box 256 Magazine Agent

157. ECHO; Peru, Ind.

Meets in Echo Hall 1st and 3d Sundays at 2 P. M., and 2d and 4th Tuesdays at 7 P. M.
 B. E. Flaherty Master
 H. P. Matthews, L Box 201 Secretary
 H. P. Matthews, L Box 201 Collector
 B. E. Flaherty Receiver
 G. H. Smith Magazine Agent

158. STANDARD; Detroit, Mich.

Meets at No. 47 Monroe Ave., up stairs, 2d and 4th Sundays at 1:30 P. M.
 Alban Doane, W Detroit St. Master
 A. Edmiston, 298 Riopelle St. Secretary
 Louis Groscaup, 251 Labrosse St. Collector
 Ed. Heidenrich, 124 Hastings St. Receiver
 Peter Sewell, 199 Orleans St. Magazine Agent

159. W. H. THOMAS; Nashville, Tenn.

Meets in Simmons' Hall, cor. Summer and Union Sts., every Monday at 9 A. M.
 G. Kunding, M. C. & St. L. Round House Master
 D. J. Singleton, 471 Humphrey St. Secretary
 J. H. Ballentine, 311 Hardee St. Collector
 J. L. Enoch, 241 Foster St., E Nashville. Receiver
 L. Sudekm, cor. Market and Chestnut Sts Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.

Meets in A. O. U. W. Hall, 3d and Main Sts., 2d and 4th Sundays at 2 P. M.

Frank W. Hunter, 1044 Main St. Master
Ed. A. McGriff, 17 Chandler Ave. Secretary
Ed. A. McGriff, 17 Chandler Ave. Collector
John K. Taylor, 100 Lincoln Ave. Receiver
John Z. Fairchild, 516 Upper 11th St.,
Magazine Agent

161. HERALD; Burlington, Iowa.

Meets in Knights of Pythias Hall every other Sunday at 2 P. M.

J. A. Richards, 1117 S 8th St. Master
W. A. Flannery, 1212 N 8th St. Secretary
S. J. Eccles, 906 Angular St. Collector
J. D. Hawksworth, 2003 Madison St. Receiver
W. A. Flannery, 1212 N 8th St. Magazine Agent

162. PROSPECT; Elkhart, Ind.

Meets in B. of L. F. Hall, 505 Main St., every Tuesday night 7:30, and 1st Sunday at 2 P. M.

D. F. Wagner, 208 4th St. Master
W. W. Howard, 1200 S Main St. Secretary
D. F. Wagner, 208 4th St. Collector
William J. Hunt, 104 Prairie St. Receiver
Charles White, 1008 S Main St. Magazine Agent

163. ETNA; Pine Bluff, Ark.

Meets in Masonic Hall, every Friday at 7 P. M.

J. B. Woodworth Master
D. B. Rathfon, Box 56 Secretary
H. Peelle, 718 E 3d Ave. Collector
D. B. Rathfon, Box 56 Receiver
John Maher, 807 E 3d Ave. Magazine Agent

164. EEL RIVER; Butler, Ind.

Meets Tuesday evenings in I. O. O. F. Hall, on Broadway.

R. H. Mosshammer, 19 20th St., Detroit, Mich. Master
C. E. Blair Secretary
R. H. Mosshammer, 19 20th St., Detroit, Mich. Collector
John J. Derck, Box 202 Receiver
Ed. Eldridge Magazine Agent

165. ROBERT ANDREWS; Andrews, Ind.

Meets in Firemen's Hall every Monday at 7 P. M.

J. E. Brombaugh Master
Geo. W. Adams, Box 166 Secretary
George B. Richardson Collector
Albert I. Routh Receiver
J. N. Wright Magazine Agent

166. WM. HUGO; Huntington, Ind.

Meets in Engineer's Hall, 1st and 3d Wednesdays and 2d and 4th Tuesday at 7 P. M.

C. M. Keller Master
James W. VanEman, Box 483 Secretary
John S. Dolan, Box 915 Collector
C. E. Wallace, L Box 933 Receiver
A. W. Beaver, Box 529 Magazine Agent

167. MOUNT HOOD; The Dalles, Oregon.

Meets in K. of P. Hall, 1st and 3d Wednesdays at 2 P. M., and 2d and 4th at 7 P. M.

John Anderson Master
F. E. Thompson, Box 209 Secretary
H. P. Smith, L Box 347 Collector
James W. Ashton Receiver
H. P. Smith, L Box 347 Magazine Agent

168. GUARD RAIL; North La Crosse, Wis.

Meets in B. of L. F. Hall, 129 Rose St., 1st and 3d Sundays at 2 P. M., and 2d and 4th Mondays at 7:30 P. M.

J. Moriarity, Portage, Wis. Master
Frank Krouse, Box 206, Portage, Wis. Secretary
George Brewer, 403 cor. Avon and Gould St., LaCrosse, Wis. Collector
Frank Krause, Box 206, Portage, Wis. Receiver
Frank Krause, Box 206, Portage, Wis. Magazine Agent

169. H. G. BROOKS; Hornellsville, N. Y.

Meets in Washington Hall, Broad St., every Monday at 7:30 P. M.

W. E. Smith, 22 Taylor St. Master
C. F. Stone, 76 Grand St. Secretary
H. H. Sweet, 26 Erie Ave. Collector
A. H. Spencer, 18 Elm St. Receiver
C. S. Graham, 31 S Division St. Magazine Agent

170. PRAIRIE; Huron, Dakota.

Meets in Odd Fellows' Hall on 2d and 4th Sundays at 3 P. M.

George E. White, 357 E 3d St. Master
Frank Booth, Room 1, Houghton blk. Secretary
Thos C. Lanter, 520 Utah St. Collector
John Mills, 651 Beach St. Receiver
William A. Brown Magazine Agent

171. SUNBEAM; Truro, Nova Scotia.

Meets in Caledonia Hall 2d Saturdays and 4th Thursdays.

L. D. King Master
Hugh Fraser Secretary
Frederick Geddes, Box 167 Collector
T. W. Hennessy, Box 167 Receiver
R. A. Sutherland, Box 173 Magazine Agent

172. F. G. LAWRENCE; Ottawa, Ontario.

Meets alternate Sundays in Manchester Hall, cor. Sparks and Wellington Sts.

Horatio Hymers, Rochesterville, Ont. Master
J. G. Armstrong, Richmond Lodge Secretary
F. W. Morrison, C. P. R. R. Shops Collector
Hugh Handyside, Hintonbury, via Ottawa, Ont. Receiver
Mills Foster, 544 Wellington St. Magazine Agent

173. PACIFIC; Winslow, Arizona.

Meets in B. of L. F. Hall, every Sunday at 7:30 P. M.

Simeon Frost Master
Isaac C. Heustis Secretary
John C. Bull, Williams, Ariz. Collector
C. F. Evans, Gallup, New Mexico Receiver
Elmer E. Ward, Albuquerque, New Mex. Magazine Agent

174. HARRISBURG; Harrisburg, Pa.

Meets cor. 3d and Cumberland Sts., over Merchant's Bank, 2d and 4th Sundays at 1 P. M.

H. S. Gingrich, 1413 Wallace St. Master
H. O. Motter, 1230 1/2 N Third St. Secretary
H. J. Roberts, 503 Riley St. Collector
William Blessing, 422 Riley St. Receiver
H. S. Gingrich, 1413 Wallace St. Magazine Agent

175. TAYLOR; Newark, Ohio.

Meets in O. R. C. Hall at 12 1/2 N 2d St., every Wednesday at 7 P. M.

A. A. Hickerson, 283 E. Main St. Master
James Kelsey, 318 E. Main St. Secretary
John Callahan, 118 Valandingham St. Collector
Lorin Hogue, 58 N Arch St. Receiver
C. D. Tomlinson, 179 S 4th St. Magazine Agent

176. MAIN LINE; Clinton, Ill.

Meets in Warner's Hall, 1st and 3d Wednesday evenings.

A. G. Turley, Box 61 Master
W. F. Gorman, Box 295 Secretary
W. F. Gorman, Box 295 Collector
C. H. Porter, Box 41 Receiver
C. H. Porter, Box 41 Magazine Agent

177. SUNSET; Marshall, Texas.

Meets in Firemen's Hall, every Thursday at 7:30 P. M.

T. P. Davis Master
H. M. Worthington, Box 184 Secretary
William Kane Collector
T. P. Davis Receiver
H. M. Worthington, Box 184 Magazine Agent

178. SALT LAKE; Salt Lake City, Utah.

Meets in Emporium Hall Tuesdays, at 8 P. M.

Leonard W. Kessler, 223 N 3d St. W. Master
J. F. Keim, 704 W 1st South St. Secretary
Richard Mace, D. & R. G. Shops Collector
W. C. Wightman, 50 N 3d St. W. Receiver
J. F. Keim, D. & R. G. Round House,
Magazine Agent

179. BEE-HIVE; Lincoln, Neb.

Meets in K. of P. Hall, 2d and 4th Sundays.
 J. W. Barber, 901 N 15th St Master
 J. K. Robinson, 718 H St Secretary
 J. W. Barber, 901 N 15th St Collector
 E. K. Robinson 718 H St Receiver
 E. L. Fuller, Box 682 Magazine Agent

180. THREE STATES; Cairo, Ill.

Meets cor. 12th St. and Washington Ave., 2d and 4th Sundays.
 M. J. Kiley, 714 Cedar St Master
 Robert Stevenson, 438 8th St Secretary
 David Meehan, I. C. R. R. Shops Collector
 M. J. Kiley, 714 Cedar St Receiver
 Robert Stevenson, 438 8th St Magazine Agent

181. WELLINGTON; Palmerston, Ontario.

Meets in Odd Fellows' Hall, 1st and 3d Sundays at 2 P. M.
 Wilson Munro Master
 James Combs Secretary
 Alexander Dunbar Collector
 James Nicholson Receiver
 Alexander Dunbar Magazine Agent

182. GOOD INTENT; Erie, Pa.

Meets in Firemen's Hall, Zuck's Block, every Sunday at 2 P. M.
 H. E. Hilliker, Miles' Grove Master
 A. H. Gifford, 221 W 18th St Secretary
 A. H. Gifford, 221 W 18th St Collector
 William Fitzmorris, 63 W 13th St Receiver
 Charles Fitzmorris, 63 W 13th St, Magazine Agent

183. LAKE SHORE; Collinwood, Ohio.

Meets in Engineers' Hall alternate Thursdays at 7 P. M., and alternate Tuesdays at 1:30 P. M.
 J. M. Gaines, Box 152 Master
 F. R. Rosekrans, Box 108 Secretary
 W. T. Wade, 49 Maplewood Ave Collector
 H. I. Miller, Box 154 Receiver
 D. A. Carver, Box 301 Magazine Agent

184. LIMA; Lima, Ohio.

Meets every Sunday at 1:30 P. M., in Irish Block.
 E. L. Melhorn Master
 M. R. Lacy Secretary
 Joseph Bowsher, 496 S Tanner St Collector
 John E. Myers, 639 S Main St Receiver
 S. H. Hartsing, 328 N Pierce St Magazine Agent

185. FIDELITY; Delphos, Ohio.

Meets in Beyer's Hall every Sunday at 2 P. M.
 W. S. Miller, Box 311 Master
 Arthur T. Hogarth, Box 153 Secretary
 J. B. Grove, Box 143 Collector
 F. A. Drolett, Box 153 Receiver
 J. B. Grove, Box 143 Magazine Agent

186. CHAMBERLIN; Chicago, Ill.

Meets in Walther's Hall, 3934 State St., 1st and 3d Sundays of each month.
 J. E. Callaghan, 2538 Butterfield St. Master
 Jas. Manning, Wabash Roundhouse, 41st St. Secretary
 George M. Blackburn, 405 Root St., Town of Lake Collector
 Frank Lamb, 4085 Butterfield St Receiver
 Sherman Alsop, 405 Root St., Town of Lake Magazine Agent

187. LITTLE GIANT; Charleston, Ill.

Meets in Firemen's Hall, 1st and 3d Sundays at 2:30 P. M.
 John W. Parson Master
 John Hudleok Secretary
 Frederick L. Patton Collector
 John W. Parson Receiver
 W. H. DeShane Magazine Agent

188. S. S. MERRILL; Chicago, Ill.

Meets cor. Western Ave. and Indiana St., 1st and 3d Sundays at 2 P. M.
 James Taylor, 10½ Artesian Ave Master
 Wm. O. Cleveland, 100 Washtenaw Ave., Secretary
 Chas. Benjamin, 49 Maplewood Ave Collector
 George Ford, 15 Southwestern Ave Receiver
 Fred Myers, 829 Austin Ave Magazine Agent

189. BALDWIN; Ft. Howard, Wis.

Meets in Narris' Block, Green Bay, Wis., 2d and 4th Sundays.
 H. L. Nichols Master
 D. E. Hogan, L Box 152 Secretary
 Jay Parkinson, Box 373, Green Bay, Wis., Collector
 Martin Sheehy Receiver
 George Shequin Magazine Agent

190. FERGUSON; Mitchell, Dakota.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M.
 Emmet Wentworth, Box 102, Sanborn, Ia., Master
 Albert D. Perry, Box 727 Secretary
 William Phillips, Box 731 Collector
 Oscar W. Merwin, Box 717, Sanborn, Iowa Receiver
 Edward Smith, Sanborn, Iowa Magazine Agent

191. CUSTER; Livingston, Montana.

Meets in Thompson's Hall every Wednesday at 7:30 P. M.
 Wm. T. Field Master
 George N. Martin, L Box 16 Secretary
 C. E. Huffman Collector
 Hannibal Mayhew, Box 162, Billings Receiver
 Forrest Bullard, Box 51 Magazine Agent

192. MT. TACOMA; Tacoma, Washington Ter.

Meets in Mason Block, 1st and 3d Thursdays at 7:30 P. M.
 Fred. L. Dexter, 1713 D St Master
 John Cartwright, Box 222 Secretary
 Frank S. Stevens, 1201 A St Collector
 Phillip Green, 1526 R. St. Receiver
 William F. Lawton, 1702 Jefferson St Magazine Agent

193. J. B. NAYNARD; East Portland, Oregon.

Meets in Ross's Hall, 2d and 4th Sundays.
 J. R. Clark Master
 H. W. Hall, Box 287 Secretary
 D. J. Byrne, Box 287 Collector
 H. W. Hall, Box 287 Receiver
 Wm. A. Ransom, Box 287 Magazine Agent

194. BONANZA; Missoula, Montana.

Meets in I. O. O. F. Hall every Monday night.
 E. L. Hollister, Box 124 Master
 Charles S. Cranston, Box 107 Secretary
 W. F. Copenhaber, 1537 Rose Ave Collector
 Charles S. Cranston, Box 107 Receiver
 Chas. S. Liggett, Box 195 Magazine Agent

195. RE-ECHO; Montpelier, Idaho.

Meets in Montpelier Hall, Fridays at 7:30 P. M.
 Michael Malone Master
 Chas. C. Hammond Secretary
 Peter Layng Collector
 James Duffy Receiver
 Martin King, Glenn's Ferry Magazine Agent

196. CLOUD CITY; Leadville, Colo.

Meets in B. of L. F. Hall, 125 E 6th St., every Friday at 8 P. M.
 H. A. Huddleston, Box 330 Master
 J. C. Hale, Box 330 Secretary
 Daniel Givens Collector
 Jacob Switzer, Box 330 Receiver
 Harry C. Newell, 214 E 10th St. Magazine Agent

197. RIVERSIDE; Savanna, Ill.

Meets 1st and 3d Sunday of each month.
 Clarence Latham, Box 448 Master
 Ira M. Hurless, Box 79 Secretary
 Ira M. Hurless, Box 79 Collector
 William K. Lord, Box 147 Receiver
 F. L. Collier, Sabula, Iowa Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.

Meets 1st and 3d Sundays.
 V. C. Fitzsimmons, 50½ State St Master
 H. P. Bayley, 15 State St Secretary
 James Burns, 44 State St Collector
 W. Y. Dennis, 37 W Seminary St Receiver
 H. G. Ferris, 50½ State St Magazine Agent

199. MAHONING; Youngstown, Ohio.

Meets every other Sunday evening in Union Veteran Hall, Federal St.
 John B. Reese, 1235 Emma St Master
 W. B. Wiseman, Oak St. Secretary
 W. B. Wiseman, Oak St. Collector
 H. W. Clark, McGuffey St. Receiver
 A. C. Clemens, 947 Sheehy St. Magazine Agent

- 900. FAITH; Meridian, Miss.**
Meets in Engineers' Hall every Thursday evening at 7:30 P. M.
Peter McHale, N. O. & N. E. Shops . . . Master
J. E. Mitchell . . . Secretary
John H. Woodruff . . . Collector
James M. Adams, 3319 — 5th St. . . Receiver
Simon F. Baker . . . Magazine Agent
- 901. FRIENDLY HAND; Jackson, Tenn.**
Meets every in K. of P. Hall Saturday at 7 P. M., J. D. Bledsoe . . . Master
James Gaffany . . . Secretary
Robert McKinley . . . Collector
J. L. Jones . . . Receiver
J. L. Jones . . . Magazine Agent
- 902. SCIOTO; Chillicothe, Ohio.**
Meets in Clough's Hall, 1st Sunday at 2:30 P. M., and 3d Monday at 7 P. M.
Sehon B. Cook, 256 4th St. . . Master
Lewis Gettle, jr., 86 N Sugar St . . . Secretary
Albert Maunsell, 364 2d St . . . Collector
Frank Willis, 345 E 5th St . . . Receiver
C. W. Sanders, Box 1231 . . . Magazine Agent
- 903. GARFIELD; Garrett, Ind.**
Meets every Friday at 7:30 P. M.
M. W. Smith, Box 189 . . . Master
B. C. Thomas . . . Secretary
J. J. Smith . . . Collector
Valentine Moughlor, Box 27 . . . Receiver
H. Wohlford . . . Magazine Agent
- 904. COTTON BELT; Jonesboro, Ark.**
Meets in Stacy Hall, every Wednesday at 7:30 P. M.
Geo. B. Youch, L. D. R . . . Master
L. D. Roberts, L Box 165 . . . Secretary
William E. Dixon . . . Collector
L. D. Roberts, L Box 165 . . . Receiver
J. H. Lambert, Box 100 . . . Magazine Agent
- 905. FLOWER OF THE WEST; Topeka, Kansas.**
Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.
E. H. Powell, 400 Chandler St . . . Master
John F. Mills, 201 Monroe St . . . Secretary
John K. Mullin, 120 Adams St . . . Collector
W. H. Jones, 135 Adams St . . . Receiver
George Tittley, 208 Kline St . . . Magazine Agent
- 906. FORT PICKERING; Memphis, Tenn.**
Meets in Miller's Hall, Cor. 5th and Jackson Sts., 1st and 3d Saturdays at 7:00 P. M., 2d and 4th Sundays at 7:30 A. M.
D. L. Forsyth, 83 market St . . . Master
Ed J. Hatch, 219 Iowa Ave . . . Secretary
J. J. Smith, K. C. Shops . . . Collector
Chas. A. Crane, 85 Florida Ave . . . Receiver
John D. Franklin, 159 Tennessee St., . . . Magazine Agent
- 907. LOYAL; Meadville, Pa.**
Meets in Arcanum Hall, 1st and 3d Thursdays and 2nd and 4th Wednesdays.
C. W. Brown, 89 Poplar St . . . Master
F. H. Nichols, 1025 Water St . . . Secretary
Thomas Newberry, 35 E Center St . . . Collector
George A. Oster, 223 Pine St . . . Receiver
H. J. Prenatt, 783 Garden St . . . Magazine Agent
- 908. KEYSTONE; Susquehanna, Pa.**
Meets in C. M. B. A. Hall alternate Tuesday and Saturday evenings.
John Hile . . . Master
W. P. Emery, Box 877 . . . Secretary
J. J. Buckley . . . Collector
W. P. Emery, Box 877 . . . Receiver
C. A. Allen . . . Magazine Agent
- 909. SARATOGA; Whitehall, N. Y.**
Meets in Engineers' Hall, Breet's Building, alternate Sundays
W. J. Herbage, Box 188 . . . Master
John McCarthy, Box 218 . . . Secretary
Henry W. Collins, Box 274 . . . Collector
W. R. Combs . . . Receiver
Mike Bradshaw . . . Magazine Agent
- 910. 18-K; Schenectady, N. Y.**
Meets in McCamus Hall every other Thursday.
Charles W. Vedder, Box 497 . . . Master
John W. Vrooman, Box 497 . . . Secretary
John W. Vrooman, Box 497 . . . Collector
J. E. VanVranken, Box 497 . . . Receiver
C. R. Weekes, 140 Jay St . . . Magazine Agent
- 911. ONOKO; South Easton, Pa.**
Meets in Bragg's Hall, 1st and 3d Sundays at 2 P. M.
Charles Long, 716 Main St . . . Master
C. L. McKee, 209 S 5th St, Easton . . . Secretary
James E. Morris, 711 Wilkesbarre St . . . Collector
A. J. Mickley, 725 Berwick St . . . Receiver
E. A. Seek, 823 Berwick St . . . Magazine Agent
- 912. EMPIRE; Watertown, N. Y.**
Meets in Good Templars' Hall, 2d and 4th Sundays.
T. H. Lynch, 101 Factory St . . . Master
H. A. French, 42 Coffeen St . . . Secretary
H. A. French, 42 Coffeen St . . . Collector
George B. Walker, 25 Meadow St . . . Receiver
Clarence Dixon, 25 Meadow St . . . Magazine Agent
- 913. WEST SHORE; Syracuse N. Y.**
Meets in Doolittle Hall, Pine St., alternate Sundays.
James H. Allison, 3 Henderson St . . . Master
Carl E. Blanchard, 72 Gertrude St . . . Secretary
Patrick Conlon, 3 Henderson St . . . Collector
Edward Davis, 3 Henderson St . . . Receiver
J. L. Sullivan, 3 Henderson St . . . Magazine Agent
- 914. ORIOLE; Baltimore, Md.**
Meets in Lehman's Hall, 861 Garden St., 2d and 4th Sundays.
Albert F. Gibbons, 415 5th St . . . Master
J. W. Akehurst, 442 Federal St . . . Secretary
F. B. Hall, 308 E Lanvale St . . . Collector
John N. Jones, 1100 Barclay St . . . Receiver
F. Gibbons, 423 5th St . . . Magazine Agent
- 915. EAST ALBANY; East Albany, N. Y.**
Meets in Vaughn's Hall, 2d and 4th Sundays at 12:30 P. M.
W. K. Tabor, 222 4th St . . . Master
J. W. Reed, 105 2d St . . . Secretary
C. P. Lowell, 355 Broadway . . . Collector
F. P. Brooksby, 80 Washington St., Greenbush . . . Receiver
W. A. Buckbee, 65 Third St . . . Magazine Agent
- 916. BLACK RIVER; Lorain, Ohio.**
Meets in K. of P. Hall, 2d and 4th Sundays at 12 o'clock noon.
J. C. Crouch . . . Master
John J. Wright . . . Secretary
J. C. Crouch . . . Collector
Thomas Burns . . . Receiver
John W. Graybill, Bridgeport . . . Magazine Agent
- 917. HEADLIGHT; Brazil, Ind.**
Meets in K. P. Hall, 2d and 4th Sunday afternoons.
Elmer P. Collins . . . Master
Geo. L. Cook . . . Secretary
Geo. L. Cook . . . Collector
Geo. L. Cook . . . Receiver
Geo. L. Cook . . . Magazine Agent
- 918. PIKES PEAK; Colorado City, Colo.**
Meets every Sunday at 12:30 P. M.
Richard Griffiths . . . Master
H. C. Chandler . . . Secretary
Amos Allen . . . Collector
Clayton Colvin, Box 60 . . . Receiver
William Walker . . . Magazine Agent
- 919. SMOKY CITY; Allegheny, Pa.**
Meets in Engineers' Hall, cor. Bidwell and Penn sylvania Aves. every Monday at 2:30 P. M.
D. W. Triem, 171 Sheffield St . . . Master
W. A. Walker, Jr., 215 Bidwell St . . . Secretary
Samuel Overlander, 258 Allegheny Ave . . . Collector
H. B. Shaffer, 27 Franklin St . . . Receiver
John T. Sweeney, 227 Washing-ton Ave . . . Magazine Agent
- 920. PROVIDENT; Sunbury, Pa.**
Meets in Masonic Hall, 3d St. 1st and 3d Sundays.
Jos. E. Bowen, Box 212 . . . Master
J. S. Bowen, Box 212 . . . Secretary
H. W. Shofstall, Box 212 . . . Collector
C. C. Bowen, Box 212 . . . Receiver
Hector Hughes, Box 212 . . . Magazine Agent

- 221. HURON; Point Edward, Ontario.**
Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
T. Elliott Master
Ed. Everett, Box A Secretary
J. McMillan Collector
William K. Forbes Receiver
D. Morrison Magazine Agent
- 222. WEBSTER; Fort Dodge, Iowa.**
Meets in G. A. R. Hall, Child's Block. 1st and 3d Sundays at 2 P. M.
Charles E. Taft Master
O. G. Anderson, Box 49 Secretary
Charles E. Taft Collector
O. G. Anderson, Box 49 Receiver
Joseph Kelly Magazine Agent
- 223. POTTAWATOMIE; Wamego, Kan.**
Meets in Odd Fellow's Hall Sundays at 2 P. M.
James Kennedy Master
C. J. Burkholder Secretary
Bina S. Quick, 734 Porter Ave., Kansas City Collector
Jas. M. Sanders Receiver
Jas. M. Sanders Magazine Agent
- 224. T. C. BOERN; St. Cloud, Minn.**
Meets in Odd Fellow's Hall 2d and 4th Sundays at 3 P. M.
Abe Vogel, L Box 944 Master
J. A. Dickinson, L Box 1128 Secretary
John Mournan Collector
Abe Vogel, L Box 944 Receiver
Marcellus Hill, Box 527 Magazine Agent
- 225. SUPERIOR; Fort William West, Ontario.**
Meets in Smith's Hall every Monday night.
Harry Poole Master
Wm. Reid Secretary
Isaac Maxwell Collector
William Blannerhassett Receiver
Burton Wheatley Magazine Agent
- 226. MAGNOLIA; Corsicana, Texas.**
Meets 2d and 4th Wednesdays. 2d at 1 P. M. and 4th at 7 P. M.
J. H. Dunkin, 1,017 E Sixth Ave Master
W. M. Nicol L Box 230 Secretary
J. Barry Collector
W. M. Nicol, L Box 230 Receiver
W. L. Blount, 112 W 4th Ave Magazine Agent
- 227. MAGNET; Binghamton, N. Y.**
Meets in Stevens' Hall, North Chenango St. 1st Wednesday and 4th Saturday at 7:30 P. M.
William A. Wrigley, 23 Doubleday St. Master
T. W. Campion, 42 Robinson St. Secretary
William A. Wrigley, 23 Doubleday St. Collector
Theodore Haskins, 3 Birdsall St. Receiver
G. B. Warner, 80 Lewis St. Magazine Agent
- 228. ACME; Scranton, Pa.**
Meets in G. A. R. Hall, No. 332 Lackawana Ave., 1st and 3d Sundays at 2 P. M.
Albert J. Thomas, 317 S Hyde Park Ave., Hyde Park Master
J. G. Burnett, 405 N Main St., West Scranton Secretary
C. S. Depew, 1014 Price St., Hyde Park Collector
Ed. H. Beldin, 1239 Academy St., Hyde Park Receiver
Wm. Frothingham, 842 Franklin Ave Magazine Agent
- 229. RICKARD; Utica, N. Y.**
Meets in Post Bacon Hall 2d and 4th Sundays at 2 P. M.
E. D. Russell, 124 Bleeker St Master
J. G. Agans, Box 383 Canastota, N. Y. Secretary
John A. Weigand, 32 Hubble St Collector
Alonso E. Pease, 42 Mohawk St. Receiver
J. G. Agans, Box 383, Canastota, N. Y. Magazine Agent
- 230. ALBANY CITY; Albany, N. Y.**
Meets at 206 Washington Ave., 1st, 3d and 5th Mondays each month, at 7:30 P. M.
William H. Bagley, 541 Clinton Ave Master
Courtland Maher, 11 Prospect Ave Secretary
E. F. Markhart, 30 Lexington Ave. Collector
George M. Jeffers, 36 Ontario St. Receiver
L. C. Montague, 15 Hunter Ave, Magazine Agent
- 231. DELAWARE; Wilmington, Delaware.**
Meets corner 3d and King Sts. 1st and 3d Sundays at 2:30 P. M.,
F. D. Mount, 117 King St Master
G. H. Larimore, 916 Poplar St Secretary
L. L. Sargent, 618 W 4th St Collector
E. M. Sargent, 618 W 4th St Receiver
Jacob Z. Orr, 117 King St Magazine Agent
- 232. LUCKY THOUGHT; Middletown, N. Y.**
Meets in K. of H. Hall 2d and 4th Sundays of each month, at 1 P. M.
D. H. Smith, Box 1431 Master
Tim F. Farrell, 19 West St Secretary
H. B. Weeden, 281 North St. Collector
Sherman Gildersleve, Box 1431 Receiver
James T. Hare Magazine Agent
- 233. GLAD TIDINGS; Moncton, New Brunswick.**
Meets in Victoria Hall 1st Saturday evening and 3d Sunday afternoon.
George W. Speer Master
Thomas McL. Rippey, Box 83 Secretary
William H. Gay Collector
Alfred Wood, Box 376 Receiver
John Stewart, Jr. Magazine Agent
- 234. NORTH BAY; North Bay, Ontario.**
Meets in B. of L. F. Hall, every Tuesday
John Mitchell Master
Adam Beattie Secretary
James Devine Collector
John Clemenson Receiver
Adolphus Christink Magazine Agent
- 235. THREE BROTHERS; Pittsburg, Pa.**
Meets at cor. 26th St and Penn Ave., alternate Sundays, at 2 P. M.
James Griffith, Burnett P. O Master
Isaac Miller, 2512 Penn Ave Secretary
William J. Adams, Jones Ave., above 28th St Collector
Henry B. Duff, 68 26th St Receiver
Henry B. Duff, 68 26th St Magazine Agent
- 236. HINTON; Hinton, West Virginia.**
Meets every Saturday at 7:30 P. M.
Charles E. Tyler Master
Thomas E. Cobbs Secretary
Thomas E. Cobbs Collector
R. P. Boyd Receiver
W. E. Lyons Magazine Agent
- 237. CENTRAL PARK; Central Park, Ill.**
Meets in Tilton Hall 1st and 3d Sundays,
M. J. Kennedy, 549 W. Ohio St., Chicago Master
Fred N. Keifer, 124 Crawford Ave, Chicago Secretary
Herbert L. Brink Collector
Thaddeus Chew Receiver
C. W. Warren Magazine Agent
- 238. PLAIN CITY; Paducah, Ky.**
Meets every Wednesday at 7:30 P. M.
Ambrose E. Mercier, 1,412 Broadway, Louisville Master
Jas A. Weeks, 1902 12th St., Louisville Secretary
Ambrose E. Mercier, 1,412 Broadway, Louisville Collector
Henry Korts, 317 5th St. Receiver
J. S. Hollingsworth, No. 1106 Broadway Magazine Agent
- 239. BUCKEYE; Delaware, Ohio.**
Meets in Reed & Powell's Hall 2d and 4th Sundays at 1 P. M.
Benjamin Dettleback, 381 E Central Ave Master
T. E. Maloney, 219 E Central Ave Secretary
John Hirsch, 216 E Central Ave Collector
F. S. Volk, 16 Hammond St. Receiver
John Keefe, Central Ave Magazine Agent
- 240. GILBERT; Jackson, Mich.**
Meets 1st and 3d Monday at 7:30 P. M., and 2d and 4th Monday at 2:30 P. M.
Frank H. Lederer, 211 Elm Ave. N. Master
Fred K. Perrine, 130 N Mechanic St Secretary
M. A. Henry, 327 Quarry St. Collector
D. E. Green, 211 Orange St. Receiver
Edward J. Coy, 523 E Main St. Magazine Agent

241. MOUNTAIN CITY; Hazleton, Pa.

Meets in Liberty Hotel, Laurel St. 2d and 4th
Sundays of each month, at 1:00 P. M.
John Gleam, Box 300 Master
George W. Dipple Secretary
Andrew Krapf, 269 N Church St Collector
P. C. Hagerty Magazine Agent

242. LIBERTY; Elmira, N. Y.

Meets in Redmen's Hall, 1st and 3d Sundays at 2
P. M.
W. J. Drake, 351 Center St Master
Harry F. Millins, 851 Magee St Secretary
J. B. Carpenter, 714 E Oak St Collector
Judson Hungerford, 325 Norton St Receiver
Daniel Keefe, 380 W 5th St Magazine Agent

243. J. H. SELBY; Texarkana, Texas.

Meets 1st and 3d Friday evenings over National
Bank, State line.
E. H. Christman, L Box 124, Texarkana, Ark Master
J. J. Holmes, Texarkana, Ark Secretary
J. D. Burns, Texarkana, Ark Collector
E. H. Christman, L Box 124, Texarkana, Ark Receiver
W. F. Rowe, Box 210, Texarkana, Ark Magazine Agent

244. T. P. O'BURKE; Chicago, Ill.

Meets at cor. 14th and Jefferson Sts. 1st Thursday
at 8 P. M., and 3d Sunday 2:30 P. M.,
E. Atkins, 180 Maxwell St Master
Charles Naylor, 5520 Wentworth Ave Secretary
E. Atkins, 180 Maxwell St Collector
Louis Zunkle, 251 W 14th St Receiver
Elmer E. Crawford, 5390 School St Magazine Agent

245. GEORGIA; Savannah, Ga.

Meets every Thursday at 7:30 P. M., and 3d Sunday
at 2:30 P. M.
George L. Kempf, Sims and Guerard Sts Master
Adam Hutton, 271 Bull St Secretary
Adam Hutton, 271 Bull St Collector
Fleming Goolsby, 212½ Harris St Receiver
Chas. Z. McArthur, 91 Gordon St., Magazine Agent

246. MACON; Macon, Ga.

Meets in M. & W depot every Sunday.
I. M. Poole Master
Ed. P. Almy, 454 Oak St Secretary
Jas. I. Davidson Collector
J. G. Skinner, 870 2d St Receiver
Chas. W. Senter, 1505 Third St Magazine Agent

247. KENNESAW; Atlanta, Ga.

Meets in K. of P. Hall, every Sunday at 2 P. M.
J. M. Baird, 194 Powers St Master
F. C. Adamson, 178 Luckie St Secretary
C. L. Bixby, care Atlanta Cotton Mill Collector
Chas. W. Fisher, 106 E Simpson St Receiver
Ed. L. Milan, care W. & A. R. R. Magazine Agent

248. WESTERN RESERVE; Ashtabula, Ohio.

Meets in G. A. Hall, 1st and 3d Sundays at 1:30
P. M.
William Rose Master
J. S. Brown, Box 704 Secretary
Charles D. Weisell, Box 530 Collector
A. T. Hill, Box 355 Receiver
Frank Bolmer, Harbor Magazine Agent

249. CALUMET; South Chicago, Ill.

Meets in Engineers' Hall, South Chicago 2d Sunday
at 7:30 P. M., and 4th Sunday at 7:30 P. M.
William Muldoon Master
Alexander Melville Secretary
Ernest Inkram Collector
Alexander Melville Receiver
John Hannon Magazine Agent

250. GOLDEN LINK; Wilkesbarre, Pa.

Meets in Senior Mechanic's Hall, 1st and 3d Sundays
of every month.
E. A. Reiley, Ashley, Pa Master
R. H. Digory, Box 130, Kingston, Pa Secretary
G. P. Hanks, 5 Railroad St., S Wilkesbarre Collector
Charles VanWhy, Ashley, Pa Receiver
Timmer E. Butz, Ashley, Pa Magazine Agent

251. LEHIGH; Mauch Chunk, Pa.

Meet in Stahl's Hall, 1st and 3d Sundays.
H. B. Fulton, East Mauch Chunk Master
John McAllister, Box 275 Secretary
Lafayette Wildonner, Box 275 Collector
Charles Roberts, Box 275 Receiver
Wm. H. Spencer Magazine Agent

252. COLUMBIA; Columbia, Pa.

Meets in Fendrich's Hall, 2d and 4th Sundays at
1 P. M.
William Cobaugh Master
Lafayette Friday, Walnut St., Box 602 Secretary
Joseph Dennison Collector
Martin M. Hinkle Receiver
H. A. Bennett, Box 531 Magazine Agent

253. TRENTON; Trenton, N. J.

Meets in Bayard Post, No. 8. G. A. R. Room. 24 E
State St., 1st and 3d Sundays of each month.
William C. Massey, 157 Passaic St Master
Robert Stackhouse, 697 Broad St Secretary
Thos. A. Decator, 45 Hart Ave Collector
Frank P. Parsons, 175 Brunswick Ave Receiver
Jno. R. Todd, 202 Academy St Magazine Agent

254. CLIMAX; Missouri Valley, Iowa.

Meets in Masonic Hall, 2d and 4th Sundays at 7:30
P. M.
W. T. Mahoney Master
John T. Heatwell Secretary
H. F. Reineohl, Box 524 Collector
P. J. Farrell Receiver
L. T. Nelson, Box 230 Magazine Agent

255. CANAL CITY; Arkansas City, Kan.

Meets in Odd Fellows' Hall, 1st and 3d Wednesday
nights.
James M. Zorn Master
James Maher Secretary
Frank Doan Collector
Samuel S. Small Receiver
Charles Stuart Magazine Agent

256. HIGH LINE; Como, Colo.

Meets in McFarlin Hall, every Thursday at 7:30
P. M.
George W. McAleer, Box 47 Master
M. D. Finn Secretary
William Dunning Collector
Alford L. Blanchard Receiver
G. A. Milroy, Box 14 Magazine Agent

257. KIT CARSON; Raton, New Mexico.

Meets in Engineers' Hall, on 1st St., every Sunday
at 2 P. M.
John W. Cullen Master
Alfred R. Cullen, L Box 129, Trinidad, Colo Secretary
Charles Miller, Box 56 Collector
James McPherson, Box 173 Receiver
Jas. F. Campbell, Box 173 Magazine Agent

258. RENO; Nickerson, Kansas.

Meets in Odd Fellows' Hall every Thursday evening
at 7:30.
Frederick Shirk, Box 102 Master
C. W. Arnold, L Box 29 Secretary
William F. Smith Collector
A. S. Ritenour Receiver
Oliver Newland Magazine Agent

259. D. J. CHASE; Ashland, Wis.

Meets in K. of P. Hall, Allen Block, 2d and 4th
Tuesdays at 8 P. M.
William Buckley, 409 Prentice Ave Master
J. O. Mills Secretary
Ferd Godfrey, Box 929 Collector
William Buckley, 409 Prentice Ave Receiver
J. M. Rummel, Merchant's Hotel, Magazine Agent

260. CALIFORNIA; Sacramento, Cal.

Meets in Red Men's Hall, Masonic Building, 6th
and K Sts., every Monday at 7:30 P. M.
E. Kunz, Box 107 Master
G. E. Hanford, 1730 O St Secretary
Dan McIntyre, Box 107 Collector
G. E. Hanford, 1730 O St Receiver
G. E. Hanford, 1730 O St Magazine Agent

261. MAGDALENA; San Marcial, New Mexico.

Meets in Masonic Hall, 1st Sunday and 3d Tuesday.
 L. V. McLaughlin Master
 John J. McInnis Secretary
 W. G. Matthews, Box 52 Collector
 Frank Ewing Receiver
 Charles Martin Magazine Agent

262. QUEEN CITY; West Toronto Junc., Ont.

Meets in Carlton Hall 1st and 3d Thursdays at 8 P. M., and 2d and 4th Thursdays at 3 P. M.
 John Donaldson Master
 James Lewis Secretary
 William Hyndman, Box 61 Collector
 John Price Receiver
 T. R. Bain Magazine Agent

263. ALAMO; Taylor, Texas.

Meets in Alamo Hall every Thursday, 1st and 3d at 8 P. M., 2d and 4th at 3 P. M.
 John C. Askew Box 10 Master
 S. M. Bridgewater, L Box 10 Secretary
 Samuel D. Moore Collector
 W. S. Carter Receiver
 John McElroy Magazine Agent

264. J. K. GILBREATH; Butte City, Montana.

Meets in Cobban Hall, South Butte, Mont., every Thursday at 8 P. M.
 C. H. DeCamp, Box 190 South Butte Master
 George Cross, South Butte Secretary
 George Boomer, South Butte Collector
 J. S. Sweeney, 27 Wyoming Ave South Butte Receiver
 Mac. Haskins, 27 Wyoming St., South Butte Magazine Agent

265. GRAND RIVER; Grand Rapids, Mich.

Meets in I. O. O. F. Hall, 1st and 3d Sunday at 2:30 P. M.
 E. E. Decker, 447 S Division St Master
 George Schaefele, 23 Sycamore St Secretary
 H. E. Brown, 447 Cass St Collector
 L. A. Ogden, 233 Center St Receiver
 F. E. Mason, No. 83 Grandville Ave. Magazine Agent

266. JOHN HICKEY; South Kaukauna, Wis.

Meets 1st and 3d Tuesdays at 7:30 P. M., and 2d and 4th Sundays at 1:30 P. M., in Duggan Hall.
 Matthew Nilan, L Box 81 Master
 Fred J. Mayberry Secretary
 Martin O'Donnell Collector
 Wilbur A. Francis, L Box 81 Receiver
 R. B. Nichols, Box 120 Magazine Agent

267. ENDEAVOR; Algiers, La.

Meets in Castle Hall every Thursday at 7:30 P. M.
 M. H. Brown, 78 Webster Ave Master
 A. G. Donely, 88½ Pacific Ave Secretary
 A. H. Flynn, 87 Pacific Ave Collector
 Wm. T. Douner, 93½ Alix St Receiver
 P. J. LeSueur, 56½ Verret St Magazine Agent

268. CLIFTON HEIGHTS; New Albany, Ind.

Meets in Hadden's Hall, cor. State and Market Sts., 1st and 3d Sundays at 2 P. M.
 Harry McDougall, 78 W 2d St Master
 J. B. Goedeker, E. 3d and Oak Sts Secretary
 George M. Kohe, 239 Poplar St Collector
 J. S. Keane, 106 W Main St Receiver
 George L. Stein, 37 W 3d St Magazine Agent

269. O. K.; Cincinnati, Ohio.

Meets in Eagle Hall, S. W. cor. 8th St., and Central Ave., 1st and 3d Sundays.
 J. S. Shehan, 1110 W 6th St Master
 Fred. C. Steininger, 847 George St Secretary
 E. Hathorn, Loveland Collector
 George W. Snyder, 56 Storrs St Receiver
 Ed. Cullen, 27 Budd St Magazine Agent

270. MINNEAPOLIS; Minneapolis, Minn.

Meets in A. O. U. W. Hall, 2006 Cedar Ave. South, 1st Sunday of each month at 2 P. M., and 3d Saturday at 7:30 P. M. M.
 Oliver Johnson, 821 11th Ave. S Master
 Patrick Perusse, 115 Cedar Ave. S Secretary
 R. F. Humphrey, 22d St., between Cedar and 19th Ave. S Collector
 George Cavanaugh, 2426 Fort Ave Receiver
 Wm. Henderson, 2809 26th St S Magazine Agent

271. BYRAM; Port Morris, N. J.

Meets at Wm. Weiler's residence, 2d and 4th Sundays at 2 P. M.
 R. A. Trezise Master
 William Weiler, Box 25 Secretary
 J. F. Schappell Collector
 William Weiler, Box 25 Receiver
 M. T. Dickerman, Box 81 Magazine Agent

272. WILSON; Junction, N. J.

Meets in Wells' Hall, 1st and 3d Sundays.
 John S. Eveland Master
 John E. Dineen Secretary
 James P. Butler Collector
 John B. Everett Receiver
 John S. Eveland Magazine Agent

273. DENVER; Denver, Colo.

Meets every Monday night in P. O. S. of A. Hall cor. 14th and Arapahoe Sts.
 C. H. Curtis, 428 Santa Fe St Master
 Edgar F. Ballow, 1355 S 11th St Secretary
 C. S. Hull, 1018 S 9th St Collector
 Samuel Fowler, 1449 Larimer St Receiver
 Geo. Cordingly, 1354 S. 10th St Magazine Agent

274. JACKSON; Clifton Forge, Va.

Meets in Odd Fellows' Hall, 2d and 4th Mondays at 9:00 A. M.
 R. E. Johnson Master
 C. F. Jordan Secretary
 R. B. Donovan Collector
 A. P. Witt, Staunton, Va Receiver
 James C. Eades Magazine Agent

275. LEE; Richmond, Va.

Meets in Thorn's Hall, cor. 17th and Main Sts., 1st and 3d Sundays at 1:30 P. M.
 William J. Burke, C. & O. Round House Master
 W. A. Demaine, C. & O. Round House Secretary
 W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va Collector
 William J. Burke, C. & O. R'nd House Receiver
 W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va Magazine Agent

276. REGINA; Vancouver, B. C.

Meets in Sullivan's Hall, 1st and 3d Wednesdays.
 D. A. Morton Master
 Angus Morton, Box 426 Secretary
 Angus Morton, Box 426 Collector
 Frederick Clutterbuck Receiver
 James Little Magazine Agent

277. ALABAMA; Mobile, Ala.

Meets in B. of L. E. Hall, every Sunday at 1 P. M.
 O. E. Adams, L. & N. Shops Master
 T. W. Kerns, L. & N. Shops Secretary
 T. W. Kerns, L. & N. Shops Collector
 C. W. Bernard, L. & N. Shops Receiver
 R. E. Williams, M. & O. R. R., Okolona, Miss Magazine Agent

278. ANDERSON; Vicksburg, Miss.

Meets 1st and 3d Tuesdays at 2 P. M., and 2d and 4th Fridays at 7 P. M.
 H. V. Nevill, 602 Water St Master
 W. E. Stiner, 602 Water St Secretary
 D. P. Weaver, 602 Water St Collector
 C. H. Prince, 602 Water St Receiver
 E. R. Wright, 602 Water St Magazine Agent

279. METEOR; McComb City, Miss.

Meets in Odd Fellows' Hall, every other Sunday at 3 P. M.
 Samuel B. Devine Master
 Eddie C. Fordish Secretary
 Thomas A. Long Collector
 Isaac H. Martin Receiver
 George McIntyre Magazine Agent

280. OZARK; Thayer, Mo.

Meets alternate Sundays in Boyd's Hall.
 Charles McCarthy Master
 Chas. D. Crane Secretary
 James Kinney Collector
 Curtis D. Rice Receiver
 Mat Frith Magazine Agent

281. MISSION; Yoakum, Texas.

Meets in K. of P. Hall, 1st and 3d Sundays at 2:30 P. M.
 Geo. J. Flynn Master
 Rupert D. Corey Secretary
 Rupert D. Corey Collector
 Jerry T. Day Receiver
 Alph. L. McClelland Magazine Agent

282. BURNSIDE; Mt. Carmel, Ill.

Meets in Lotta Hall, on 1st and 3d Sundays at 2:30 P. M.
 J. T. Worsham Master
 Calvin Minniear Secretary
 William Murphy Collector
 Calvin Minniear Receiver
 J. T. Worsham Magazine Agent

283. LACKAWANNA; Great Bend, Pa.

Meets in Red Men's Hall, 2d Sunday at 9:30 A. M., and 4th Sunday 3 P. M.
 F. J. May, Box 139, Halstead, Pa Master
 E. Edenger, Box 67 Secretary
 W. B. Trowbridge, Halstead, Pa Collector
 H. P. Trowbridge, Halstead, Pa Receiver
 S. H. Wells, Halstead, Pa Magazine Agent

284. ELM CITY; New Haven, Conn.

Meets in Elk's Hall, 852 Chapel St., 1st Saturday and 3d Sunday afternoon.
 Edward A. Ferrell, 159 Rosette St Master
 Eugene S. Alling, 123 Cedar St Secretary
 Gilbert O. Hall, Box 1124 Collector
 William A. Pyle, 46 Arthur St Receiver
 Charles A. Baldwin, 243 Greenwich Ave Magazine Agent

285. CHARTER OAK; Hartford, Conn.

Meets in Bliss Hall, cor. Pratt and Main Sts., 2d and 4th Sundays.
 Henry L. Stearns, 4 Wooster St Master
 Emery E. Bill, 1524 Broad St Secretary
 A. M. Porter, East Hartford Collector
 Henry L. Stearns, 4 Wooster St Receiver
 J. H. Osmond, 55 Allen Place Magazine Agent

286. SAGINAW VALLEY; East Saginaw, Mich.

Meets in B. of L. E. Hall, 2d and 4th Sundays at 2 P. M.
 John C. Kull, 625 Jones St Master
 Will F. Carle, 609 N Washington Ave Secretary
 Robert Steiner, 224 N 4th St Collector
 Wesley Beck, 124 Sears St Receiver
 Will F. Carle, 609 N Washington Ave Magazine Agent

287. ALTOONA; Altoona, Pa.

Meets in Ramey's Hall, 12th St., 2d and 4th Sundays at 2 P. M.
 F. A. Davis, 1903 Union Ave Master
 W. E. Burkett, 2008 10th Ave Secretary
 E. K. Gerhard, 1903 Union Ave Collector
 F. A. Davis, 1903 Union Ave Receiver
 W. E. Burkett, 2008 10th Ave Magazine Agent

288. EMMET; Estherville, Iowa.

Meets in Masonic Hall, 1st Tuesday and 3d Monday at 7:30 P. M.
 George Godden, Box 76 Master
 P. J. Sullivan, Box 48 Secretary
 A. L. Houlthouser, Box 5 Collector
 R. S. Robinson, Box 102 Receiver
 Frank Little, Box 62 Magazine Agent

289. MT. LOOKOUT; Chattanooga, Tenn.

Meets in Odd Fellows' Hall, over Third National Bank, every Sunday at 2 P. M.
 Raimon Sogasser, 1363 Market St Master
 J. C. Gilbreath, 618 Cowart St Secretary
 Patrick Wolf, 1307 Market St Collector
 Thomas Harrington, 310 Long St Receiver
 Samuel D. Doss, 214 1/2 Montgomery Ave Magazine Agent

290. MARION; Hannibal, Mo.

Meets in Emmet Hall, 2d and 4th Sundays at 7 P. M.
 William Edson Miles, 1101 Church St Master
 John Kenna, 140 Market St Secretary
 J. T. Hart, 412 Washington St Collector
 William J. Kelly, 135 Riverside St Receiver
 L. R. Bickel, 120 3d St., S Magazine Agent

291. ATLANTIC; Brooklyn, N. Y.

Meets in Pythian Hall, 2d Saturday evening and 4th Sunday morning.
 Thomas H. Smith, 707 Madison St Master
 Laurence Donehue, 216 1/2 22d St., S Brooklyn, L. I Secretary
 Thomas J. Ricker, 40 Williams Ave., 26th ward Collector
 Thomas H. Smith, 709 Madison St Receiver
 Ed. Locke, Sackman St. near Liberty Ave. Magazine Agent

292. POCAHONTAS; Poplar Bluff, Mo.

Meets in Masonic Hall, 1st and 3d Sundays at 1:30 P. M.
 C. N. Kidd Master
 F. H. Richards Secretary
 F. H. Richards Collector
 J. R. Phelps Receiver
 Wm. A. Granneman Magazine Agent

293. LAFAYETTE; Marlon, Iowa.

Meets in A. O. U. W. Hall, 1st and 3d Sundays at 8 P. M.
 H. J. Kimbell, Box 5 Master
 Henry A. Heberling, Box 614 Secretary
 Henry A. Heberling, Box 640 Collector
 Hugh A. Fagan Receiver
 Thos. D. Harrington Magazine Agent

294. OHIO RIVER; Huntington, W. Va.

Meets in Engineers' Hall, cor 3d Ave. and 8th St., 1st Saturday and 3d Thursday at 7 P. M.
 James T. Looney, 199 E Main St., Lexington, Ky Master
 Lee A. D. Tate Secretary
 E. L. Newcomb Collector
 James T. Looney, 199 E Main St., Lexington, Ky Receiver
 E. A. T. Watkins, Box 262 Magazine Agent

295. U. S.; Davenport, Ia.

Meets 1st and 3d Sunday of each month.
 Martin L. Mitchell, 801, Swift St Master
 Geo. Daugherty, 502 Scott St Secretary
 Geo. Daugherty, 502 Scott St Collector
 Martin Gillin, 813 Swift St Receiver
 F. W. Duncan, 506 Brady St Magazine Agent

296. IRON RANGE; Duluth, Minn.

Meets in K. of P. Hall, 2d and 4th Tuesdays at 8 P. M.
 J. A. Dalgleish, 1916 W Michigan St Master
 Robt. R. Thomas, 525 Garfield Ave Secretary
 Alfred Dahl, 2132 W 2d St Collector
 John G. Defond, 1008 W Michigan St Receiver
 Alfred Dahl, 2132 W 2d St Magazine Agent

297. CLARK; Jeffersonville, Ind.

Meets in Beck's Hall, 2d and 4th Mondays.
 George T. Shirley Master
 C. E. Buehler Secretary
 W. J. Hannan, cor. 27th St. and Gifford Ave., Louisville, Ky Collector
 B. M. Bennett Receiver
 M. S. Bennett Magazine Agent

298. SNOW FLAKE; Minot, Dakota.

Meets 2d Sunday at 7 P. M., and 4th Sunday at 8 A. M.
 Joseph R. Key Master
 Robert M. Gilkey Secretary
 Robert M. Gilkey Collector
 Henry Neate, Wileston Receiver
 John R. Sieber Magazine Agent

299. CENTRAL OHIO; Crestline, Ohio.

Meets in Jenner's Block every Sunday at 2:30 P. M.
 Thos. McWhirter Master
 George W. Reed, Box 93 Secretary
 Henry B. Ellett, Alliance Collector
 Charles H. Ridge, L Box 87 Receiver
 J. W. White Magazine Agent

300. HARBOR CITY; Michigan City, Ind.

Meets in I. O. O. F. Hall alternate Mondays at 2 P. M.
 William Campbell, Box 737 Master
 W. H. Roe, L Box 644 Secretary
 Charley Brown, Box 449 Collector
 Wm. H. Williamson, Box 153 Receiver
 Harry F. McLean, Box 831, Magazine Agent

- 301. GREEN MOUNTAIN; Lyndonville, Vt.**
Meets in Engineers' Hall, 1st Sunday at 10 A. M.,
and 3d Friday at 7 P. M.
Samuel J. Norris Master
W. C. Baldwin Secretary
Frank W. Thompson Collector
William M. Weeks Receiver
W. C. Baldwin Magazine Agent
- 302. YOUGHIOGHENY; Connellsville, Pa.**
Meets in Reisinger's Hall, Main St., 1st and 3d
Sundays at 2 P. M.
J. P. Smith, Box 261 Master
Louis Weihe, Box 365 Secretary
S. A. McPhee, Box 367 Collector
Louis Weihe, Box 365 Receiver
W. J. Keenan, Box 36 Magazine Agent
- 303. VILLA PARK; Streator, Ill.**
Meets in Schlitz' Hall, cor. Main and Vermillion
St., 2d and 4th Sundays at 2 P. M.
J. J. Corcoran, 5 Grant St. Master
J. H. Nance, 118 N Everett St. Secretary
E. S. Manley, 35 S Sterling St. Collector
James H. Nance, 118 N Everett St. Receiver
E. S. Manley, 35 S Sterling St. Magazine Agent
- 304. THREE BRANCH; Argenta, Ark.**
Meets in Lemmer's Hall every Saturday evening
at 7:30 P. M.
John E. Powers Master
Joseph J. Hicks Secretary
R. S. Hunt Collector
Robert G. Curtis Receiver
William R. Johnson Magazine Agent
- 305. UNWIN; Rat Portage, Ontario.**
Meets in Garfield Hall every Wednesday evening.
William Burrage, Box 40 Master
Russell Woods Secretary
William Munt Collector
Charles Unwin Receiver
James Wilson Magazine Agent
- 306. GRANITE STATE; Concord, N. H.**
Meets 2d Saturday at 7:30 P. M., and 4th Sunday
at 4 P. M., in Temple Hall, Sanborn Block.
E. B. Chandler, West Concord Master
M. F. Cleary, 26 Pearl St. Secretary
H. S. Mann, No. 15 Hill's Building Collector
H. W. Morrill, Box 881 Receiver
J. C. Muzzy, Bradford, N. H. Magazine Agent
- 307. HAMPDEN; Springfield, Mass.**
Meets in Crescent Hall, 218 Main St., 1st and 3d
Sundays.
Chas. A. Chapin, B. & A. Engine House Master
J. A. Simons, Merrick Secretary
John Fenton, 585 Chestnut St. Collector
M. D. Newton, Merrick, Mass. Receiver
Frank H. Gero, 140 Franklin St. Magazine Agent
- 308. SANTA ROSA; Porfiorio Diaz, Mexico.**
Meets in B. of L. F. Hall every Sunday at 2:30
P. M.
John Holland, Box 109, Eagle Pass, Tex-
as Master
Frank B. Slater, Box 109, Eagle Pass,
Texas Secretary
E. T. Manning, Box 109, Eagle Pass, Tex. Collector
S. R. James, Box 109, Eagle Pass, Texas Receiver
S. R. James, Box 109, Eagle Pass, Tex-
as Magazine Agent
- 309. BARTHOLDI; Long Island City, L. I., N. Y.**
Meets 2d Mondays and 4th Saturdays in Schwal-
lenberg Hall.
George H. Stinman Master
John W. Brown, 181 Freeman St., Green
Point, L. I., N. Y. Secretary
John J. Galvin, 46 Clay St., Green Point,
L. I., N. Y. Collector
Hugh H. Riddle Receiver
W. J. Simon, 102 Third St. Magazine Agent
- 310. CHESTNUT RIDGE; Derry Station, Pa.**
Meets alternate Mondays and Third Sundays in
Chosen Friends' Hall.
H. C. Martin Master
Joshua T. Cole Secretary
W. J. Toole Collector
Joshua Rhodes Receiver
Joshua T. Cole Magazine Agent
- 311. BELLE PLAINE; Belle Plaine, Iowa.**
Meets 1st and 3d Sundays in V. A. L. Hall.
William B. Tidball Master
J. C. Hanby Secretary
Dennis E. Curran Collector
Ed. L. Condon, L Box 34 Receiver
Ed. L. Condon, L Box 34 Magazine Agent
- 312. MOUNT SHASTA; Dunsmuir, Cal.**
Meets in I. O. O. F. Hall 1st and 3d Sundays, and
2d and 4th Wednesdays, at 2 P. M.
Harry L. Walther Master
Wm. McDonald Secretary
Archie De LaMontanya Collector
Wm. McDonald Receiver
Archie De LaMontanya Magazine Agent
- 313. KAW VALLEY; Armourdale, Kansas.**
Meets alternate Mondays at 7:30 P. M.
Melvin S. Laughlin, L Box 54 Master
John M. Frain, 108 Missouri Ave., Kansas
City Secretary
Melvin S. Laughlin, L Box 54 Collector
E. C. Haddock, 120 N 5th St., Kansas
City, Kan Receiver
Wm. J. Myers, 9 N 8th St., Kansas City, Mag. Agent
- 314. MUTUAL; Knoxville, Tenn.**
Meets in Engineers' Hall, North Knoxville, 1st
and 4th Mondays, at 3:30 P. M.
J. C. Fickens Master
D. T. Thomas Secretary
William H. Booth, 5 E Depot St. Collector
W. T. Armstrong, 34 Florida St. Receiver
J. C. Fickens, 30 E Park St. Magazine Agent
- 315. TROY CITY; Green Island, N. Y.**
Meets 1st and 3d Sundays in Odd Fellows Hall,
101 Hudson Ave.
Jas. M. Williams, 20 Canal St., Troy Master
H. A. Norton, 119 Hudson Ave Secretary
Willis J. Spafford, 2252 5th Ave., Troy Collector
H. R. Peach, 54 George St. Receiver
H. A. Norton, 119 Hudson Ave Magazine Agent
- 316. OMEGA; Buffalo, N. Y.**
Meets in Siebert's Hall, cor. Jefferson and Bristol
Sts. every Tuesday at 8 P. M.
Wm. H. Walsh, 1903 Broadway Master
Wm. H. Walsh, 1903 Broadway Secretary
P. J. Donovan, 780 S Division St. Collector
Joseph Kennedy, 811 Williams St. Receiver
P. J. Donovan, 780 S Division St., Magazine Agent
- 317. WELCOME HOME; Henderson, Ky.**
Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M.
E. H. Zirckel Master
G. W. S. Austin Secretary
Michael Duffy Collector
George A. Brown Receiver
C. M. Bronghton, L. St. L. & T. Ry. Magazine Agent
- 318. IRON CITY; Glenwood, 23d Ward, Pittsburg, Pa.**
Meets in Speck's Block, cor. 2d St., and Hazle-
wood Ave., 1st and 3d Mondays at 7:30 P. M.
J. F. Wills, Glenwood, 23d Ward Master
B. C. Chamberlain, Glenwood, 23d Ward, Secretary
Clayton L. Wertz, Glenwood, 23d Ward, Collector
W. B. Knepper, Hazlewood, Pa. Receiver
J. E. Fox, Glenwood, 23d Ward Magazine Agent
- 319. ORPHANS' HOPE; Dennison, Ohio.**
Meets in I. O. O. F. Hall, every Tuesday at 7:30 P. M.
Harry R. Brown, Jr. Master
J. C. Faught Secretary
John Roach Collector
Harry R. Brown, Jr. Receiver
J. H. Rowland Magazine Agent
- 320. ARBITRATION; East St. Paul, Minn.**
Meets in Wilde's Hall, cor. 7th and Bradley Sts.,
1st Sunday at 2 P. M., and 3d Wednesday at 7:30
P. M.
D. Lordan, 471 Jenks St., St. Paul Master
J. H. Salley, 833 Payne Ave., St. Paul Secretary
Thos. C. Hetherington, 738 Payne Ave.
St. Paul Collector
B. A. Hetherington, 738 Payne Ave., St.
Paul Receiver
P. Copeland, 468 Case St., St. Paul, Magazine Agent
- 321. SNOW DRIFT; Chapleau, Ont.**
Meets in B. of L. F. Hall, every Monday at 8 P. M.
John B. Dexter Master
James McAdam, C. P. R. R. Secretary
Kenneth McRea Collector
James McAdam, C. P. R. R. Receiver
Herbert D. Gay Magazine Agent

322. JULIEN; Dubuque, Iowa.

Meets cor. 19th and White Sts., 1st and 3d Sundays at 2:30 P. M.
 Frank W. Houghton Master
 Luke F. Brennan Secretary
 Luke F. Brennan Collector
 Fred. Swanson, 8 Raleigh Court, Chicago, Ill. Receiver
 Ullman D. Luce, 769 14th St., Chicago, Ill. Magazine Agent

323. ANTHRACITE; Tamaqua, Pa.

Meets in Kern's Hall, 2d and 4th Sundays.
 Matthew Chester Master
 James McCabe Secretary
 Michael Schmauch Collector
 William J. Dintinger, Box 347 Receiver
 Joseph Mucklow Magazine Agent

325. SATILLA; Waycross, Ga.

Meets in Masonic Hall every Sunday at 2 P. M.
 Thos. M. Foran Master
 H. J. Smith, Box 24 Secretary
 H. B. Lee Collector
 Wm. L. Knox Receiver
 John W. Miller Magazine Agent

326. FOLWELL; Bradford, Pa.

Meet 1st and 3d Sunday evenings in G. A. R. Hall.
 G. P. Clough, 6 Allison St. Master
 M. W. Maybee, 7 Pike St. Secretary
 G. E. Lovelace, 8 Webster St. Collector
 G. P. Clough, 6 Allison St. Receiver
 M. W. Maybee, 7 Pike St. Magazine Agent

327. SILVER MOUNTAIN; Needles, Cal.

Meets in B. of L. F. Hall every Saturday evening.
 Charles Diffenbaugh Master
 Leonard Leutzinger Secretary
 Charles Diffenbaugh Collector
 M. H. Smith Receiver
 F. B. Hardy Magazine Agent

328. SPANISH PEAKS; La Junta, Colo.

Meets in Grand Army Hall, Mondays, at 2 P. M.
 W. H. Graham Master
 Charles Gray Secretary
 Chris Jacques Collector
 Willis J. Reed Receiver
 Leroy W. Gilbert Magazine Agent

329. SOLOMON VALLEY; Downs, Kansas.

Meets in Masonic Hall, 1st and 3d Sundays at 7:30 P. M.
 H. E. Wade Master
 A. Dillon, L Box 183 Secretary
 John Milheiser, Box 102 Collector
 R. J. Dunlap, Box 219 Receiver
 Gus Lind, Jamestown, Kan. Magazine Agent

330. RIVER VIEW; Kansas City, Kansas.

Meets in Melville Hall, 2d and 4th Sundays at 7:30 P. M.
 T. J. Birch, Station A, Kansas City, Mo. Master
 Frank Vaughn, 619 Wyandott Ave., Armourdale Secretary
 G. W. Smith, 638 Highland Ave Collector
 E. D. Root, 919 6th St. Receiver
 J. F. Casey, 617 W 7th St., Kansas City, Mo. Magazine Agent

331. CHICAGO BELT LINE; Auburn Junction, Ill.

Meets in Foresters' Hall, cor. 81st St. and Vincennes Ave., Auburn, Ill., on 1st and 3d Mondays at 8 P. M.
 John J. McCarthy, S Englewood Master
 J. D. Flood, Box 34, S Englewood Secretary
 Abe. L. Leidich, Auburn Park Collector
 J. D. Flood, Box 34, S Englewood Receiver
 Frederick Wall, S Englewood Magazine Agent

332. STONE MOUNTAIN; Augusta, Ga.

Meets alternate Sundays in hall corner of Broad and Jackson Sts.
 Wilkie B. Hawes, 819 1/2 Brave St Master
 W. F. Clary, 559 Calhoun St Secretary
 James I. Roney, 321 Pine St Collector
 B. W. Furber, 1342 Broad St. Receiver
 Chas. A. Jansen, Ga. R. R. Shops Magazine Agent

333. FAIRMOUNT; Philadelphia, Pa.

Meets in in Erickson's Hall, 3947 Lancaster St., alternate Wednesdays at 8 P. M.
 P. J. Lawton, 4205 Columbia Ave., W Philadelphia Master
 R. L. Tomlinson, 3837 Linwood St., W Philadelphia Secretary
 C. H. Maul, 830 N 40th St. Collector
 Harry C. Ewing, 830 N 40th St. Receiver
 Harry C. Ewing, 830 N 40th St. Magazine Agent

334. LONG DOUBLER; East Syracuse, N. Y.

Meets in A. O. U. W. Rooms every Tuesday night.
 George F. Allen Master
 George M. Shaffer Secretary
 E. T. Terry Collector
 Jas. H. Fitzgerald Receiver
 Joseph Gale Magazine Agent

335. SAINT ADOLPHUS; Hochelaga, Canada.

Meets in B. of L. F. Hall, 11 Moreau St.
 Alfred Pring, 8 Donegan St., Montreal Master
 Jno. Langstreth, 158 Colborne St., Montreal Secretary
 Patrick McFall, 305 Logan St. Collector
 J. G. A. Brazeau, 83 Moreau St. Receiver
 J. G. A. Brazeau, 83 Moreau St. Magazine Agent

336. FALL RIVER; Neodesha, Kansas.

Meets in Pierce's Hall, 2d and 4th Saturdays.
 R. C. McClellan Master
 L. N. Baker, Box 178 Secretary
 Charles Koehler Collector
 R. C. McClellan Receiver
 Matthew J. James Magazine Agent

337. BIG FOUR; Kansas City, Mo.

Meets in Summerwell's Hall, 21st and Drupp Sts., alternate Tuesdays at 7:30 P. M.
 Homer Howard, 1210 Reservoir Ave Master
 Charles T. Largent, 1673 Madison Ave. Secretary
 Charles T. Largent, 1673 Madison Ave. Collector
 N. F. Clough, 1812 Holly St. Receiver
 J. W. Leonard, 1641 Bellevue Ave., Magazine Agent

338. WEST BRANCH; Renovo, Pa.

Meets in Spangler's Hall, cor. 6th St. and Huron Ave., alternate Sundays at 1:30 P. M.
 Frederick Kerby Master
 R. C. McFarland Secretary
 W. C. Robinson Collector
 G. B. McManigal Receiver
 James Campbell Magazine Agent

339. WHITE BREAST; Charlton, Iowa.

Meets in Woodman's Hall.
 T. H. Sanford, Box 620 Master
 A. M. Williby, Box 357 Secretary
 James C. Beck, Box 349 Collector
 A. M. Williby, Box 357 Receiver
 M. Dunn Magazine Agent

340. STAR OF THE WEST; Newton, Kansas.

Meets in Odd Fellows' Hall, alternate Thursdays at 7:30 P. M.
 William Gilpin, 403 W 5th St. Master
 J. S. Wood, 227 W 5th St. Secretary
 Charles S. Druce, L Box 169 Collector
 James W. Miller, 401 W 3d St. Receiver
 Charles T. Brant, L Box 169 Magazine Agent

341. GOLD RANGE; Donald, B. C.

Meets in Firemen's Hall 1st and 3d Wednesdays, and 2d and 4th Sundays.
 Arthur Randall Master
 Willis J. Armstrong Secretary
 George B. Govett, Box 49 Collector
 Arthur Randall Receiver
 H. J. McSorley Magazine Agent

342. CASCADE; Medicine Hat, North West Terr.

Meets in Masonic Hall, 2d Wednesday and 4th Thursday.
 Burley Wallis, Box 66 Master
 James Hawthorne, Box 66 Secretary
 William Rutherford, Box 66 Collector
 Leonard Dobbin, Box 66 Receiver
 Leonard Dobbin, Box 66 Magazine Agent

343. NEW STATE; Spring Hill, Montana.

M. C. Givanaugh, Allerdice Master
 Thos. J. Low, Allerdice Secretary
 E. J. Marchbanks, Allerdice Collector
 Albert E. Jones, Allerdice Receiver
 E. J. Marchbanks, Allerdice Magazine Agent

344. LAS ANIMAS; Trinidad, Colo.

Meets in Odd Fellow's Hall, N. Commercial St.,
1st and 3d Sundays at 1:30 P. M.
Mike C. McNulty Master
E. E. Perry, Box 470 Secretary
S. W. Hoage, Box 470 Collector
J. E. Durden, Box 475 Receiver
S. W. Hoage, Box 470 Magazine Agent

345. FRONT END; Paris, Texas.

Meets every Saturday at 8 P. M.
W. H. Dickinson, Box 24 Master
L. F. Tobin, Box 24 Secretary
A. E. Hitt, care G. C. & S. F. Shops, Dal-
las Collector
James Lyons, Box 24 Receiver
J. N. Ballew Magazine Agent

346. FLOWERY LAND; Pensacola, Fla.

Meets in Odd Fellows' Hall 1st and 3d Mondays.
F. T. Martin, 107 E. Wright St Master
Geo. B. McArthur, 201 Gregory St Secretary
Geo. S. Walker, 300 E. Wright St Collector
James I. Sizer, 416 E. Wright St Receiver
J. W. Chrisbom, 1012 E. Laura St, Magazine Agent

347. OLD FORT; Dodge City, Kansas.

Meets in I. O. O. F. Hall 1st and 3d Thursdays at
3 P. M.
William C. Fadel, Box 416 Master
John Hussar, L. Box 535 Secretary
Augustus Falkner Collector
B. S. Williams, L. Box 21 Receiver
James B. Carothers Magazine Agent

348. BLUE MOUNTAIN; La Grande, Oregon.

Meets every Wednesday at 3 P. M. in K. of P. Hall.
E. A. Stephens, L. Box 18 Master
F. E. Herr, L. Box 37 Secretary
J. G. Enstam, L. Box 52 Collector
John Walker Receiver
F. E. Herr, L. Box 37 Magazine Agent

349. HUDSON RIVER; Union Hill, N. J.

Meets in Concordia Hall, 2d Saturday at 8 P. M.,
and 4th Sunday at 2 P. M.
H. E. Hamblen, New Durham, N. J. Master
S. S. Poole, New Durham, N. J. Secretary
A. L. Milliken, New Durham, N. J. Collector
Harry Poynton, New Durham, N. J. Receiver
Joe Lewis, New Durham, N. J. Magazine Agent

350. JAMES DONNELLY; Perth Amboy, N. J.

Meets in K. of P. Hall 2d and 4th Sundays.
Joseph B. Hoffman Master
W. J. Ditzler Secretary
Christopher Greenwall Collector
Theodore R. Mertz Receiver
Levi M. Landis Magazine Agent

351. HOME; White Haven, Pa.

Meets in Runkey's Hall, 2d and 4th Sundays at 2
P. M.
James N. Deterline Master
Edward T. McNally Secretary
Amos Flowers Collector
Charles Prutzman Receiver
Charles Deal Magazine Agent

352. CHAMPLAIN; St. Albans, Vt.

Meets in Engineer's Hall, 1st and 3d Sundays at
1:45 P. M., and 4th Mondays at 7:30 P. M.
John McAllister, 104 Lake St Master
Charles E. Preston Secretary
Frederick A. Mailloux Collector
C. P. Kelly, 89 Foundry St Receiver
George Hobart, 177 Main St Magazine Agent

353. MARBLE CITY; Rutland, Vt.

Meets in E. A. U. Hall, 1st and 3d Sundays.
John Grady, 8 Pine St Master
C. F. Whitehouse, 77 River St Secretary
C. F. Underhill, 8 Pine St Collector
C. F. Underhill, 8 Pine St Receiver
Wm. H. Murray, 17 Franklin St. Magazine Agent

354. HOBOKEN; Hoboken, N. J.

Meets in Burnett's Hall 2d Sundays and 4th Sat-
urdays.
John Hotten, Troy St. and Summit Ave.,
Jersey City, N. J. Master
John Gademan, 7 Nelson Ave., Jersey
City, N. J. Secretary
Patrick Ash, South Orange, N. J. Collector
Emmons C. Williams, Morristown, N. J., Receiver
Hudson Blanchard, Bonton Magazine Agent

355. STONE CITY; Joliet, Ill.

Meets in B. of L. F. Hall, 222 Jefferson St., 1st Tues-
day at 7:30 P. M., and 3d Sunday at 2:30 P. M.
W. W. Brooker, 134 S. Hickory St Master
Christopher Nolan, 123 Grover St Secretary
Harrison McPeck, C. S. F. & C. R. R. Collector
T. F. Hannan, 411 S. Desplaines St Receiver
W. H. Brooker, 117 John St. Magazine Agent

356. CHAUNCEY M. DEPEW; Albany, N. Y.

Meets 1st and 3d Sundays at 2 P. M.
Frank C. Wilson Master
R. J. Lilly, 57 1st St Secretary
R. J. Lilly, 57 1st St Collector
E. J. Kelley, 94 Livingston Ave Receiver
F. Degroof, 160 Clinton Ave Magazine Agent

357. JUSTICE; Vanceboro, Maine.

Meets in A. O. U. W. Hall, at Vanceboro and Main
Sts., 2d and 4th Saturdays.
J. E. Shea Master
Whitfield Nobles Secretary
C. J. Tabor, Woodstock, N. B. Collector
Walter E. Dresser Receiver
E. L. Hagerman, Woodstock, N. B.,
Magazine Agent

358. COOKE; West St. Paul, Minn.

Meets in I. O. O. F. Hall, cor. Fairfield and Da-
kota, Ave., 2d and 4th Sundays at 2 P. M.
Christopher McKay, 154 Isabel St Master
W. R. Perrin, 1015 Washington Ave., South
Minneapolis Secretary
W. R. Perrin, 1015 Washington Ave., South
Minneapolis Collector
Peter Anderson, 1428 Washington Ave.,
S. Minneapolis Receiver
W. H. Bronson, 1902, cor. 18th Ave. and
S. E. 4th St., E. Minneapolis Magazine Agent

359. BIG FLINT; Wellington, Kansas.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2
P. M., and 2d Fridays at 7:30 P. M.
T. M. Brown, E. Lincoln Ave Master
H. E. Hansen, E. Harvey Ave Secretary
Charles Weddle, 522 E. 4th St Collector
J. N. McCarty, 517 E. 4th St Receiver
H. E. Hansen, E. Harvey Ave Magazine Agent

360. COLD SPRING; Springfield, Ohio.

Meets in Engineers' and Firemen's Hall 1st and
3d Sundays.
Joseph A. Taylor, care Schlenk House,
Sandusky, O Master
A. W. Binns, E. High St Secretary
E. E. Leonard, Forest House, E. High St. Collector
A. W. Binns, E. High St Receiver
Jos. Greatham, Sandusky, O Magazine Agent

361. TRIED AND TRUE; Washington, Ind.

Meets alternate Tuesdays, in Masonic Temple, at
7:30 P. M.
William H. Cunningham, O. & M. Shops . Master
M. J. Cunningham, O. & M. Shops Secretary
A. B. Mix, O. & M. Shops Collector
John H. Kernan, O. & M. Shops Receiver
Eugene Ensign, O. & M. Shops Magazine Agent

362. CATARACT; Suspension Bridge, N. Y.

T. E. Swallow, Niagara Falls, N. Y. Master
T. E. Swallow, Niagara Falls, N. Y. Secretary
John W. Francis, Niagara Falls, Ont. Collector
John W. Francis, Niagara Falls, Ont. Receiver
John W. Francis, Niagara Falls,
Ont. Magazine Agent

363. METROPOLITAN; New York, N. Y.

Meets at 490 8th Ave., 1st and 4th Sunday after-
noons.
J. M. Reilly, 204 E. 12th St Master
Fred R. Elliott, 535 E. 140 St Secretary
A. W. Eggleston, White Plains, N. Y. Collector
M. J. Lynch, 206 E. 45th St Receiver
M. J. Lynch, 206 E. 45th St Magazine Agent

364. SINGLER; Philadelphia, Pa.

W. G. Staats, 6311 Woodlawn Ave Master
A. J. Lawton, 1311 Hanover St., Balti-
more, Md. Secretary
G. W. Gregg, Jr., B. & O. Round House, Collector
J. I. Way, 345 Tome St., Baltimore, Md., Receiver
F. G. Dennis, 60 W. St. and Chester
Ave Magazine Agent

- 365. VIOLET; Bellows Falls, Vt.**
Meets in G. A. R. Hall 1st and 3d Saturday evenings.
Andrew E. Angier Master
A. E. Wells, Box 568 Secretary
F. L. Darling, Windsor, Vt. Collector
A. G. Firman, Windsor Vt. Receiver
F. E. Keech, 7 S Main St., Brattleboro, Vt. Magazine Agent
- 366. HAGERSTOWN; Hagerstown, Md.**
Meets in Red Mens' Hall, cor. W and P Sts., 2d and 4th Sundays.
S. R. Hacker, 218 High St. Master
S. R. Hacker, 218 High St. Secretary
Christopher E. Rohrer, 307 High St. Collector
D. A. Wallace, 20 Salem Ave. Receiver
S. R. Hacker, 218 High St. Magazine Agent
- 367. MORGAN CRANE; Somerset, Ky.**
Meets in Engineers' Hall, 1st and 3d Saturday evenings.
George L. Pepper Master
John Dikeman Secretary
Martin B. Conniff Collector
James Ford Receiver
M. J. McCabe, Box 200 Magazine Agent
- 368. DEEP WATER; Springfield, Mo.**
Meets in K. of P. Hall 1st and 3d Tuesday at 7:30 P. M.
B. S. Chinn, 802 W Elm St. Master
Jno. Gallagher, 343 Brown St. Secretary
Charles Hall, 957 N Cammel St. Collector
C. W. Henry, Rooms 9 and 10, Denton Block, College St. Receiver
C. W. Hall, 963 Union St. Magazine Agent
- 369. WALNUT VALLEY; Eldorado, Kan.**
Meets corner Main St. and Central Ave., 2d and 4th Tuesdays at 7:30 P. M.
Frederick Staley, Box 196 Master
E. S. Mead, Box 422 Secretary
M. Fitzgerald, Box 185 Collector
J. C. Wickham Receiver
C. J. Lester, 109 S Margrave St., Fort Scott, Kan Magazine Agent
- 370. NEONHO VALLEY; Council Grove, Kan.**
Meets in A. O. U. W. Hall, 1st and 3d Wednesday evenings.
Charles Torrence Master
Clarence G. Stone Secretary
Charles M. Leeman Collector
Charles Torrence Receiver
Clinton Howard Magazine Agent
- 371. COVENANT; Nevada, Mo.**
Meets 1st and 3d Fridays at 7:30 P. M.
W. M. Calkins, Box 335 Master
J. E. Kinzie, Box 335 Secretary
J. C. Fletcher, Box 335 Collector
John Dandy, Box 256 Receiver
J. E. Kinzie, Box 335 Magazine Agent
- 372. SIGNAL MOUNT; Big Springs, Texas.**
Meets in Engineers' Hall, 1st Wednesday afternoon and 3d Wednesday evening.
R. J. Bible Master
G. H. Smith Secretary
S. E. Ord Collector
R. J. Bible Receiver
W. L. Simpson Magazine Agent
- 373. J. T. HARAHAN; Birmingham, Ala.**
Meets in Reen Hall, Allen Building, Morris Ave., 1st and 3d Sunday at 9 A. M.
W. F. Young, 413 8th St., N. Master
J. W. Durman, Ave. E, bet. 25th and 26th Sts. Secretary
R. K. Long Collector
S. E. Livingston, 413 8th St., N. Receiver
A. W. Ansley Magazine Agent
- 374. McALLISTER; Herrington, Kan.**
Meets in Masonic Hall, 1st Thursday at 1:30 P. M., and 3d Thursday at 7:30 P. M.
L. Gay Master
H. S. Smith Secretary
W. W. Campbell Collector
E. L. Aument, Box 241 Receiver
Jesse L. Brown, Box 241 Magazine Agent
- 375. FRIENDSHIP; Dayton, Ohio.**
Meets in K. of P. Hall, 1st and 3d Sundays at 2 P. M.
N. W. Rose, 109 LaBelle St. Master
John H. Dewesse, 1935 E 3d St. Secretary
Frank G. Stillwell, 28 N Van Lear St. Collector
John F. Hoban, 635 E 2d St. Receiver
John Ryan, 120 Crane St. Magazine Agent
- 376. J. H. KIRK; Horton, Kan.**
Meets 1st and 3d Saturdays at 7:30 P. M.
A. W. Brown Master
R. J. Sandidge Secretary
E. S. Strahan Collector
Thomas Sheahan, L Box 39 Receiver
James E. George, L Box 39 Magazine Agent
- 377. NICKEL PLATE; Conneaut, Ohio.**
Meets in Harrington & Wildmar's Block, 1st and 3d Tuesdays at 8 A. M., and 2d and 4th Tuesdays at 8:30 P. M.
H. A. Belding, Box 220 Master
C. S. Ellinwood Secretary
S. Mehaffey Collector
C. A. Wilcox, Box 301 Receiver
C. S. Ellinwood Magazine Agent
- 378. HOLBROOK; Chartiers, Pa.**
Meets every Sunday in Christian Hall, McKees Rocks, Pa., at 1 P. M.
George James, 406 Henry St. McKeesport, Pa. Master
D. W. Scott, McKees Rocks, Pa. Secretary
John Alnor, Point Bridge Toll House, S S, Pittsburg, Pa. Collector
Frank J. Thomer, 3709 5th Ave., Pittsburg, Pa. Receiver
John O'Rourke, McKees Rocks, Pa. Magazine Agent
- 379. WEAVER; Sayre, Pa.**
Meets in K. of H. Hall, Cornell's Block, 1st and 3d Sunday at 11 A. M.
John Durkin, Box 437 Master
James Denton, Box 290 Secretary
Wm. J. Stewart, Box 216 Collector
William E. Preston, Box 493 Receiver
Archie C. Burr, Box 213 Magazine Agent
- 380. HUB CITY; Aberdeen, Dakota.**
Meets in K. of L. Hall, 1st and 3d Saturdays at 7:30 P. M.
B. F. Slater Master
Andrew J. Murphy Secretary
L. S. Slater Collector
Frank Cox Receiver
Frank Cox Magazine Agent
- 381. J. W. WALKER; Conemaugh, Pa.**
Meets in B. of L. F. Hall 2d and 4th Sundays at 1:30 P. M.
J. W. Walker Master
J. L. Williams Secretary
Harry M. McFeaters Collector
J. C. Hess Receiver
C. R. McDowell Magazine Agent
- 382. BETHESDA; Waukesha, Wis.**
Meets in Engineers' Hall, 1st and 3d Sundays at 2 P. M.
Alex. Turner, Box 830 Master
Arnold J. Gude, Box 897 Secretary
John M. Dowd Collector
Otto W. Hanke, L Box 897 Receiver
Otto W. Hanke, L Box 897 Magazine Agent
- 383. PETROLEUM Oil City, Pa.**
Meets in C. M. B. Hall, 1st and 3d Mondays.
Thomas Martin Master
John H. Quirk, Box 330 Secretary
Allison W. Judd Collector
John Davis, Box 763 Receiver
John Davis, Box 763 Magazine Agent
- 384. B. H. WILBUR; Lehighton, Pa.**
Meets in Reaber's Hall, 1st and Bank Sts., 2d and 4th Sundays.
Alfred Dreishach, Weissport, Pa. Master
Alvin A. Miller, Weissport, Pa. Secretary
A. T. Henry, Weissport, Pa. Collector
Alvin Rex Receiver
John J. Walters Magazine Agent
- 385. MOUNTAIN DIVISION; Keyser, W. Va.**
Meets in I. O. O. F. Hall, 2d and 4th Mondays at 10 A. M.
M. S. Tucker Master
L. Burkhalter Secretary
L. Burkhalter Collector
Henry Montgomery Receiver
Frank B. Simmons Magazine Agent

- 386. RAMONA; National City, Cal.**
Meets 2d and 4th Sundays at 2 P. M., in Firemen's Hall.
E. Ware Boyd Master
Alfred T. Washington Secretary
Jas. L. Stearns Collector
E. Ware Boyd Receiver
John M. Davis Magazine Agent
- 387. RED ROCK; Schrieber, Ontario.**
Meets in B. of L. F. Hall, 1st and 3d Sundays.
John Gardiner, C. P. R. Master
Philip A. McAllen, Box 111 Secretary
Alfred Bilbe, Box 53 Collector
M. E. Hartry, Box 21 Receiver
M. E. Hartry, Box 21 Magazine Agent
- 388. PHIL. H. SHERIDAN; Milwaukee, Wis.**
Meets in Firemen's Hall, 170 Reid St, 1st and 3d Sundays.
Thomas Tanner, 424 Barclay St. Master
John M. Grobben, 932 Kinnikinnic Ave. Secretary
Elmer Knapp, 286 Jefferson St. Collector
Peter F. Fox, 426 Virginia St. Receiver
G. E. McCosker, 340 Scott St. Magazine Agent
- 389. LIVINGSTONE; Chillicothe, Mo.**
Meets in I.O.O.F. Hall, 2d and 4th Sundays at 2 P. M.
Harry L. Stow Master
E. A. Dix Secretary
George Zugschwerdt Collector
T. H. Hennessey Receiver
Mike Cunningham Magazine Agent
- 390. SILVER STATE; Carlin, Nevada.**
Meets in Engineers' Hall Tuesday evenings.
C. H. Oliver Master
Price E. Davis Secretary
William M. Wickel Collector
George English Receiver
S. S. Stoll Magazine Agent
- 391. NAVY 00; Ft. Madison, Iowa.**
Meets in K. of P. Hall, N W cor. 2d and Pine Sts., 2d and 4th Sundays at 2 P. M.
John C. Schafer Master
William Hamilton Secretary
Harry R. Kinne Collector
O. L. McClellan, Box 83 Receiver
O. L. McClellan, Box 83 Magazine Agent
- 392. WEST PENN; Blairsville, Pa.**
Meets 1st and 3d Monday evenings.
Joseph T. Daugherty, Apollo, Pa. Master
Charles C. Henderson, 284 Lacock St, Allegheny City, Pa. Secretary
Luther H. Martin Collector
William R. Ranson, Cokeville, Pa. Receiver
J. D. Davis, Box 20 Magazine Agent
- 393. DIAMOND VALLEY; Harrisburg, Pa.**
Meets in Sible Hall, 3d and Cumberland Sts., 2d and 4th Tuesday at 7 P. M.
William K. Drake, 1581 N 6th St. Master
S. M. Myers, 506 Kelker St. Secretary
Frank Snyder, 1228 N 7th St. Collector
Amos Brennenman, 1843 N 7th St. Receiver
William C. Taylor, 1506 N 5th St. Magazine Agent
- 394. PLEASANT VALLEY; Beatrice, Nebraska.**
Meets in I. O. O. Hall, Cor. 5th and Court Sts., 2d and 4th Sundays at 2:30 P. M.
B. A. Downer, Riverside Hotel Master
Charles E. Harris Secretary
Charles E. Harris Collector
E. K. Cole, Riverside Hotel Receiver
E. K. Cole, Riverside Hotel Magazine Agent
- 395. MILLARD FOSTER; Belleville, Kansas.**
Meets in A. O. U. W. Hall 1st and 3d Tuesdays at 7:30 P. M.
K. L. Dresser Master
Charlie M. Mills Secretary
Samuel Jackson Collector
Charlie M. Mills Receiver
Clarence G. Sanborn, Combination Box 115 Magazine Agent
- 396. TIP TOP; Goodland, Kansas.**
Meets in B. of L. F. Hall every Monday at 7:30 P. M.
Joseph H. Shaw Master
Harry H. Dickson Secretary
D. W. Harding Collector
C. C. Sutherland Receiver
Charles C. Hamlin Magazine Agent
- 397. LONG DIVISION; Hoisington, Kansas.**
Meets in Masonic Hall, 1st and 3d Wednesdays, at 8:30 P. M.
George M. Bagley Master
F. M. Rainey Secretary
Alonzo C. Shaffer Collector
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Frank J. Parnell Magazine Agent
- 398. PINE MOUNTAIN; Columbus, Ga.**
Meets in Odd Fellow's Hall, 1st Ave., opposite city market, every Sunday at 2 P. M.
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Walter K. Mahone, 1232 Third Ave. Secretary
Edgar T. Hara, 944 Fifth Ave. Collector
A. B. Moore, 944 Fifth Ave. Receiver
W. D. Melver, 944 Fifth Ave. Magazine Agent
- 399. CRESCENT CITY; New Orleans, La.**
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Jas. C. Dupre, 153 Urquhart St. Collector
George Perry, 159 Spain St. Receiver
Wm. A. O'Donnell, 164 Laurel St. Magazine Agent
- 400. MARIAS DES CYGNE; Osawatomie, Kan.**
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W. A. Bedell Secretary
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A. P. Coppers Receiver
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Fred. Hickman Secretary
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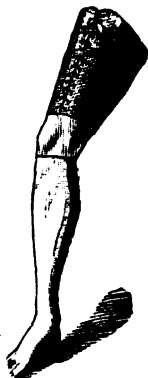
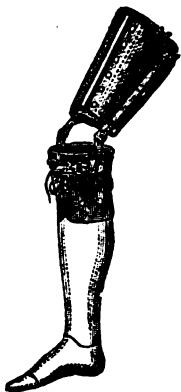
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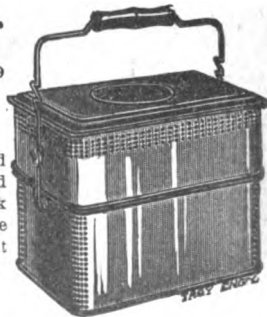
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Devoted to the Interests of the Laboring People.

L. W. ROGERS, B. R. B., Editor. W. F. HYNES, B. L. F., Sec'y & Treas.

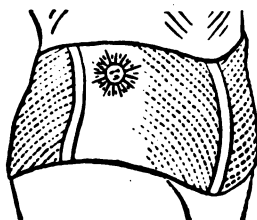
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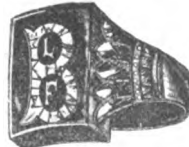
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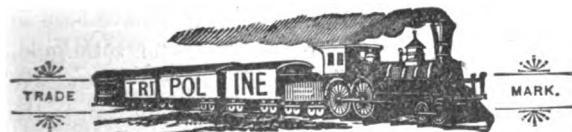
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Having been so satisfactory, we will for the balance of this year, ending Jan. 15th, next

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4th	"	75	"	"	"	"
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3 lb. Pails 60 cents each, or \$6.50 per dozen; 5 lb. Pails \$1 00 each, or \$10.00 per dozen.

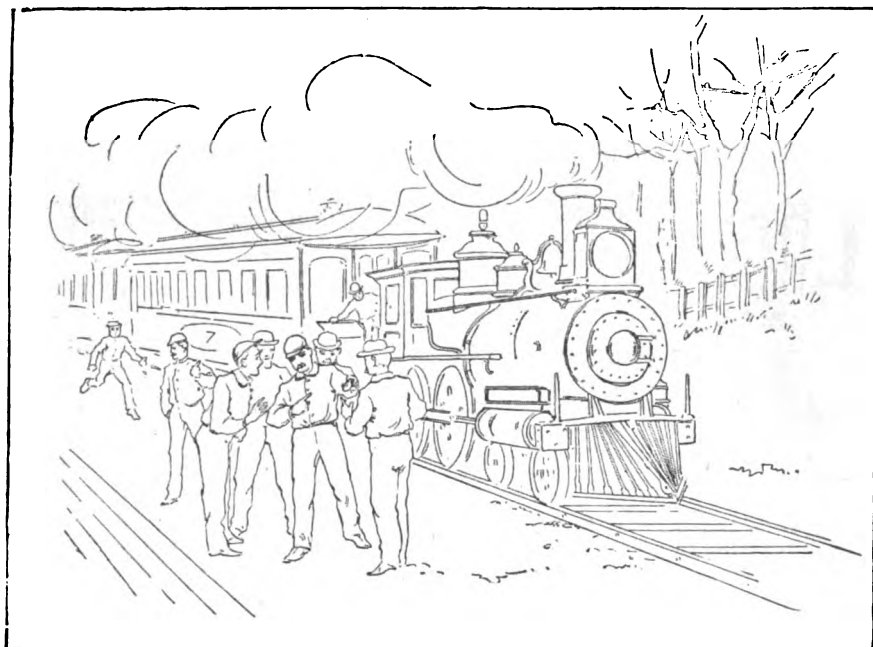
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LOCOMOTIVE FIREMEN'S MAGAZINE



Vol. XIII.

SEPTEMBER, 1889.

No. 9

OFFICIAL ORGAN OF

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EUGENE V. DEBS, . . . *Editor and Manager.*

SEPTEMBER, 1889.

JOHN LIVINGSTONE AND RAIL- ROAD EMPLOYEES.

In writing of John Livingstone we are required to deal with an individual who is seeking notoriety as an implacable enemy of railroad employes who are members of organizations designed to promote their moral, physical, intellectual and financial welfare. In this age of the world, in this time of intellectual growth, when statesmen and philanthropists, educators and religionists are massing their mind-forces for the purpose of solving social and industrial problems, to find a man of any prominence seeking to retard the march of liberalizing views at once suggests the idea that such a person is a Judas Iscariot, who, for a consideration, more or less, would play the role of traitor. John Livingstone, of whom we write, is seeking notoriety as the enemy of railroad employes, and in so far as this *Magazine* can contribute

to his ambition, it will aid him. It would afford us special satisfaction to put a whip into the hands of every honest, self-respecting railroad employé, that they might apply it, *a la* white cap, to John Livingstone's bare back, and make him yelp like an egg-sucking or sheep-killing dog when caught at its exasperating practices.

John Livingstone, it appears, hails from Campville, Tioga county, New York. In writing about a nuisance which ought to be removed, it is proper to locate it. We do this in John Livingstone's case. We sympathize with the people of Campville, Tioga county, N. Y.

This John Livingstone is President of what is called the "Railway Shareholder's Association." Presumably, John Livingstone is the owner of railway shares. Possibly, his whole estate is in railway shares. Looking at him by the dirty work he is doing, John Livingstone belongs, doubtless, to that everywhere-detestable-class, called misers—sordid, avaricious creatures, and among all honorable men regarded as the objects of loathing and contempt. We do not put the case too strong. We will show that John Livingstone, President of the Railway Shareholder's Association, is so vilely venal, so niggardly mean, that he attacks working men for reasons which brand him a wiser creature, who

" * * * * Sound him with gold.
"T will sink into his venal soul like lead
Into the deep, and bring up slime and mud."

Why does this John Livingstone attack railroad employes? The readers of the *Magazine* shall see. We herewith lay before them John Livingstone's petition to the Inter-state Commission. We apprehend that it will be widely read. It is a precious document.

"The kindly throbs that other men control
Ne'er melt the iron of John Livingstone's soul;
Thro' life's dark road his sordid way he wends,
An incarnation of fat dividends."

John Livingstone's petition tells the story. It serves as a biographic sketch of its author. In some regards it makes its author hideous. It deforms him. His petition exhibits him as a monstrosity—a combination of hog and hyena. But the petition speaks for itself, and here it is:

THE INTER STATE COMMERCE COMMISSION,
WASHINGTON, D. C., July 6, 1889. }

—Railroad Company:

Enclosed please find copy of a petition filed against your company, embracing a statement of charges made by John Livingstone, President, etc., under Section 13, of the Act to Regulate Commerce, approved February 4, 1887, and amended March 2, 1889.

You are hereby called upon to satisfy the complaint or to answer the same, in writing, within twenty days from this date.

For the Commission,

EDWARD A. MOSELEY, *Secretary*.

BEFORE THE INTERSTATE COMMERCE COMMISSION
No. 210.

JOHN LIVINGSTONE, PRESIDENT RAILWAY
SHAREHOLDER'S ASSOCIATION, }
Against

THE DELAWARE, LACKAWANA AND WEST-
ERN RAILROAD CO., AND OTHERS. }

Complaint filed June 29, 1889. John Livingstone, petitioner, in person, Campville, Tioga county, New York.

To the Honorable, the Inter-state Commerce Commission:

The petition of John Livingston, President of the Railway Shareholder's Association, an organization incorporated under the laws of the State of New York, on the 24th day of November, one thousand eight hundred and eighty-three, respectfully shows unto your Honorable Commission as follows:

1. That in the convention of a labor organization, known as the Brotherhood of Locomotive Engineers, which assembled at Richmond, in the State of Virginia, on October 17, 1888, a "Committee on Thanks" was appointed, which on said last named date made their report as follows: [Report.]

2. Your petitioner complains, and on the above named report as the ground for his belief, alleges that in October and November, 1888, the above mentioned railroad companies issued free transportation over some part or portions of their lines to a large number of individuals claiming to be delegates to said convention, many of whom were not, at the time, employes of any railroad company, and to their wives, none of whom were railroad employes at the time, nor included in any of the classes enumerated in section twenty-two of the act to regulate commerce to whom free transportation is authorized; and that such free transportation was used by said so called delegates and their wives in travelling upon said railways, while other persons traveling over the same lines were at the

same time charged the usual fare; that by the conveying free of charge and without the payment of any compensation said so-called delegates and their wives over portions of the railroads of said companies they were guilty of such unjust discrimination as is prohibited by the second section of the act to regulate commerce, and gave undue and unreasonable advantage to a particular class of persons whereby others compelled to pay fare, and other railroad companies, which refused to grant like free transportation, were subjected to such undue or unreasonable prejudice or disadvantage as section three of said act declares to be unlawful.

3. That from February 27, 1888, to January 4, 1889, the members and delegates of the Brotherhood of Locomotive engineers were sustaining a strike by their brethren, whereby injury to amount of many millions of dollars was inflicted upon the public and upon the railroads of the Chicago, Burlington and Quincy system by the payment of monthly sums for the support of the strikers. That the acknowledged motive of many of said railroad companies by giving the free transportation above mentioned, was to conciliate the Brotherhood of Locomotive Engineers, a secret organization, which, holding its annual sessions in secret, arrogates to itself the power of dictating wages and of extorting such favors by threats of strikes, boycotts, and like methods, which have done much harm to the business and railroad interests of the whole country.

And your petitioner, upon information and belief, avers that a large majority of the railroad companies subject to the jurisdiction of your Honorable Commission desire to be relieved from the importunities and threats which have heretofore coerced them to grant such free transportation, and which they ask shall be declared unlawful.

Wherefore your petitioner prays for an order that the railroad companies herein above mentioned, do refrain from granting such free transportation as is charged against them, and that the same be adjudged unlawful, or for such other or further order in the premises as to your Commission may seem just and proper.

Dated June 18, 1889.

JOHN LIVINGSTONE,

Petitioner in person, Campville, Tioga county, New York.

We deem it worth while to analyze the document.

First.—We assume that John Livingstone totally misunderstands the character of the gentlemen who constitute the Inter-state Commission. Men of John Livingstone's mental makeup never did and never will understand high minded, honorable men. They are not built that way. Warped and distorted by venal vices, they measure other men by themselves—dwarf them to lilliputians, pygmean creatures, entitled to no more consideration than so many puppies. Men like John Livingstone have no conception of a liberal construction of law. They are as imperious to logic as paving stones. They howl for the pound of flesh, and John Livingstone would cut it out of every working man's breast, nearest his heart, and, unmoved, see them bleed to death. Possibly he can convert the Inter-state Commission to

do his bidding, but we shall admit it only when the pound of flesh lies quivering in the balance and working men bleed to gratify the tigerish thirst of John Livingstone and his cubs.

Second.—The charge of this John Livingstone, President of the Railway Shareholder's Association, is that certain railroad corporations permitted certain railroad employes to ride free to a convention of their order. This charge brings into view John Livingstone's implacable hate of railway employes' organizations, and organizations of working men generally, and in the intensified meanness of his nature, he seeks to make Congress and the Inter-state Commission parties to his malevolent spirit. He charges that certain railroads did not charge their faithful employes and their wives full fare, or any fare at all, and assumes, thereby, that the Railway Shareholder's Association lost money, something he will not tolerate in the future. Now, by all the gods at once, upon what diet does John Livingstone feed that prompts him to exhibit to the world that he has no more soul than a mosquito, that he belongs to the tribe of blood-suckers whose thirst is never satisfied? Look at the one hundred and eighty thousand miles of railway track that bind the States of this mighty confederacy together. Contemplate the number of trains that go dashing hither and thither across the continent. Think of the nine billions of money invested in the vast enterprise. Behold the army of engineers, firemen, brakemen, switchmen and conductors who attend these trains and make it possible for them to move. Now, then, for the picture—One of the organizations referred to of railway employes asks for permission to ride over these tracks to an annual or biennial convention. These men, by night and by day, in storm and shine, around curves, through tunnels, over bridges, up mountain declivities, ceaselessly in peril, have sought by faithful service to achieve success for the owners, for the Railway Shareholder's Association, and now they ask that a few of their number, only a few, may be carried to a convention free. At this time there appears on the scene John Livingstone. Look at him; look at his at-

titude; scan his features. In every expression there is venality and hate. He protests. He, like Shylock, of whom he is a degenerate representative, appeals to the law. He would inflict penalties upon roads distinguished for magnanimity. He would make generosity a crime. He would have every railroad official as soulless as himself. He would fan the fires of hate until in every breast they burned as fiercely as in his own. He would inaugurate, in this country, eternal hostility between railroad employes and employers, and create wide-spread pandemonium.

Third.—John Livingstone, in his fierce, unrelenting hate of labor organizations, would, if he could, annihilate them in a day, and he surmises that in his petition to the Inter-state Commission he has sounded a key-note—a death knell. He is in alliance with the tiger-shark, Corbin, of the Reading, in his efforts. Corbin flatters himself that he has triumphed over labor organizations where he has Russianized Pennsylvania, and John Livingstone takes courage, and men like Corbin and Livingstone assume that the time is near at hand when American working men will be prostrate under the hoofs of men of their ilk, peons and helots, out of whom has been crushed every aspiration for liberty and independence. We do not so read the signs of the times; we do not so interpret the shadows of coming events. As certain as that the "eternal years of God" are truth's, the Samson of labor is not to be bound nor have his eyes put out by the Corbins and the Livingstones of the period, nor, as we hope and believe, of any other period. Nor do we believe that the Congress of the United States or the Inter-state Commission will play into the hands of the oppressors of labor.

The reference which John Livingstone makes to the strike on the C., B. & Q. will prove barren of fruits. That struggle has passed into history. There was a well-defined principle involved, and Admiral Porter says a "pin is worth fighting for if it involves a principle."

We predict that labor organizations have come to stay. We believe they are wise and beneficent. We believe they mean the incalculable improvement of conditions, and

ultimately, the enthronement of justice, by virtue of which, society, the state and the nation will reap abundant harvests of blessings of contentment and prosperity. They will outlive such moral deformities as Austin Corbin and John Livingstone, and bud and blossom long after graveyard worms and reptiles have held banquets on their decayed carcasses.

.....
 THE announcement that Mr. E. T. Jeffery, General Manager of the Illinois Central, had tendered his resignation, to take effect in October, will be read with regret by every Locomotive Fireman on the entire system. Mr. Jeffery was universally recognized as an eminently fair and upright man, who in his dealings with the employes of the road, sought to find the right and courageously pursued it. It is stated that Mr. Jeffery's entire railroad career has been spent upon this road, which he became connected with in 1859. He has been General Manager for about three years. Mr. Jeffery was born in Liverpool, England, April 16, 1843. He entered railroad service in October, 1856, as office boy for the Superintendent of Machinery of the Illinois Central. He has since been apprentice in the machine shops of the company at Chicago, apprentice in the office of the mechanical draughtsman; mechanical draughtsman and secretary to the Superintendent of Machinery. In 1871 he was promoted to Assistant Superintendent of Machinery. In 1877 he was appointed General Superintendent of the company, and in December, 1885, he was elected General Manager, which position he has held up to the present time. Mr. Jeffery is a son-in-law of Mr. James C. Clarke, formerly President of the Illinois Central, and now President of the Mobile and Ohio. It is not to be presumed that Mr. Jeffery will have an extended vacation, provided he desires to put on the harness again, and most fortunate will be the road that secures his services. But should his withdrawal from the Illinois Central terminate his active railroad career, he will take to his retirement the good wishes of an army of employes for his health, happiness and long life.

.....
 "UNION PACIFIC"—Peace after a domestic brawl.

THE *Mechanical News*, in its special correspondence, captioned "Notes from Abroad," refers to the fact that in the English Parliament "a bill has been brought in to restrict labor in mines to eight hours per day," the clauses in which are as follows: "1. This Act may be cited as the Miners' (Hours of Work) Act, 1889. 2. A person shall not, in any one day of twenty-four hours, be employed under ground in any mine for a period exceeding eight hours from the time of his leaving the surface of the ground to the time of his ascent thereto, except in case of accident or other emergency. 3. Any employer, or the agent of any employer, employing, or permitting to be employed, any person in contravention of this enactment, shall be liable to a penalty not exceeding forty shillings for each offense." None can deny that some such act has been long required as a protection for the men against themselves, if for naught else. The bill is backed by the labor members. The correspondent refers to serious agitations in Germany and other continental localities, and says "the carpenters, masons, copper-smiths, roofers, box-makers, basket-makers and polishers, of Berlin, are gradually going out for a nine hours' day and 60 pfennigs per day; at Prague the tram drivers are out, and public sympathy is with them (it is only recently the Vienna quarrel was settled); in the Kladno district, Austria, over 17,000 men are out on a strike, and riots have ensued among the miners; at Dux and Bruex in Bohemia, the colliers threaten to come out; and in Rome the omnibus drivers have struck. When one finds such general discontent, the question arises, is this the work of Socialists?"

It is needless to say labor is coming to the front in all lands, and those who are oppressing workingmen will hear a hundred Moseses saying "Let my people go," and if the demand and command is not heeded there will be plagues, and ultimately a Red Sea disaster.

.....
 THE Cherokee Cattle Association offer the Cherokee Nation, for what is called the "Cherokee strip," \$5,000,000 for its use ten years, \$500,000 a year. With such figures in view it ought to pay to be a Cherokee, even a half-breed ought to feel happy.

THE SUNDAY QUESTION.

There are some propositions relating to man's moral, mental and physical well-being, which, fortunately, have passed beyond the realm of debate, among which is the statement that man requires one day in seven for rest; rest for mind and body, and it is this fact that stamps the Sinai command, "six days shalt thou labor and do all thy work," with divine wisdom.

The seventh day was called the Sabbath—set apart for rest and for worship. Since the day when Jehovah came down upon the mountain, amidst thunder and lightning, to talk with Moses, and with His own finger wrote His commandments upon tables of stone, the world has moved forward, and as the centuries have come and gone, the movement has gained in rapidity. Empires have arisen and disappeared; powerful nations have gone forth on the pathway of conquest, and of their pomp and power only a few scattering relics remain; their language is dead, but in all their mutations, upheavals and depressions the conquest of mind over matter, the triumphs of genius, the leveling up of the valleys and the leveling down of the mountains, there has been no change, no modification in the primal command, nor the still more primitive laws of man's mental and physical nature, requiring absolute rest from labor at least one day in seven, and those who have created circumstances making a violation of the law necessary have sinned against organic laws of man's nature—laws relating to man's moral, mental, social and physical well-being.

When men come to investigate the subject for the purpose of determining the reason why of this violation of laws, the sad consequences of which are physical and mental wreck and decay and social demoralization, they find in every instance it results from man's inordinate greed, his cupidity, a mercenariness that obscures all sense of justice, and conceiving that gain is the chief good and the chief end of man, proceed, in their mad rush for wealth, with vandal ferocity, and with as little regard for consequences as man-eating tigers.

Against this submerging tide of venality the church has offered a feeble resistance,

for in spite of its protests the employments requiring constant, unremitting toil have multiplied, until at last millions of men, living in lands denominated Christian, have not only no Sunday rest, nor its equivalent on any other day of the week. Their lives present only long stretches of toil without an oasis.

We need not say that the *Firemen's Magazine* is in favor of the Sunday movement. It is a righteous movement, and in consonance with man's mental and physical organism. It is an elevating and a redeeming movement. To create circumstances which deny workingmen rest, will eventually kill, as certainly as to deny them of food. It is a condition that not only kills, but it demoralizes. It not only wearies the hand but it paralyzes the brain and ossifies the heart. It makes men strangers in their own homes, strangers to wife and children and to the hallowed associations which should distinguish the family circle. There is no doubt but that such is the tendency of this everlasting grind, in which of a year of fifty-two Sundays there is not one the toiler can call his own, when he can walk forth in his Sunday clothes to church, to the fields or woods for rest, for enjoyment, to find recuperating pleasures in a world where the Creator is, in all the circling seasons, showering benedictions upon those who have hearts and minds and souls for their appreciation.

The question arises, can we have a cessation of Sunday work for railroad employés? We answer, it is possible, but we doubt the probability of such an era. Circumstances have been created that it will be found difficult to abrogate. The world has been adopting new theories of business, old things have passed away. The present is an era of such immense activity, of such momentum that to get back to old practices is apparently out of the question, and practically impossible. Let us see what railroad officials of high authority say upon the subject. On Monday, evening, February 11, 1889, President H. B. Ledyard, of the Michigan Central Railway, in an address, delivered in the city of Detroit, said:

"The work of running Sunday trains does not simply require conductors, brakemen, engineers and firemen, but it requires train dispatchers,

operators, section men, car repairers, foremen of engine-houses, hostlers and yardmen; in fact, I might say almost the entire force, with the exception of the clerks, to be on duty either wholly or partly. *To this army of working men no day comes for rest.*" (Italics ours.—Ed.) "While it is a rule with every railroad company that no man shall be allowed to go out for work if he has not had enough sleep since his last trip. I refer now to another and higher kind of rest, the rest for the mind and soul; to the day given to a man when he can pull himself together and think what there is behind him and what the future holds for him. Every merchant, every manufacturer, every banker closes his doors on Sunday, and until Monday morning rest is taken. On that day the mechanic, the laborer, has his period of rest, but here is an army of men, on whose conservatism, on whose intelligence, on whose physical and mental condition rest daily the lives of millions of people."—(Italics ours.—Ed.) "Why should they be denied that day of rest, the necessity for which is so imperative. * * * I have stated what is not a fanciful picture of the situation. You will probably ask me for the remedy; that I cannot give. I have struggled my best to decrease Sunday work, and I know that such is the desire of nearly every railroad manager in this country; but circumstances are too strong for them, and whenever anything has been done, it has proved of little avail. A railway company, leaving out its obligation to the public, is in the simplest sense a corporation, which has but one thing for sale, namely, the transportation of persons or property. It must receive its entire income from this one source, and therefore it follows that the company which has the best to sell for the least money can sell the greatest amount of transportation, or in other words, do the largest business, and earn the most money."

Mr. Ledyard proceeds to show the sharpness of competition between railway lines, and how completely the railroads are in the grasp of merchants and shippers and the traveling public, and adds:

"You may blame the railroad companies for doing this, and probably they are not blameless, but behind them stands the stronger force of competition, backed by public opinion. The absolute cessation of Sunday work would not be practicable, or if practicable, might not, perhaps, be wise. It would in many cases entail suffering and perhaps loss. If one of you should be called to-morrow to California on account of the severe illness of some member of your family, you certainly would not feel very kindly toward the railroad company that might land you in Oden on Saturday night and keep you there until Monday morning. These trans-continental trains between the Atlantic and the Pacific, in the interest of the public, in the prompt dispatch of the mails, ought perhaps to be run; but that the amount of Sunday work now going on would be necessary with a change of public opinion, no well-informed person believes."

We regard the foregoing remarks of President Ledyard as a fair presentation of the Sunday question from a railroader's point of observation. It is in consonance with our own observation and reflections. We deem it impracticable to stop Sunday trains. The mail trains must go. To stop them requires the action of Congress. This might be obtained eventually, but it is not in line with probabilities. Perishable freight stop-

ped *en route* would entail incalculable disasters. Turn which way he will insuperable difficulties arise which are readily suggested to every railroad employé.

We italicised this remark in President Ledyard's address, "To this army of working men no day comes for rest." This is the haggard statement, and for this tremendous wrong a remedy can easily be found and applied. The necessity of one day of rest in seven is admitted. The proposition is not controverted. It is axiomatic, pivotal, commanding and convincing. There is not one good reason why it should not be had. Some Sunday trains can be stopped. To this railroad managers assent. All cannot be stopped, hence some men must work on Sundays. Still, the one day rest in seven can be secured for all on some one day of the seven. It will involve the employment of extra men, that is all. It is simply on the part of the railroad manager a financial question. There need be no sentiment in it; there need be no discussion of the Sabbath, of worship—simply a day of rest—and whether it be Monday or Tuesday, or any other day of the week, it will be a day of rest; a day sacred to mental and physical repose, for the recuperation of mind and body, and therefore, in every essential, a Sabbath day. This is practical. The solution of the problem, so far as railroad managers are concerned, is in dollars and cents. Nor do we see in what particular the railroads would be financially inconvenienced. The pecuniary loss, if loss were to occur, would fall upon the employé, and not upon the employer. The employé would wisely sacrifice one day's wages for the vitalizing influences of rest, and if an extra hand took his place, wages would be the same, the sum total for wages would not be increased, and the rest problem would be solved.

DAKOTA is coming to the front in railroad affairs, proposing for the first article in its Constitution that the railroads of the State must carry all members of the legislative and judicial departments, as well as all State militia, at the uniform rate of one cent per mile. It is surprising that the demand was not made for deadhead tickets.

"THE SO-CALLED DIGNITY OF LABOR."

A Chicago paper bearing the title of the *Industrial World and Iron Worker*, in a recent issue prints an editorial article with the caption, "So-called Dignity of Labor." The editor starts out by saying:

A vast deal of nonsense has been written and spoken about the dignity of labor, mostly by men whose daily lives were a perpetual protest against the sincerity and correctness of their laudatory utterances. We insist, on the contrary, that there is no such real thing as the dignity of labor. What dignity is there in tasked muscles and a smirched face? What dignity is there in dropping sweat and a posture of merely physical exertion? What dignity is there in flagging strength and a tired frame? Let us not be deceived. Hardship is the most conspicuous attribute of labor. It is the outcome of the primal curse: "In the sweat of thy face shalt thou eat bread." It is degradation from a higher and nobler sphere of existence. Every adult member of society must work for his support, if he be not in independent circumstances; the many are obliged to labor for their daily subsistence; some are compelled to toil incessantly for the pittance which they earn; drudgery falls to the lot of those who are lowest in the community. A man wishes to complete his work; he is desirous of resting from his labor; he seeks a respite from his toil; he submits reluctantly to drudgery. Labor is hard work; toil is grievous labor; drudgery is debasing toil.

At the first glance, men may be disposed to fall in with the conclusions of the editor of the *Industrial World and Iron Worker*, and render a verdict against labor. Manifestly the editor of *World* draws his inspiration from the dictionary. He glues himself, so to speak, to the word "dignity," as an oyster attaches itself to a rock. He is as conservative as an oyster. His range of vision is limited. He does not see how he can make the term "dignity" play any part in the labor questions of the times. In this he does Mr. Webster, the great lexicographer, serious injustice. Mr. Webster defines "dignity" as "the state of being worthy or honorable; elevation of mind or character; honorableness, nobility of sentiment and action; true worth." That is Mr. Webster's first definition of "dignity." Now, then, we hold that a man at work, engaged in any kind of required labor, is in a state of being worthy, honorable. We hold that labor, work, toil, drudgery, elevates the mind and character of those who engage in it—that it is idleness that degrades mind and character, body and soul; wrecks the man physically and morally. The editor of the *Industrial World* (?) insists upon it "that there is no such real thing as the dig-

nity of labor," therefore and necessarily, nothing in labor that is "worthy or honorable." The idea in the editor's eye which obscures the dignity of labor is "dropping sweat," "posture," and "physical exertion, flagging strength and a tired frame." Manifestly the editor of the *Industrial World and Iron Worker* believes there is dignity in idleness, in leisure, in laziness, sprawling in the shade, in hugging the bed. The editor of the *Industrial World and Iron Worker* would never point to the ant, to the bee, nor to the beaver, as examples of work and thrift. As between the army of dudes and the dinner bucket brigade, the dudes would have all the dignity and the toilers with "tasked muscles and smirched faces" all the degradation. The editor in getting down to business, down to his task, pen in hand and with beaded sweat on his massive forehead, declares "Hardship is the most conspicuous attribute of labor;" that "it is the outcome of the primal curse, "In the sweat of thy face shalt thou eat bread." He says this, when it is declared that God Himself worked six days to build His universe, and rested from His labor on the seventh day. He says this in the face of the fact that Jesus, the Son of God, worked at the carpenter's trade, and in face of the declaration of the Messiah, that "Hitherto my Father worketh and I work." But the editor of the *Industrial World and Iron Worker* grows spiritual as he proceeds. His soul gets full of sublimating, etherializing gush, and he exclaims of labor: "It is degradation from a higher and nobler sphere of existence." Here we have it that labor is degrading, debasing, contaminating, and the lower one gets in the arbitrary classification of work, the more degrading it becomes, and with the help of a dictionary the editor of the *Industrial World and Iron Worker* classifies as follows: "Labor is hard work; toil is grievous labor; drudgery is debasing toil." In this we have the *caste*, the germ of aristocracy, even in labor. The common laborer is the drudge, the debased, the degraded workingman, the hewer of wood and drawer of water; the outcast, the vagabond, the man cast down "from a higher and nobler sphere of existence;" a man without "true worth," neither "worthy nor honorable;" without "elevation of mind

or character," without "nobility of sentiment or action;" such are necessarily the views of the editor of a paper called the *Industrial World and Iron Worker*. It should be called the "Aristocratic World and Iron King."

The editor of the *Industrial World and Iron Worker* represents a class of men whose education, if in any proper sense they can be said to be educated, makes asses of them in a superlative degree. In the broad field of labor the workers, by an irrevocable law, are one, and strange as it may appear, those whom the editor of the *Industrial World and Iron Worker* would assign the lowest place are of the first importance. He says:

The engineer who operates the machinery of some steamship by opening or shutting a few valves with a very small outlay of corporeal strength, occupies a higher position in the scale of labor than the fireman who sweats and toils before the furnace doors, with an incessant drain upon his physical resources; while the captain—the executive of the vessel—who examines charts, determines latitude and longitude along his course, issues orders and bears the great burden of responsibility, holds a position and exercises functions higher still. Like gradations of the skill, dexterity and judgment with which labor is applied, exist in all occupations.

The engineer is of no more importance to the steamship than the fireman, since there would be no opening and shutting of valves were it not for the fireman; but for the man who makes the fire that makes the steam, the steamship would never move from her moorings. But behind the captain, the engineer and the fireman, away somewhere under ground, a man with "tired muscles and smirched face" is delving for the fuel. And thus it happens, nor can it ever be otherwise; it is the law as irrevocable as the law of gravitation, that a condition of interdependence exists, and when the world is called upon to admire the splendid triumphs of skill, the award, whether it be gratitude or glory, belongs to all the workmen alike, and to deny this would find its vicious parallel, should the eye say to the ear, or the hand to the foot, "I have no need of thee."

The dignity of labor may be and ought to be determined by results which labor produces, and since labor produces all things the task for those who chose to glean for facts will not be over arduous. The monuments of labor are on every hand. Had we the space at our command it would afford us no little satisfaction to dignify labor by some-

thing more than mere mention. What the editor of the *Industrial World and Iron Worker* calls the "primal curse" is such only in the minds of cranks and visionaries, who think work degrading. In work man becomes a co-laborer with God Himself. He gives the sunshine and the rain, and the farmer sows the seed and the world joins in the harvest home songs.

The editor of the *Industrial World and Iron Worker* closes his article as follows:

Every step in the progress of the sciences and the arts which helps to transform drudgery into toil, toil into labor, labor into work, and work into healthful exercise, is a movement in the same direction—is an advance toward what the Bible calls "the times of the restitution of all things"—is a nearer reach toward the Adamic blessedness in the Garden of Eden.

Just what the editor of the *Industrial World and Iron Worker* means by "Adamic blessedness in the Garden of Eden," can only be assumed. It is stated that God Himself came down and "planted the garden eastward in Eden," engaged in horticulture, and placed Adam in the garden to "tend it," to engage in labor, toil, drudgery, for such is the fate of all practical horticulturists. They are required to dig, remove weeds, hoe, etc., and it is not probable that Adam was exempt from such duties. This was the "Adamic blessedness" to work in a garden. The editor of the *Industrial World and Iron Worker* has visions, and dreams dreams. He sees the good time coming when costumes will be fig leaves and all will be Eden gardeners. He does not apprehend another serpent to beguile the Eves, nor another eviction on account of forbidden fruit. He is doomed to disappointment, but he will see if he lives long enough, old moss-grown, despotic ideas of an aristocracy in labor knocked higher than Gilroy's kite, and possibly a time when papers bearing the title of *Industrial Worlds* and *Iron Workers* will cease being the organs of aristocrats, and will learn that honest toil is not debasing.

THERE have been rumors afloat for some time past that British capitalists had entered the American market for the purpose of getting possession of the great packing establishments of the country. The American hog seems to be growing in popularity in England.

A GIGANTIC SCHEME.

Railroad managers do not make public their schemes in advance, but occasionally the best laid plans of mice and men do get to the public ear in spite of eternal vigilance. Some time ago the following letter was published in Chicago:

NEW YORK, July 8.

DEAR SIR—As the Inter-State Commerce bill has abolished the pooling arrangements heretofore existing between trunk and other pool lines, the necessity for some system regulating and controlling their traffic appears to be as great, if not greater, than ever before, and some new plan must at an early date be devised therefor. Such a plan, to be effective, should cover the following points:

1. Maintain all the equities, not only as between the railroad companies themselves, but also, between their respective stockholder's interest.

2. Continue the legal and all other relations of the respective railway companies to the United States, and to the several States under which they are organized as at present.

3. Secure unity of interest upon an absolutely equitable basis in the ownership, regulation and earnings of all the lines.

This being accomplished, the weaker points of the pooling arrangements and the temptation to companies to cut under or destroy the same will have been removed, and the power of large shippers to play off one line as against the other will be reduced to the minimum, if not destroyed.

The above and many other desirable points, which will readily occur to you, can, in my judgment, be readily secured only by placing at least a majority of the shares of each of the competing trunk lines, the coal lines, the Southwestern and Northwestern lines and the transcontinental lines, and their respective affiliated companies, arranged by territorial groups, in trusts, similar in many respects to the Standard Oil and other successful trusts.

For some time past I have given much thought to the creation and conduct of such an organization, and I am satisfied that trusts, constituted as above outlined, would enable the business of the respective territorial groups to be regulated and controlled in the best interest of the proprietor, and without arousing any greater restrictive intervention on the part of the State or national government than now exists. If such a trust should be organized for the control of the business of any group of lines, it would naturally result in the establishment of similar trusts, controlling the other territorial groups. These could finally be worked separately or in one trust, as experience and policy might dictate.

The proposition covers so much ground that at the start you will naturally be disposed to throw it aside, but the details can be arranged in profile so you can examine them thoroughly, and this matter will have to be managed in this manner before long. I desire that your mind should be working upon the lines above suggested.

JOHN J. MCCOOK.

The foregoing letter was the starter, but it was no sooner made public than Mr. McCook said that the letter had been written without conference or consultation with railroad or other officials; that not a man nor a road had been committed to it. In this connection it is stated that a number of railway managers have been invited to New York for consultation, and that Jay

Gould favors the scheme of forming the gigantic combination. That something is in the wind is believed by those who are in a position to understand indications, and conclusions are strengthened by a special dispatch from Hartford, Conn., which says:

The text for a bill which is to be introduced at the opening session of Congress in November, involving the most gigantic scheme for railroad consolidation ever candidly discussed in this country, is now being put into type in this city, and a Chicago firm is engaged in publishing the maps illustrating the consolidation of railway lines and the tracts of country which are to supply the proposed system with business. The fundamental idea is to make Boston the metropolis of the continent. While the Inter-State Commission and the business men of New England are discussing the problems to be solved on account of the low freight rates on the Canadian Pacific road, the consolidation schemers are consummating plans for the absorption of the Canadian rival with the American system and the establishment of the greatest railroad power in the world. The Villard system is the only one not embraced in the conception. The Union and Northern Pacific roads and the Canadian Pacific are then to be consolidated. The system, extending from Santa Fe through the Southwestern States, thence by way of the Pennsylvania coal regions and across the Hudson river at Poughkeepsie, taking in the Hartford and Connecticut Western line, with the new road from Tariffville to Springfield, is also involved in the unparalleled scheme for consolidation.

From Boston the originators of the plan propose to run a steamship line to Europe, furnishing the amplest accommodations for freight and passenger traffic from the Pacific slope to the largest ports on the European continent. The details of the bill cannot be ascertained at present, but its projectors state that members of the Senate are familiar with the scheme, and are enthusiastic for its prosecution. The capitalization to be asked for will not be less than \$700,000,000.

In the main, the consolidation will secure the through lines by purchase or lease. English capitalists will join hands in the enterprise, effecting a commercial union at present and ultimately a political one with the Canadian territory. American capitalists will be interested equally with English in developing the continent. The consolidation also contemplates the ownership of a new ocean cable joining Boston with the German Empire.

"Utopian as the plans may seem at first, they have been skillfully formulated, and will have to be discussed by an intelligent public within the next four months. The sum of \$75,000 has been expended in procuring surveys for the maps, which Rand, McNally & Co. are publishing for the originators of the consolidation. Several of the surveys were begun in 1881, and the plans which are now about to be disclosed have been under consideration since then."

When Mr. McNally was questioned to-day concerning the above dispatch, he said: "I know nothing of it except what I have seen in the newspapers. We have no contract to furnish such combination maps, and have never been asked for our estimates for furnishing them, or been communicated with in any way in the matter."

The foregoing may be pure fiction, but in this age of combinations and trusts possibilities become probabilities, and if all interests can be harmonized and capital secure a firmer foothold and larger profits, the combination will be perfected sooner or later.

But Boston will not become the "metropolis of the continent." And it may transpire that in competition for metropolitan honors the combination will not be permitted to materialize, since New York will see to it that Boston does not secure continental importance.

"WORKINGMEN IN POLITICS."

An article in a recent number of the *Last-er*, under the above caption, is eminently timely and should have wide reading. It is as follows:

Workingmen should keep in politics more, not to make a living out of it, but to make a living by it. The men who labor for a living form the great mass of American voters, and if they are to become negligent in their political duties, the field is left open to political demagogues, office-seekers and monopolists. Americans are apt to be deceived by the idea that they exercise a great power as voters, but the truth is the English workingmen have their wishes more respected and wield a greater influence in Parliament than do the voters of this country in our National House of Congress. Very seldom can it be said to happen there that a politician wheedles votes from the workingmen, and then deliberately violates the pledges made to them by voting against their interests at the very next session, and depend upon sugary excuses to their constituents to get re-elected. If he does it but once he is branded and dumped into eternal political obscurity. Workingmen on this side of the water should do the same and push themselves more into politics as workmen. If one of our number should rise to political prominence, like Joseph Cowan, the English Radical, he would be an immense power in industrial legislation and a stone wall to monopolistic lobbying. Workingmen should, as we observed in the beginning, make a living not out of, but by politics; that is, they ought to endeavor, by their political actions, to bring about legislation which will, if it does not aid them directly in the socialistic sense of earning a living, at least prevent the grinding or over-reaching political tactics of corporations, trusts, etc. The members of these rich bodies are few in number compared with the mass of workingmen, and yet the former are ever dicker in politics, tampering with legislatures and laws so as to find some loop hole for their schemes. We can not, if we would, do the bribing done by these unscrupulous magnates. We have not the money, but we have a voice and a ballot. Let the workman's ballot be pitted against the magnate's dollar! Ballot against boodle, and the ballot wins every time.

What the workingmen of the United States want is righteous laws; they want upright men to administer them when enacted; they want good government, and by the right use of the ballot they can put a stop to multiplied wrongs, the result of vicious laws enacted in the past, many of which still disgrace the statute books of the country.

This *Magazine*, from time to time, has called attention to this subject, and we are glad to know that politics, as the term

should be understood, is doing some excellent work for working men—and that it is looked upon as a means for the accomplishment of still greater things for their welfare. There must be laws everywhere suppressing Pinkerton thugs, the black listing infamy, and laws that shall sharply define the boundaries of courts when a workingman's interests come in conflict with corporate greed. There must be laws to restrain men from cornering the food products of the country, thereby reducing the purchasing power of the workingman's hard-earned dollar. There must be laws to squeeze the water out of stocks and bonds which compel labor to pay tribute to felonious greed. And politics, not partisan politics, but politics, the science of government, will do those righteous things and give labor a fair show in the struggle for life, liberty and the pursuit of happiness.

The machine and the miner, brings the question of work and wages into haggard prominence. Miners, in certain coal districts, are requested to compete with the machine. Wages are down to the starvation point, and when miners decline to accept still lower wages, they are told to submit or the machine will take their places. The machine, doesn't require food or clothing, a shed answers for a shelter, better, the mine is its home. The machine does not marry, rears no children, has no use for church or school—but, it can dig coal, it can displace the miner and transform him into a tramp; it can beggar wives and children, and transform homes into dens—and it can make mine owners rich—make them millionaires—moneyed aristocrats. Thousands of these machines are being manufactured, and coal districts are Russianized. Capital is the Czar in such cases, and the miners are the serfs. The United States is exporting food products monthly to the amount of millions, and miners, with their wives and children wail piteously for bread to keep them from starving. The picture is not overdrawn.

VITAL statistics now include the births and deaths of newspapers, and it is found that during A. D. 1888 the births exceeded the deaths by 767. Sex is not given.

A WEALTHY MAN VS. WORKING-MEN.

The *New York World*, of recent date, extensively sketches wealthy men, and among others, referred to Austin Corbin as follows:

"Austin Corbin has forged rapidly ahead into the ranks of millionaires. He is the most tremendous worker from Maine to California. He swings the presidency of the Philadelphia & Reading; the Ohio, Indiana & Western; the Chicago & Ohio River; the Elmira, Cortlandt & Northern; the Long Island and the Marine railroad companies, of the Corbin Banking Company, and controls the Long Island Improvement Company, the West Jamaica Land Company and the Shinnecock Inn and Cottage Company. His hand in the development of Long Island is known to every one. It turned 'two streaks of rust and a right of way, to a dividend-paying railroad within less than two years, built the Manhattan Beach, Oriental, Long Beach, Point Lookout and Argyle hotels, and all this is simply a development of the line of activity in which he laid the foundation of his fortune. When there is so much talk about certain phases of Western farm mortgages investments nowadays it is interesting to know that Mr. Corbin got his start in life from loans upon mortgages in the West. But it was on actual land and first-class, unincumbered security which was always there."

This Austin Corbin, has not only secured wealth in money, but has won a wealth of infamy which distinguishes him above any millionaire in the country. His villainous policy and methods have given him national notoriety. He is so vilely venal, so destitute of probity that it became necessary for Congress to send a committee to the anthracite regions of Pennsylvania, where he flourishes like the fabled Upas, and investigate the crushing curses he has inflicted upon all who have come within the grasp of his influence. And when Congress again assembles, a bill will be introduced designed to make this man and his confederates, submit to laws designed to uproot certain forms of rascality they have introduced and practiced in Pennsylvania.

This millionaire, Corbin, during the investigation by the Congressional Committee was shown to have set in operation schemes calculated to bring about a strike in the mines of his company, the Reading, operated and the railroads the company controlled, the purpose being a double robbery—first to advance the price of coal, and second, to reduce the wages of railroad employes; and he and his pals, had still another purpose in view, which was to break up labor organizations. To some extent, Corbin accomplished his purpose. He broke

up lodges of firemen and divisions of engineers, and now, has his employes in his grasp, and lords it over them very much after the style practiced in old plantation days, before the colored man was free. Corbin has not yet introduced the lash, he does not string up his firemen and engineers and flog them on the bare backs; nor does he offer them for sale in a slave-pen, but he does say to them, "leave your organizations, obey my orders, or you shall have no work," and his men, or rather his machines, resembling men, obey his orders just as negroes obeyed their masters prior to Lincoln's emancipation proclamation. They do crawl in the dirt on their bellies, and lick Corbin's boots. The question arises, can this Russianizing proceeding extend throughout the country? Will workingmen, everywhere throw up the sponge and wear Corbin collars? We think not.

AN exchange remarks that there are few if any stations in this country where so many passenger trains arrive and depart as at the Union Station, Indianapolis. At the Grand Central Station, New York, but 116 trains arrive and depart in the twenty-four hours; at the Pennsylvania Station, Jersey City, 98 trains; the Boston and Albany leads in Boston, and but 78 trains arrive and depart there daily, counting in all the suburban trains; at the Union Station, St. Louis, 86 trains arrive and depart daily; at Kansas City, 82 trains, while at Indianapolis Union Station 134 trains arrive and depart in the twenty-four hours, and none of these are suburban trains, the management of Indianapolis roads not having as yet worked up to the point that they feel justified in running "short" trains.

A LAW has been enacted by the Legislature of New York compelling all roads operating in that State to equip their freight cars with automatic couplers. Until November 1, 1892, is given the roads to comply with the provisions of the law. The penalty for non-compliance is \$500 for each offense. We congratulate switchmen and brakemen in the new departure. It means longer life to them.

NATIONALISM.

Boston, the Athens of America, and the Hub of the Universe, has gone all to pieces over what is called "Nationalism." It is interesting to read the Yankee Doodleisms of the Boston savants on the new fangled theory. Fortunately, for the baked bean enthusiasts, it is claimed that many distinguished literary men are taking stock in the discovery: such men for instance as Edward Everett Hale, Lawrence Gronund, Col. T. W. Higginson, Ewd. Bellamy, and others of note in the literary world. It is interesting to know that the plan of the Nationalists is to nationalize all industries and solve industrial problems. They say that "the increasing labor strikes and lockouts, the clamor for higher wages and shorter hours, the mighty organizations of laborers for mutual protection, the hue and cry raised against monopolies and trusts, the abuses of capital and the legislation seeking to destroy them, the misery and wretchedness of the poor and the increasing numbers of the unemployed all go to prove to the Nationalists that the times are ripe for a change in the industrial world. It is only a question of time, they say, when, unless anticipated by wise measures, this change must come and with a suddenness which may engulf the nation into a bloody revolution." The Nationalists propose to down brakes in time to avoid such a calamity, and they should be praised for their good intentions. The Nationalists propose to make the people "their own rulers, producers and employers, to abolish money, interest, wages, rent and taxes, and confiscate, by popular vote and peaceful means, all the lands, public works, railroads, telegraphs, telephones, electric and gas lights, and all other branches of industry now conducted by private enterprise, and operate them all for the people and by the people. They would form a gigantic industrial army from service in which no able-bodied man or woman should be exempt. Every worker should have free play in the choosing of that particular line of work he may wish to engage in, with the sanction of the government, of course. If a man wanted to be a farmer, and if the state demanded his services on the railroad as being more valuable to the welfare of his

fellow-men, he could not appeal; or if a man thought himself fitted to be a musician, and the state decided he could do better work as a clerk in a dry goods store, the state would have its way. Likewise if a woman chose to be a seamstress, and the state decided that she was competent to be a professional nurse, she would have to acquiesce. Physicians, statesmen, engineers, editors, artists, authors, historians, all should be chosen upon the same general plan, and as this would result in the choosing of only the very best men for those particular vocations, the public would never, or at least rarely, be imposed upon as it is now."

The schemes of the Boston Nationalists, may not be vagaries of the most pronounced type, but if they are not, it will puzzle the most astute Philadelphia lawyer to tell what they are. If the only chance to protect the country from dire calamities is found in the hallucinations of the Nationalists, then Gabriel might as well blow his horn now as to postpone the interesting ceremony to a later date.

COURTS occasionally get the hang of justice and do the handsome thing, as for instance the following: A Philadelphia newsboy was pushed off a horse-car by the conductor. He was injured so badly that one of his legs had to be amputated. The company was sued for damages, the boy securing a verdict for \$18,000. The company appealed, and at a second trial, just ended, the boy was awarded \$20,000. A motion for another trial was overruled. That looks as though the millennial era might be expected, as the almanac says "about these days."

DURING the month of June fifty-nine persons attempted to commit suicide in the city of Berlin, and forty-eight among them were successful. One boy, twenty women and thirty-eight men made up the number. Twenty-two sought death in the water, fourteen by hanging, twelve through bullets, five by poisoning and two by jumping from windows. This was the largest number ever recorded for the same length of time in the German capital. The fact is that suicide is rapidly increasing in all christian countries.

THE READING.

The Congressional Committee that investigated the Reading Railroad, put the fact upon record that it is a swindling concern—a corporation which for years has been engaged in robbing its stockholders and the public, until in describing its schemes of rascality exaggeration sits dumb in the presence of the facts. It now appears that this Reading “Devil-fish,” this combination of venality and villainy, with Corbin the prince of pirates at its head, has devised a scheme to rob its employes under the guise of benevolence. In the first place it took its American(?) employes and reduced them to the level of Huns, Italians and Poles, robbed them of their manhood as footpads rob their victims of valuables, reduced them to serfs, until few, if any of them, dare assert their freedom, or any prerogative of citizenship. Having done this, the Reading demands of its employes that they subscribe to its “relief fund”—an insurance scheme, in the management of which, the poor debased employes have as much to say as they do in determining the circuit of the stars. They simply pay—and even in this they are as dumb as oysters or the ties in a road bed. In this way the Reading “Devil-fish” extracts from its employes at present \$30,000 a month, and is reaching for a fund of \$1,000,000. When pay day comes, Corbin puts his hands into his employes pockets, so to speak, and takes out \$30,000 and transfers it to his own pockets. The employe is not consulted, any more than a sheep is consulted, when the shearer takes its wool or the butcher transforms it into mutton. Well was it said, by the Congressional Committee, that the Reading has “Russianized the Anthracite coal regions of Pennsylvania.” We are advised that there is not one of the thousands of Corbin’s serfs who favors the monthly insurance steal. The poor devils know they are robbed—they know that the scheme is pure villainy, that it is robbery pure and simple, but they are flat upon their bellies in the dust. They surrendered their manhood, accepted Corbin’s collar and are Corbin’s dogs, and they can’t help themselves. They are as much in Corbin’s power and the power of his

overseers and task masters, as were the negroes in old slave times. Their courage, their manliness, their self-respect has been taken out of them, and on the face of God’s foot-stool there cannot be found a more degenerate, debased and degraded set of men, white, black, yellow or red, than are the employes of the Reading. They have to sit silent while the robbery proceeds. They dare not protest. They are white slaves, and every day adds to their degradation. They abandoned their organizations, accepted degradation, and are now a part of the live stock of the Reading. As for insurance and relief, as well might the lamb in the jaws of a hungry wolf plead for mercy as for a Reading employe to expect justice and fair dealing from the Reading Devil-fish.

THE London & Northwestern Railway Company has a capital of \$528,000,000, annual revenue, \$51,500,000; annual expenditures, \$26,500,000. The number of persons employed by the company is 60,000; in locomotive department, 16,000; miles operated, 2,500; stations, 800; signal levers in use, 30,000; lamps lighted every night, 13,500; cabins, 1,400. The number of passengers carried annually is 57,000,000; weight of tickets issued fifty tons; number of tons of goods and minerals carried, 36,000,000 annually; engine mileage per year, 55,525,334. England is not a large country in square miles, but when it comes to business she expands to continental proportions.

THE mosquito game is having a big run in certain localities in Arkansas. Men put up money to determine their powers of endurance. The game is to strip and enter a swamp where mosquitoes are numerous, and the one who remains the greatest number of minutes takes the cash. The last game recorded, the winner remained in the swamp thirty minutes. Ten minutes were enough for the other sportsman, and both were about dead when they escaped.

COMMISSIONER FINK, of the Trunk Line Association, goes to Europe for a year to study pool and regain his health, which he has lost on a salary of \$25,000 a year.

Mechanical

Letters and Papers pertaining to Locomotive running, firing and management and other topics of interest to locomotive engineers and firemen are solicited for this department.

Correspondents are required in all cases to give their real names, not for publication necessarily, but as a guarantee of good faith.

Communications should be plainly written on one side of the paper only, and as brief as possible. No matter should be introduced for illustration or otherwise that does not have a bearing, directly or remotely upon topics of a mechanical character.

Contributions to this department should reach the Editor not later than the eighth day of each month to insure publication in the next ensuing number, and should be addressed to

MECHANICAL DEPARTMENT,
Locomotive Firemen's Magazine,
TERRE HAUTE IND.

SEPTEMBER, 1889.

The Mechanical Department.

What It has done for Locomotive Firemen.

MR. EDITOR:—If there was, or is to-day, a doubt as to the value of this "Mechanical Department" to locomotive firemen, I will ask them to read with care the remarks of Mr. E. J. Rauch, July, 1889, *Magazine*, page 619.

This is to ask that you give this article first place in this *Mechanical Department*, and the following quotations from Mr. Rauch in italics or caps, to emphasize the facts therein stated, and encourage locomotive firemen to acquire more knowledge and therefore a higher standard in their chosen calling:

"And to the novice I say, make up your minds to learn your business thoroughly."

"I will say right here, that three years ago I was astonished at the ignorance of the firemen who came before me for promotion; scarce one in three had any conception of the machine they had been working on for periods of five or six years. The deplorable ignorance was not due in the majority of cases to any lack of intelligence, but to complete apathy and indifference to learn. Some of those same men aroused themselves and applied to study, came up again for the test and stood the fire; and there is not one of them that I am ashamed to admit that I said he was qualified to be a locomotive engineer and take his place amongst that body of men who hauled 2,456,000 passengers in three days without an accident, or even a complaint against them."

"What a change have I found in the past three years! The last firemen who came for a hacking some few months ago, had not the least

trouble, and if my memory serves me right, not one in six failed to make the rifle."

A reference to January, 1886, *Magazine*, page 36, "A few problems" will be found the inquiries which led to the establishment of the "Mechanical Department" in March *Magazine* of the same year. This testimony of Mr. Rauch to the work done and good accomplished in *three years*, is most gratifying to me, as no doubt it is to all who have had a hand in this. (Great praise is due to our high officials for their hearty and vigorous seconding of all efforts in this direction. And if ninety or ninety-five per cent. of all locomotive engineers are recruited from the ranks of locomotive firemen will their efficiency be increased, and prove the fact that "knowledge is power."

Eccentric.

Areas of Cylinders or Squaring the Circle.

"Can She Pull!"

MR. EDITOR:—Heretofore, in the consideration of mechanical questions, I have strongly urged upon firemen and engineers a reference to "*Knight's Dictionary of Mechanics*." In connection with the subject matter of the title to this article, a reference to "*Hoswell's Mechanics' and Engineers' Pocket Book*" will be found very useful. Pages 231 and 236 "Areas of Circles." It is a book of 936 pages, published by Harper Brothers, N. Y., 1888, fifty-second edition, and on the title page is this true and apt quotation on which all should ponder and reflect: "AN EXAMINATION OF FACTS IS THE FOUNDATION OF SCIENCE."

Before I answer "Eccentric's" inquiry as the *pulling power* of the Shaw locomotive, as contra-distinguished from *speed*, I deem it best to establish certain "*facts*" on which to base comparison; for this purpose I submitted to the expert corps, both theoretical, technical and practical, of one of our largest railways the question of "area of surface of the Shaw two ten and one-half (10½) inch cylinders, to which they reply as follows, under signature of their Master Mechanic:

JULY 11, 1889.

DEAR SIR:—Relative to your inquiry concerning the diameter of a cylinder equal in area to two 10½ in. cylinders, viz:

Area of one 10½ in. cylinder=86.59 sq. inches.

Area of two 10½ in. cylinder=173.18 inches.

Now we must find the diameter of a cylinder that has an area equal to 173.18 square inches, this equal to $\frac{173.18}{.7854} \times \text{diameter} = \frac{2205}{.7854}$ diam. =14.849 in. or 14½. As the areas of circles are to each other, as the squares of their diameters, if we have two cylinders, one 10½ inches in diameter, and the other 21 inches

in diameter, the ratio of their diameters would be $\frac{21}{10} = \frac{2}{1}$, and their areas would be in the ratio $\times \frac{2}{1} = \frac{4}{1}$, in other words, the 21 inch cylinder has four times the area of a 10½ inch cylinder.

This agrees in hundredths with my former statement which was in ten thousandths of an inch, i. e. 14.8492, i. e. if she had 0008, of an inch more surface, she would have each two 14.85 area for cylinders.

The same class of men in another large railway have made calculations which agree with the above, and have gone further and made calculations which I give here, which calculations, establish the true data for comparison.

The comparison is made between the Shaw locomotive, now in service on the Philadelphia division of the Baltimore & Ohio railway, with a recent mileage of 5,535 miles, and one of their class "600," and in precisely the same class of service. The Shaw say two ten and one-half (10½) inch cylinders, on each side twenty-four inch (24) stroke, weight on drivers 48,000 lbs. steam pressure 120 lbs. the "600's" are one seventeen (17) inch cylinder on each size, usual metal counter-balance, twenty-four (24) inch stroke, weight on drivers 53,000 lbs., steam pressure 145 lbs., in all other respects they are very similar.

The foregoing gives the areas of cylinders, say one 10½ 86.5903 multiplied by four (4) gives the total area of the Shaw as 346.3612 multiplied by 120 lbs steam pressure gives a total efficiency of pressure as 41,563.344 lbs.

Baltimore & Ohio's "600" area of surface, one 18 inch cylinder, 226.3612 multiplied by two gives 453.3612 area, multiplied by 145 lbs. steam pressure gives total efficiency, 65,824.374 lbs.

	Sq. Inches.	Stm Pres.
For B. & O's. "600" area of surface	453.3612	65,824.374 lbs.
For Shaw locomotive area of surface	346.3612	41,563.344 lbs.
	107.0006	24,216.080 lbs.

This restated, is, that a properly steam counter-balanced locomotive with 107.0006 square inches less piston area, and 24,216,030 lbs. less steam pressure on area of piston, is doing the same work as one that is much larger, on one of the first-class trunk lines of the country, the Baltimore & Ohio railway. This will, I trust, answer a part of "Eccentric's" inquiry, "Can she pull?"

These points settled it is my purpose to answer "Eccentric's" inquiry, "Can she pull?" by giving statements of her work as it has been stated to me, and others of my own knowledge.

William E. Lockwood.

LOCH ARIE, July 29, 1889.

NEW YORK, July 25, 1889.

MR. EDITOR:—I notice in the advance sheets for August a reprint of an article written by "A Fireman," in the *Locomotive Engineer*, criticising what I said in the *Magazine* about the Swinerton locomotive driving wheel.

"Fireman" shows that he is interested in the Swinerton locomotive driving wheel, but against it, and that, too, without understanding the subject. I had, nor have, no interest in the device whatever. I was sent by our G. M. to look at it, and availed myself of all the opportunities I had in an afternoon and next morning till noon to get the opinion of engineers, together with that of the General Road Foreman, (Mr. Filbert, I think his name is) on the working of the device, not only on the "Onward," but also on other engines to which it had been applied, and from what I gathered from them, and my own observations, I formulated my opinion.

"Fireman" says the weight on the drivers on the "Onward" at one time was 41,000@47,000 pounds, and that she ran hot; that he believed the weight had been reduced, but does not know, or at least does not say, how much. How does he know that my statement of 24,000@27,000 pounds on the drivers is not correct? His expressed opinion of his confidence in his own veracity is, to say the least, a frank one, and I am willing to leave it there.

All the critics in the country may attack the Swinerton device without causing me a thought, and "Fireman" may fire away at the device until his back aches for all I care, and he may do the same by me if he will good-naturedly bear with the return.

All devices live or die on their merits or demerits, regardless of what may be said or written for or against them. It is a duty of journalists to inform themselves on any question of public good and faithfully give out the result of their labors, "nothing extenuate nor ought set down in malice."

I wrote a reply to "Fireman" for the *Locomotive Engineer* because his article appeared in that paper. As many of your readers do not see the *Engineer*, and you have given "Fireman's" article a place, it would only be fair to let your readers have my reply.

Yours truly,

E. J. Rauch.

NEW YORK, July 16, 1889.

MR. EDITOR:—Will some one tell me through the columns of the *Magazine* where the decimal fraction seventy-eight fifty-four ten thousandths ($\frac{78}{10000}$) originated from, and greatly oblige

Yours truly,

Wm. H. Peary,
207 West 60th Street.

Review of August Number.

The advance sheets for the August *Magazine* are at hand, somewhat late, but still better than never, and a hasty review shows we have lots of good things in it, as usual.

While not in the Mechanical Department the portrait of John A. Hill is one of the good things, and is worthy of mention in this Department on account of the service which he is rendering to mechanically inclined locomotive men by publishing so good a paper as the *Locomotive Engineer*, whose pages are ever replete with interest to every one connected with locomotives in any shape. As this department has often been enriched by cullings from Mr. Hill's paper, and as he is, besides this, one of those whole-souled men who are ever ready to champion the cause of right and justice, it is a pleasure to see his profile looking up at you from the pages of the *Magazine* of this Order, whose firm friend he is.

Wm. Gore commenced his service on the railroad in 1846 (when I was only four years old) and is thus entitled to all honor as a pioneer in the service, and his words, coming as they do from age and experience, deserve (and no doubt receive) consideration. In regard to the vacuum in a cooled boiler retaining the water and leaving but a very weak flow of water from the plug, which is therefor replaced without difficulty, we fully agree, for even with a boiler just filled with water through a plug hole I have had no difficulty in putting the plug after the hose was withdrawn, if I closed all inlets for the air and permitted a part of the water to run out so as to create a partial vacuum.

Mr. Gore suggests the possibility of making the means of getting off of a locomotive in close quarters easier, and calls attention to the fact that while accidents do occur in Britain, it is a rare thing for engineers to be seriously injured, and gives the easier steps and foot-board and hand-rail on the side of the tender as means of escape. That some means of decreasing the hazards might be devised at the expense of a few dollars, is true, but I suppose it is more often a question where to jump than where to jump from in this country, where railroads run in the most rugged and wild sections of the country, often with rocks on one side and precipices on the other, and thus gives but a poor chance for immediate selection.

"LeC." has a correct and clear answer to "L. H. Evans'" query in regard to working steam expansively, and shows that while cutting off at half stroke the steam would have to do the work done during the other part of stroke by its expansive

force, and so reduce the pressure at the time of exhaust to one-half the initial. By the same train of reasoning, if we can do the work with an earlier cut-off, say at one-third or one-fourth of the stroke, at eight or six inches in a twenty-four inch stroke, we shall make the steam work expansively for two-thirds or three-fourths of its stroke, and exhaust it at one-third or one-fourth of its initial pressure. This would be thirty-three or twenty-five pounds out of say, 100 pounds, taken as the initial pressure. The advantage of working on the shorter cut-off should be apparent to all from these figures, for in the first instance the steam is liberated when it has only yielded up 50 pounds of its energy to the work, while in the other cases it is retained until it has given up 66 or 75 pounds. Of course there are some men who like to hear them "bark," and to whom a soft exhaust has no music, but if we were obliged to pay for the fuel of a "barker," probably we would change our mind in favor of one not quite so loud in its exhaust.

As I am not in the Lockwood Square THE CENTRIC'S correspondence to come to his paragraph addressed to me, and at the risk of being a repeater will try to make the rule for squaring a circle plain, as it seems that "E." has not yet "caught on." The rule for finding the area or square surface of a circle as before given by myself and others is to multiply the diameter by itself and the product by the decimal .7854, which will give the area in feet or in inches, as the original figures may be. The reason for the rule is this: By multiplying the diameter by the diameter we get the square inches of a square of that size; thus, $12 \times 12 = 144$ square inches, which would be the contents of a square 12 inches on each side. Now "Eccentric" will take notice that a circle twelve inches in diameter laid out in the square of 12 inches, will only touch the sides of the square at four points, leaving outside of the circle quite a considerable portion of each corner of the square. These portions amount to nearly one-fourth of the square, or, to be more exact, $\frac{1}{4} \times 144 = 36$ of the sum. Now, if we multiply the square by the decimal .7854, pointing off four figures on the right, we find that we have decreased the number of square inches in the same proportion that 7854 bears to 10,000. $144 \times .7854 = 113.0976$ inches, the 113 being only a little over three-fourths as much as 144. Do you see?

Now if "Eccentric" will take the pains to multiply 10.5 by 10.5 and the product by .7854 and by 2, and 14.8492 by 14.8492 and the product by .7854, he will find that there is but a very small fraction of an inch difference in the two products, and that practically one 14.8492-inch cylinder is equal to two 10.5-inch cylinders of the same stroke.

Vulcan.

About the Swinerton.

The following communication from the pen of Mr. E. J. Rauch appeared in the *Locomotive Engineer* for July, viz.:

Editor Locomotive Engineer:

In your number for June appears an article signed "Fireman," criticising what I said about the Swinerton locomotive driving wheel in a back number of the *Firemen's Magazine*, and to which he takes exceptions. I simply wrote about what I saw or had been told by persons whom I have no reason to think were interested one way or another in the device. The action of the engine—or rather of the wheel—and her "pulling" qualities, I feel myself competent to pass judgment upon. I have had some experience with undue weight on driving wheels on locomotives. The single-wheeled engine No. 507, built by the Baldwin Locomotive Works, was a case in point. Later on, the engine built by the same company, and designed by Geo. W. Cushing, Superintendent of Motive Power for P. & R. R. Co., was another. Their driving boxes *could not be made to run cold*. When I first saw the "Onward" I looked for just such a state of affairs as "Fireman" claims to exist, viz: excessive weight on driving axles, and, to satisfy myself on the point, felt all the journals of the engine during and at the ends of the trips, and found no appreciable difference in the temperature—they were all cold. My authority for statement of weight on the "Onward's" driving axles is the general foreman of shops at Portland. I would much rather believe "Fireman" to be misinformed than that my informant told an untruth. I have met many shrewd Yankees; don't remember ever having run afoul of a foolish one. It would be supreme folly for the Swinerton Driving Wheel Company to misrepresent the weight of the driving wheels of the "Onward," when ten minutes on the scales of any railroad would expose the deception.

"Fireman" says the original weight on the drivers of the "Onward" was 41,000 pounds, and that, as a result, the boxes ran hot; he understands some of this weight has been taken off. Does he know how much weight was taken off? and if he does not, how does he know that my statement of the weight on her drivers is not correct?

I will not find fault with "Firemen" because he can not see the facets on the Swinerton wheel. I have met many men whose physical and mental vision were obtuse, but I have yet to meet the railroad engineer or fireman who ever knew a *flat spot to wear out of a locomotive wheel, driver, truck or tender!* See?

Truth sooner or later asserts itself. If the "faceted" wheel is all that its inventor claims for it, the fact will be manifested; if it is not, experiment will demonstrate that also. I would not have noticed the attack of Firemen on the device had he not made a *personal* reference to myself.

E. J. Rauch,
Road foremen of Engines, M. E. R. W., E. D.

Speed of Railroad Trains.

MR. EDITOR:—There have been so many statements published relative to the speed of railroad trains, and so many showings have been made by rival lines that the subject has become one of special interest, and I am, therefore, constrained to introduce in your columns the following data and tables embraced in an article captioned "The Speed of Railroad Trains," which I have clipped from the *Railroad and Engineering Journal*, viz:

"In a paper recently read by M. Banderall, before the French Association for the Advancement

ment of Science, the writer gives, incidentally, the entire length of railroad in Europe at 129,200 miles, of which Germany has 24,600; France, 21,300; Great Britain and Ireland, 19,000; Russia, 17,700 and Austria-Hungary, 15,400 miles, no other country having over 10,000 miles.

"The writer says that there are properly three classes of railroad speed, which are expressed in the distance run; these are as follows:

1. The *Commercial Speed*, which is obtained by dividing the total distance passed over between two points by the number of hours employed in the transit, without deducting the time taken by stoppages of different kinds. This speed is that which is most interesting to the public, and it is this speed which the tendency is to increase continually, chiefly by reducing as much as possible the number of stoppages. This commercial speed varies considerably in different countries, according to the circumstances, which include the nature of the traffic, the management, and, in some degree, the national habits. In England, for instance, fast time is considered more than economy, while in Germany the circumstances are exactly reversed.

2. The *Average Running Speed* has a character much narrower and more technical than commercial speed; this is obtained by dividing the distance between the terminal stations by the actual running time, deducting the time employed in stops. This speed is regulated by a number of circumstances, such as the profile of the line, the weight of trains, the class of locomotives used, the number of junctions, crossings, and other points at which it is necessary to reduce speed, and similar matters.

3. The *Actual Speed* really varies from one minute to another, and can only be accurately measured by some sort of speed-recording machine. The speed is seldom carefully ascertained, and is, indeed, of interest chiefly to the engineer and master mechanic, who desire to obtain exactly the power developed by the engine, the excellence of the track, the efficiency of the brakes, the good conditions of the signals, and many other matters connected with the management.

The table given below compares the commercial and the average running speed (in miles per hour) of several trains on English and French roads, and one German Express, to which is added the speed attained by several trains in America. It should be noted that this table does not include the exceptionally high rates of speed attained between London and Edinburgh in the recent contest between the two lines connecting those cities, which has been omitted for the reason that that fast service cannot properly be considered as an average or commercially successful performance, however interesting it may be as a specimen of what can be done upon occasions.

	Distance.	Commercial Speed.	Average Running Speed.
ENGLAND:			
London, Chatham & Dover	77.9	44.5	46.1
London, Brighton & S. Coast	50.3	46.4	47.8
London & Northwestern	159.1	45.4	47.4
Great Northern	188.3	50.1	51.3
FRANCE:			
Northern	183.9	42.9	43.8
Paris-Orleans	363.5	42.3	43.8
Eastern	275.3	40.0	41.8
Paris, Lyons & Mediterranean	536.3	35.1	36.1
GERMANY:			
Berlin-Cologne	365.4	37.6	40.6
UNITED STATES:			
New York-Pittsburgh	444.0	38.6	40.6
New York-Washington	229.2	38.2	40.5
New York-Buffalo	439.0	40.8	41.8
New York-Springfield	136.0	36.3	38.9

The longest runs made without stops in France

are on the Northern railroad, 103.2 miles in 2 hours, 17 minutes, an average of 45.3 miles an hour; on the Paris, Lyons & Mediterranean road, 99.4 miles in 2 hours, 38 minutes, an average of 37.3 miles an hour; on the Orleans line, 73.8 miles, at an average speed of 44.7 miles per hour; in England the longest run made without stopping is 105.4 miles in 1 hour, 37 minutes, an average of 53.9 miles an hour; in Germany the longest run without stops is 83.3 miles in 1 hour, 41 minutes, an average of 47.8 miles an hour; in Austria the Oriental Express has one run without stop between Buda-Pesth and Szegedin, 118 miles, an average speed of 37 miles an hour.

To make these long runs without stops, it is necessary to have tenders of large capacity or else to supply the road with track-tanks, from which the water may be taken up while running. The future increase in speed—at least in the commercial speed, which is the most important—must be made rather by omitting stops than by an increase in the regular running time and this can only be done as increased traffic demands, since the omission of stops implies additional train-service to accommodate the intermediate points between the leading stations where the fast trains stop.

The conclusion drawn is that England is at present clearly ahead in the speed of its trains, a fact which is largely due to the conditions and demands of the traffic there; in Germany and Austria there are only two or three really fast trains, and in France and the United States high speed is confined to a few exceptional trains, a circumstance due to the fact that there does not exist at present a sufficient demand to warrant the expense incurred in running fast trains, since it has been abundantly proved, in both these countries, that the highest grade of speed can be obtained should it be required.

It would appear by the above table that a few of the English and French railway lines surpass our American lines in the matter of speed made by some of their fast trains, but it will be a question of only a very short time when we shall have trains making fully as great a speed, and even now we find that many runs are being made in different sections of our country, which when the difference in the roads, both in regard to bed, curves and grades are taken into consideration, far surpass any performances of our transatlantic competitors. The recent tests of the "Strong" engine have caused some others to "let out their respective pets, and have proven that the locomotive of to-day is a great deal better machine than the one of fifteen years ago, and that there is marked improvement in every way, and that "Z," in the following communication on the "Strong," is fully sustained by facts:

"To the Editor of the Railroad Gazette:

I have been reading with much interest your criticism of the "Supplementary Paper on the Strong Locomotive," read before the American Society of Mechanical Engineers, and Mr. Dean's communication. It seems to me that Mr. Dean is laboring under a delusion, which is, that the common locomotive has been standing still for about fifteen years. Mr. Dean is correct if he compares the Strong locomotive with those locomotives used fifteen years since, but in no wise so if the comparison is made with the locomotives of to-day. Gradually the American locomotive has been improved, and this improvement has been accompanied by a change, quite considerable, in the steam regulation. This has resulted in a set of designs such that, from loco-

motives on the main lines of railroads, indicator cards are described, as shown in current issues of the railroad press, which are better than those shown from the Strong locomotive. A far more conclusive argument for Mr. Dean to use would be to accompany his communication by a sample card with all data, and properly authorized, and allow comparisons to be made by the reader directly.

From what has been shown it would look as if the superior qualities of the Strong locomotive result more from its excellent boiler than from its valve gear." Z.

The much-vaunted performance of the Strong does not seem to be so very marvelous when such runs as are below recorded are being made every week, and when even freight engines on the western plains frequently make 450 miles without a rest:

Engine No. 1,012 of the Philadelphia & Reading recently took a train of heavily loaded passenger cars from Camden to Atlantic City, N. J., in 58 minutes 40 seconds, the distance being 60 miles.

After the recent test of the Strong locomotive on the Philadelphia & Reading, between Philadelphia and Bound Brook, on train No. 505 (the "two-hour" train) the regular engines were "let out," and the train sheet shows a number of excellent performances. Engine 208, John Hogan, engineer, made 131 miles, from Hopewell to Weston, in 10½ minutes, equal to 77½ miles per hour. On June 20, engine 302, Engineer Butler, made 54.9 miles in 55 minutes, from start to stop, including a 1½ minute stop at Trenton Junction. These runs are, however, but little better than everyday work on this train.

Also the following;

The Pittsburgh, Fort Wayne & Chicago have issued a leaflet giving the record of a run made by the Pennsylvania Limited, from Fort Wayne to Chicago, on Sunday, May 19 last. The particulars are as follows:

Engine No. 200—Weight 91,900 lbs.; cylinders, 18x24 in.; drivers, 4, diameter, 62 in.; tank, capacity, 3,600 gallons; coal consumed, 13,335 lbs. Engineman, John S. Christie; fireman, E. E. Crawford. The train consisted of one combination, one diner, and three sleeping cars; weight, 438,500 lbs. Characteristics of road: Maximum ascending grades, 26 ft. per mile, 4.2 miles; 24 ft. per mile, 4.3 miles; 18 ft. per mile, 3.2 miles; number of curves, 23; maximum curvature, 5 degrees; average curvature, 2 degrees; time consumed, 2 hours 53 minutes; distance, 148.3 miles; average speed per hour, 49.7 miles; reduced speed and stops consumed 21 minutes; leaving actual running time, 158 minutes; average speed running, 56.3 miles; fastest long distance run, 57.1 miles in 60 minutes; fastest medium distance run, 29.2 miles in 27 minutes; fastest short distance run, 6.3 miles in 5 minutes, 20 seconds, or 71 miles per hour; longest distance run for water, 84.2 miles.

When such runs as these can be made, and duplicated at pleasure, on our comparatively crude beds, with their sharp curves and numerous grades, which are, to a great degree, absent from the foreign roads, it must be conceded that our machines are fully capable of doing anything that may be attempted in Europe or in the world. One item of the run on the Fort Wayne deserves special notice, and that is, that the fellow with the scoop, who is generally ignored in such reports, is mentioned by name in full, thus proving that his labor of getting away with the six and a half tons of fuel was appreciated, as it ought to be, and

that some part of the credit for the performance was due to his skill and endurance in keeping the pressure up to the mark, and thus furnishing to the engineer the material, without which the feat would have been impossible. This one item ought to prove an inspiration to the conscientious fireman to continue on "in well-doing, for in due time we shall reap if we faint not." *

More About the Hammer Blow.

MR. EDITOR:—In the Mechanical Department for August I find Mr. Lockwood still seeking for information on the above subject. Just how my answer to his questions can release him from his obligation to answer mine I can not see, but notwithstanding that, I will proceed to answer, as well as my information will permit, his series of questions.

First—The speed of translation forms no factor in the problem of counter-balancing a locomotive driver. All you have to do is to place sufficient weight with its center of gravity at the same distance from center of wheel as the center of crank-pin to balance the weight carried by the crank-pin. If the center of gravity of the counter-weight revolves in a less circle than the pin, its weight will have to be greater than the weight at the pin, and if the center of gravity of the weight revolves in a circle larger than that of the pin, it will have to be smaller or lighter. Again; the "said driver" does not combine the speed of rotation with the speed of translation. Speed means motion. And a single atom of matter can not move in a straight line and a curve at the same time. If it moves in a curve it is rotation or revolution. If it moves in a straight line it is translation. If Mr. Lockwood will consider these two motions separately, as they should be, he will see this question as I do.

Second—The axis of motion is *not on the rail*. The axis of a body is a center line through that body in a given direction. The *axis of motion* of a rotating body is a line drawn through the center of that body at right angles to the direction of its rotation. Suppose a railroad were built entirely around the earth, representing a true circle, with its center at the center of the earth, and a locomotive driver were placed on the rail and rotated in a given direction until it had made a complete revolution around the center of the earth. In this case we have two motions, rotation and revolution. The axis of the motion of rotation is at the center of the wheel. The axis of the motion of revolution is at the center of the earth. Neither is at the rail. Now, with reference to the movement of a driver on a level track, it has but one motion that has an axis, and that is its rotary motion. The motion of translation has its *line* of motion but not an *axis* of motion.

Third—I do not know what rule our company follows in estimating the amount of counter-balance, consequently can not answer your third and fourth questions, and not having access to the Master Mechanic's office I can not give you the data you ask.

Now, I sincerely hope Mr. Lockwood will reply as frankly to the various questions I have asked him as I have to his. If he does not I shall think the "bear" is giving the "dog" a pretty hard chase.

I do not think I made my statement of reasons for believing a locomotive of the ordinary pattern can be properly counter-balanced in the usual manner, quite complete. I cited instances of difference in the action of different locomotives under similar circumstances. I hold that if one locomotive of the ordinary style can be counter-balanced better in the usual manner than another, another one can be built that is still nearer perfect than that, and so on, up to a point that is so near perfect as to be harmless from the effects of bad balancing.

A. H. Tucker.

Discussing Instructions about Engine Running.

MR. EDITOR:—The following article captioned as above appeared in a recent number of the *National Car and Locomotive Builder*, viz:

In our last issue we mentioned that Mr. George H. Baker, an unusually well-informed engineer, was engaged giving instruction to the engineers of the C. B. & Q. system about economical methods of firing and operating locomotives. The "talks" given are said to excite great discussion among the men interested. They will stand about the round house for hours talking about the different points presented in the instructions, and freely giving their individual opinions of the same. A master mechanic at one of the division points was the other day listening to a group of firemen talking about the instructions. Said one: "He said the exhaust in going up the stack was an air pump; that each exhaust filled the inside of the stack just like a piston, and in going up the stack pumped air in through the fire." "Yes," said another, "and he told the engineers that one of the advantages gained by working their engines as far back as they could, was the exhausts were softer and made a lighter draft on the fire, which burned less coal and let the hot gases of the fire stay in contact longer with the flues and heating surface, and we got more heat out of them." Then another said, "Well, then, why the hell don't they put another piston on the other end and pull them back again." There was a roar of laughter from the crowd, under cover of which the listener got away.

The foregoing serves to point a double lesson, one part being that discussion of points is right and proper and will benefit all who engage in it, but secondly that the parties must be in earnest in their pursuit of knowledge and avoid all irrelevant and comical remarks for it is evident that the last remark above made was a squelcher, for while it raised a roar of laughter, it also put to flight any further serious consideration of the subject. *

The Railroads of the World.

MR. EDITOR;—But few people have any rational conception of the magnitude of the railway systems of the world and the following table, clipped from an exchange, will doubtless be of interest to students in that department of the world's industries:

The following figures are taken from the *Archiv für Eisenbahnwesen* for May-June, 1889. As the annual statements in that journal are quoted as a statistical authority, we reproduce the original figures in kilometres adding for convenience, the approximate equivalent in miles, reduced on the basis of 1.6 to 1. The mileage figures are for the date of December 31, 1887,

	Length of Line.		Per cent. increase in four years.
	Kilometres.	Approximate equivalent in miles.	
Germany	39,785	24,900	10.6
Austria and Hungary	24,432	15,300	18.6
Great Britain and Ireland	31,521	19,700	4.8
France	34,208	21,400	15.2
Russia	28,517	17,800	13.5
Italy	11,759	7,300	24.4
Belgium	4,760	3,000	10.2
Netherlands	2,957	1,800	17.3
Switzerland	2,919	1,800	2.6
Spain	9,309	5,800	12.8
Portugal	1,804	1,100	20.9
Denmark	1,965	1,200	9.1
Norway	1,562	1,000	0.8
Sweden	7,379	4,600	15.3
Servia	517	320	0
Roumania	2,405	1,500	60.3
Greece	613	380	0
Turkey, etc	1,394	900	0
Total Europe	207,896	129,900	13.6
United States	241,210	150,700	28.1
British America	19,883	12,400	41.6
Mexico	6,562	4,100	35.6
Central America	800	500	60.0
U. S. Colombia	265	160	0
Cuba	1,600	1,000	0
Venezuela	293	180	129.7
Haiti	80	50	0
Porto Rico	18	11	0
Brazil	7,029	5,000	55.5
Argentine Republic	6,446	4,000	84.2
Paraguay	72	45	0
Uruguay	556	350	18.3
Chili	2,838	1,800	57.7
Peru	1,347	800	2.9
Bolivia	70	45	118.9
Ecuador	151	90	0
British Guiana	35	22	0
Total America	290,155	181,300	28.8
British India	22,665	14,200	36.1
Ceylon	289	180	11.2
Asia Minor	508	370	60.8
Asiatic Russia	1,277	800	5.5
Dutch Possessions	1,160	700	147.0
Japan	736	460	0
Malay States	45	28	0
China	45	28	0
Cochin China	83	52	0
Total Asia	26,898	16,800	36.9
Africa	1,500	900	0
Algiers and Tunis	2,180	1,550	39.4
Cape Colony	2,795	1,750	43.2
Natal	370	220	124.4
Mauritius, etc	591	300	136.4
Total Africa	7,716	4,800	36.9

*Almost wholly new.

	Length of Line.		Per cent. increase in four years.
	Kilometres.	Approximate equivalent in miles.	
New Zealand	2,900	1,800	25.4
Victoria	3,085	1,900	28.5
New South Wales	3,276	2,500	54.1
South Australia	2,340	1,500	56.0
Queensland	2,700	1,700	68.8
Tasmania	700	440	152.7
Western Australia	296	180	105.6
Total Australasia	15,297	9,500	47.7
Total for the World	547,872	342,400	23.6

Figures of capital, on the basis of the latest available estimates, are as follows:

	Date of estimate.	Capital per mile.
I. Europe.		
Germany	1888	\$87,000
Austria	1886	97,000
Great Britain and Ireland	1887	204,000
France	1855	127,000
Russia	1885	86,000
Italy	1884	88,000
Belgium	1887	122,000
Switzerland	1887	108,000
Spain	1884	85,000
Portugal	1882	59,000
Denmark	1888	40,000
Norway	1888	25,000
Sweden	1887	29,000
Estimated average for Europe as a whole		\$113,000
II. Non-European Countries.		
United States	1887	\$80,000
Canada	1888	56,000
Brazil	1886	50,000
Argentine Republic	1886	42,000
British India	1886	67,000
Cape Colony	1886	42,000
New South Wales	1888	62,000
South Australia	1887	28,000
Victoria	1888	66,000
Queensland	1886	31,000
New Zealand	1888	36,000
Estimated average for non-European countries		\$59,000

Multiplying these figures by the mileage in and out of Europe, respectively, we have the invested capital of railroads in Europe, amounting in round numbers to \$14,500,000,000, while that of the rest of the world amounts to something over \$12,000,000,000.

The proportion of double track in various countries is given as follows:

	Per cent.
England	54.1
France	37.3
Germany	28.4
Belgium	28.0
Holland	24.7
Russia	15.4
Switzerland	15.2
Austria	8.4
Italy	6.8
British India	6.5

The above tables show that of the total 342,400 miles of railroads of this globe, the North American continent has nearly one-half, being credited with 167,000 miles. It further shows that over one-fourth of these 167,000 miles were built in 1884, 1885, 1886, 1887, and that no other leading nation was adding to her railway mileage at the same rate. Parts of Australia and Japan have had the largest percentage of increase in

miles, while several portions of Africa and some of our South American Republics also range high in percentage in these four years. While America has nearly half the mileage of the world, the cost of the 129,900 miles of road in Europe, (being only a little over one-third of the total) is put down at \$14,500,000,000, while the other two-thirds cost about \$12,000,000,000. Owing to local circumstances the cost per mile in Great Britain is put at \$204,000, while in Sweden it is only \$29,000, and in the United States it is about \$60,000, averaging \$59,000 in all the non-European countries.

This would be a total of about \$26,500,000,000 invested in railroads, and this is a sum so vast that the mind can hardly conceive of its magnitude, and it is only by comparison that we can get some idea of it. If a man was to count \$100 bills at the rate of 100 per minute, for ten hours a day he would count \$6,000,000 per day, but it would yet take him nearly thirteen years to count it. Yet, immense as this sum is, it is all invested in railroads, and the machines upon which we make our living represent a large share of this investment and prove to us that we are a not inconsiderable factor in the movement of the commerce of the world.

Bridge Notes.

The Berlin Bridge Company, of East Berlin, Conn., will build the iron bridges on the extension of the Somerset road to Bingham, Me.

The King Iron Bridge & Manufacturing Company, Cleveland, O., is building eleven spans of iron bridge for the Richmond & Danville Railroad.

The Anniston & Montgomery has let the contract for the construction of an iron bridge, 725 feet long, over the Tallapoosa river to the Atlanta Bridge & Axle Company, of Atlanta, Ga.

The contract for building a bridge for the railroad over Smith river has been let to the San Francisco Bridge Company. The price is \$23,000. The bridge will be 730 feet long, with five spans, two of which will be 220 feet each in length, one of 96 feet, and two of 97 feet, exclusive of approaches.

The Puget Sound & Gray's Harbor road has let a contract to the San Francisco Bridge Company for the bridging and trestle work along the line from Summit to Montesano, W. T., for \$50,000. The only important bridge to be built is a single span across the Satsop river, 220 feet in length.

The Berlin Iron Bridge Company, of East Berlin, Conn., is erecting an iron bridge for the Somerset road at Caratunk Falls, Me., consisting of three spans, about 150 feet each. The same company has just completed twenty-three spans of bridge for the Hartford & Connecticut Western between Hartford and Canaan, Conn.

The Erie Car Works, Limited, has been awarded a contract for building 500 gondola coal cars for the Valley road of Ohio. It is expected to complete twelve cars a day, when work on them is commenced. The orders which the works now have are sufficient to keep it busy for nearly a year.

Locomotives.

The Northern Pacific has placed an order for 76 locomotives with the Baldwin works.

The Richmond & Danville has ordered three passenger engines of the Pittsburgh works.

The central of Georgia has ordered 20 locomotives of the Dickson Manufacturing Co., of Scranton, Pa.

Two large engines have just been received by the Union Pacific from the Schenectady Locomotive works.

The Old Colony Railroad shops at South Boston have just completed four heavy passenger engines for the road.

The Portland Locomotive Works of Portland, Me., last week completed two locomotives for the Maine Central.

The New York Locomotive Works, Rome, N. Y., are building four passenger engines for the Mobile & Ohio Railroad.

The Savannah, Americus & Montgomery this week received several of its new ten-wheel freight locomotives.

The East Tennessee, Virginia & Georgia has given an order for building 25 locomotives to the Schenectady Locomotive Works.

A new locomotive was completed last week at the Manchester Locomotive Works for the Atchison, Topeka & Santa Fe.

The Alabama Great Southern this week received three new mogul engines from the Baldwin Locomotive Works, of Philadelphia.

The Nova Scotia Central road has received from the Rogers Locomotive Works the third of an order for four locomotives.

The Cooke Locomotive Works, Patterson, N. J., recently delivered six passenger engines, with 18x24 in. cylinders, to the Newport News & Mississippi Valley Company.

The Lake Erie & Western has placed another order with the Brooks Locomotive Works for three heavy freight engines, being the third order given these works for locomotives this year.

The Rhode Island Locomotive Works has commenced delivering eight-wheel engines, with 18x24 cylinders, to the New York, New Haven & Hartford, which recently placed an order for 10 of them with these works.

The Boston, Revere Beach & Lynn road has just received from the Taunton Locomotive Manufacturing Co. two bogie engines. They are of the improved Fairlie type and were built largely from drawings furnished by the road.

Among other orders, the Baldwin Locomotive Works, Philadelphia, are filling one for 25 engines, with 18x24 in. cylinders, for the Texas & Pacific, and one for 15 freight engines for the Missouri, Kansas & Texas Railroad.

The Baldwin Locomotive Works recently completed their ten thousandth locomotive, which was a consolidation engine for the Northern Pacific. The first thousand was completed in 1861, the second in 1870, the third in 1872, the fourth in 1876 and the fifth in 1889. No. 10,000 weighs 75 tons, 67½ tons being on the eight 50-in. drivers. The cylinders are 22x28, boiler 72 in. diameter. There are 271 2¼ in. flues, and the total heating surface is 2,283 square feet.

LOCOMOTIVES FOR JAPAN.—The Manchester *Guardian* asserts that Japanese orders are again coming to England, some late orders having comprised 10 locomotives, about 100 cars, and many thousand casks of cement. The diversion of orders from England, which has lasted for some three years, is ascribed to a patriotic desire on the part of the railroad builders of Japan to secure the favorable influence of Germany and France in the matter of the treaty conference. That having failed, the orders, according to the *Guardian*, return to England.

Car Notes.

The Northern Pacific is in the market for 1,000 box cars.

The New York, Ontario & Western is asking bids for 1,000 freight cars.

Harrison & Co., of St. John, N. B., are building 75 platform cars for the Nova Scotia Central railroad.

The following orders for cars were let last week:

To the United States Rolling stock Co., 700 for the Georgia Pacific, 500 for the Alabama Midland and 500 for the San Antonio and Arkansas Pass.

To the Pullman Palace Car Co., 400 for the Georgia Pacific.

To the Haskell & Barker Car Co., Michigan City, Ind., 300 for the Iowa Central.

To the Missouri Car and Foundry Co., St. Louis, 200 for the Wabash Western and 51 for the Kansas City, Wyandotte & Northwestern.

To the Peninsular Car Co., Detroit, Mich., 200 for the New York, Lake Erie & Western.

The Brooklyn, Bath & West End road has received ten new open cars for summer excursion travel.

It is stated that the Canadian Pacific will establish large car works in Maine at a point on its line through that state.

The Pullman shops at Pullman, Ill., have completed 45 passenger cars for the Philadelphia & Atlantic City Railroad.

The Southern Pacific shops at Sacramento have just turned out a handsome new private car for President Leland Stanford.

The Indianapolis Car and Manufacturing Company recently delivered 100 fruit cars to the Louisville & Nashville Railroad.

The Michigan Car Company, Detroit, Mich., is building 600 box cars for the Toledo, St. Louis & Kansas City Railroad.

The Ohio Falls Car Company, Jeffersonville, Ind., has its passenger car shop busy on orders. The freight shop is building 200 box cars for a Southern road.

The Indianapolis Car Manufacturing Co. has been awarded the contract to build 500 box cars for the Cincinnati, Jackson & Mackinaw road.

The Philadelphia & Reading is said to have placed orders for 250 additional twin hopper, gondola cars of a capacity of 25 tons each. Five hundred cars of this kind are now being delivered.

The Louisville & Nashville has divided its contract for 500 more fruit cars, giving 200 of them to the Ohio Falls Car Works, at Jeffersonville, Ind., and 300 to the Missouri Car and Foundry Co., at St. Louis.

The Newburyport (Mass.) Car Co. has received an order for eight open cars, four iron and four wood, from Newport, R. I. The works are being run at full capacity. They have orders now for 10 cars for the Boston, Revere Beach & Lynn road.

The Atlantic Coast Line has given an order to the South Baltimore Car Works for 30 box cars, and to the Tridagar Works, of Richmond, Va., an order for 110 flat cars and 15 box cars.

The Barney & Smith Manufacturing Co., of Dayton, O., this week delivered a number of new passenger cars to the New York Central & Hudson River, part of a large order from that road.

There are now about 600 cars in service fitted with the Bossman ice tank. The Atchison, Topeka & Santa Fe has 200, the Kansas City, Fort Scott & Memphis 100, and 63 are run on the Illinois Central. In addition to this, 200 cars have just been completed by the Lafayette Car Works for the Louisville, New Albany & Chicago, and 25 with these improvements have been built for the Ohio & Mississippi.

About Railways.

Twenty Questions and Answers.

Scribner's Magazine.

1. How many miles of railway in the United States?

About 150,000 miles; half the mileage of the World.

2. How much have they cost?

Over \$9,000,000,000,000

3. How many people are employed by them.

More than 1,000,000.

4. What is the fastest time made by a train?

Ninety-two miles in 93 minutes, one mile being made in 46 seconds, on the Philadelphia and Reading Railroad.

5. What is the cost of a high-class, eight-wheel passenger locomotive?

About \$8,500.

6. What is the longest mileage operated by a single system?

Atchison, Topeka & Santa Fe system; about 8,000 miles.

7. What is the cost of a palace sleeping car?

About \$15,000, or 17,000 if "vestibuled."

8. What is the longest railway bridge-span in the United States?

Cantilever span, in the Poughkeepsie Bridge, 548 feet.

9. What is the highest railroad bridge in the United States?

Kinzau Viaduct, on the Erie Road, 305 feet high.

10. Who built the first locomotive in the United States.

Peter Cooper.

11. What road carries the largest number of passengers?

Manhattan Elevated Railroad, New York; 525,000 a day, or 191,625,000 yearly.

12. What is the average daily earning of an American locomotive?

About \$100.

13. What is the longest American railway tunnel?

Hoosac Tunnel, on the Fitchburg Railway 4½ miles.

14. What is the average cost of constructing a mile of railroad?

At the present time about \$30,000.

15. What is the highest railroad in the United States?

Denver and Rio Grande; Marshall Pass, 10,832 feet.

16. What are the chances of fatal accident in railway travel?

One killed in ten million. Statistics show more are killed by falling out of windows than in railway accidents.

17. What line of railway extends furthest east and west?

Canadian Pacific Railway running from Quebec to the Pacific Ocean.

18. How long does a steel rail last, with average wear?

About eighteen years.

19. What road carries the largest number of commuters?

Illinois Central, 4,828,128 in 1887.

20. What is the fastest time made between Jersey City and San Francisco?

Three days, 7 hours, 39 minutes and 15 seconds. Special theatrical train, June, 1886.

WOMAN'S DEPARTMENT

EDITED BY IDA A. HARPER.

All Correspondence pertaining to this Department should be directed to
MRS. IDA A. HARPER,
TERRE HAUTE, IND.

SEPTEMBER, 1889.

HUSBANDS WHO FLIRT.

In reading the correspondence from month to month one cannot but be painfully touched at the evident distress of so many wives over what may be termed the "flirting propensities" of the husbands. It is of course understood that not one wife out of a hundred will make her troubles known through the columns of the *Magazine* and hence this grievance must be widespread. The wives of railroad men must not imagine that this failing is confined to their husbands alone. The wives of professional men, business men, traveling men and workmen of all classes suffer much unhappiness because of the conduct of their husbands in this respect. It must be admitted that in some instances women themselves are guilty of the same indiscretion, but for various reasons, cases of this kind are comparatively few.

Women are not so exposed to temptation as are men. Their lives are spent for the most part in the retirement of home, and, busied with their cares and duties, they have neither the time nor the opportunity for flirtation and intrigue. Another reason why they do not commit this folly is because the world watches women very closely and criticises them very severely. The spirit that controlled the harem has not entirely ceased to exist. The slightest departure on the part of a woman from the arbitrary and iron-clad rules of propriety, calls forth a censure that is little short of ostracism. But the principal reason why husbands do not have as much occasion for complaint is because women are by nature more constant in their attachments and more conscientious in the discharge of duty. Most women are religious in sentiment and would regard the slightest infraction of the marriage vow as an unpardonable sin. The majority of women are satisfied to have a home and husband and children. These are what they married for and, if the husband shares this feeling, they settle down quietly, do not have to seek outside for happiness and marriage is not a failure.

There is, however, something in the character of many men, the result either of inheritance or training or habit or association, which makes it impossible for them to be contented for a very long time with anything or anybody. They crave a change and they are not anchored by any fixed principles. If girls waited until they were older before marrying, their judgment and experience would enable them to detect such a man and they would not commit the unfortunate mistake of taking him for a husband. There are occasions, however, when a woman is compelled to yield something of her strict ideas of the proprieties of married life. Some husbands will not take the rigid view of the duties implied by the marriage vow which are entertained by their wives. They will fulfill the letter but not the spirit of their obligation. They do not intend to be unfaithful to their wives but they do not consider that what they call "harmless flirtation" comes under that head. To wave a handkerchief, to throw a kiss, to give and receive soft compliments, to take a girl for a walk or a ride when they are away from home, they do not consider anything particularly wrong. There is a bluntness of the moral perception which cannot comprehend the fine sense of honor possessed by the true wife. If you appeal to them by saying, "Would you be willing your wife should take this liberty?" they reply, "O, that is a different thing," which, interpreted, means, "She is in my power and I am not in hers." These men have not the faintest conception of the sorrows and unhappiness which their wives suffer from these things; it is indeed doubtful if even they can understand the awful anguish of spirit which overwhelms the wife when she learns that they have broken the seventh commandment.

One always longs to suggest some remedy to these wives whose life is made so miserable by this unfeeling conduct on the part of the husbands, but this is almost impossible to do. Each man must be managed according to his disposition. Wives must be exceedingly careful not to give way to jealousy without cause and when there is no doubt but that the cause exists the matter must be most delicately managed. Some men may be won back with kindness but it is very hard to ask a wife to assume her sweetest smile and most enticing manners when her heart is bursting with grief and indignation. Other cases are beyond gentle means and must be met with prompt and vigorous measures. And yet how can a woman be independent when her husband holds the pocketbook and the power to make the living and there are helpless and dependent children?

If these flirtations were the beginning and the end they might be endured, but,

just as the first glass of beer very frequently leads to habitual drunkenness, so these slight deviations from the straight path of morality many times result in the worst form of infidelity. When this happens, God help the wife! She is beyond any human consolation. The most important thing is to choose for a husband a man who does not need reforming, and after marriage look well to the ways of your household, give to your husband full measure of love and attention and if he is a man of any honor, of any gratitude, of any appreciation, he will be loving, considerate and faithful unto death.

WASHINGTON, IND., Aug. 1, 1889.

To Woman's Department:

The July number of the excellent *Magazine* lies before me and I feel sure I do not merit the cognomen of a regular contributor, but I do not think I am greatly missed, for there are so many excellent writers. Now, I must say some of you dear ladies are sitting down a little too hard on Shandy Maguire. I, for one, am proud to own him as an esteemed friend. It is with Shandy as it is with the world in general, treat him fairly, and he will return kindness for kindness, but if you see fit to sling sarcasm at him, he will retaliate, and who can blame him? You must not take everything he says in earnest. He writes to amuse, and we should so consider his writings. He would no more do an unworthy action than any of the rest of us. Shandy is a gentleman, treat him as one and you will find him so. Go on, Shandy, and as the old song says, "You have one friend at least if you cannot find more."

There is one other subject I wish to mention. Scarcely a *Magazine* appears but that we see the name of E. V. Debs, honored and esteemed. Now, I am generally plain spoken, and also believe in giving honor where honor is due, and I agree with all who choose to honor Mr. Debs, and am proud of the fact that he is one of my most esteemed friends and has been for years. But I will tell you something that perhaps the majority of our readers do not consider. Let the aged and estimable parents also be granted some of the honor due them for giving to the world such a worthy son. I know these dear, good people well; and with such parents and such a bringing up, it would be impossible for Eugene V. Debs to be anything but what he is. We often praise the clear running stream that flows so pure and sweet thro' our landscapes and meadows, and it is right we should do so. But we must not forget the fountain head that gives to us that stream and for which we should have equal praise. All honor and glory to the name of Debs, but let us not forget that good, honest, loving old couple living so quietly and happily at their home in Terre Haute. It would be as difficult for E. V. Debs to do a wrong action as it is for the majority of mankind to do a right one. The principles instilled into his nature are too deeply rooted to grow in any but the

right direction and to his worthy parents we concede the credit due them.

The boys of the O. & M. are very proud of their new shops at this place and well they may be, for they are the finest in the United States. We thought Schemerhorn a perfect saint, but one day while about a mile east of town we saw him wave, yes, actually wave, at—well, we won't give him away this time. Jim Hagan is one of the most popular firemen on the road, but if I commence naming the most popular my letter will get too long. In the near future I will write up our O. & M. boys and touch them up a little. Some unhung scoundrel tore up a rail off the O. & M. track about fifty miles east of St. Louis about 12 P. M. on the night of the 5th, and No. 65 engine with sixteen loaded cars were overturned. It was a singular coincidence that the caboose was also No. 65. Bro. Jesse Crump, of No. 165, was on the engine and had his hand mashed badly. Firemen Wendling was also severely bruised, but the engineer, Ratspinner, escaped uninjured. Their escape was a miracle. There is no punishment too great for such scoundrels; for a train wrecker or a spotter I have no mercy. In my estimation they are the most despicable objects on earth.

I had the pleasure of meeting President McKeen of the Vandalla, at Terre Haute, lately. Mr. McKeen's name is well known to the readers of the *Magazine*. I found him to be everything represented, a perfect gentleman, sociable and kind in the extreme, and I no longer wonder he is so very popular.

Our poet friend, Geo. W. Hall, of Stanberry, Mo., has composed a poem entitled, *Our Flag*, which he disposes of at 10 cents a copy. The price will not hurt anyone and the sender will be aiding a noble cause. The (*Galutious Fourth* is over once more, and now for a space we shall be reading the fatal and non-fatal accidents, results of glorification.) While at Terre Haute, lately we had the pleasure of visiting Mr. and Mrs. Selby, and of nursing their beautiful babe, Howard Debs Selby; this is another of earth's beautiful darlings, and no wonder the fond parents idolize him. We hope dear little Howard will live to return their care and love a hundred fold. With greeting to all old friends, and also new ones, I am, as ever,

Mrs. Henry B. Jones.

[Why, how do you do, Mrs. Jones? We are very glad to hear from you again. The men have a faithful friend in you and they value your confidence very highly. The *Woman's Department* has never entertained a doubt of Shandy Maguire's thorough integrity. We only sounded a note of warning because we thought the brother and sisters were getting a little giddy.]

Your tribute to the parents of Mr. Debs is richly deserved. Their family of six cultured, intelligent children, loved and honored by all who know them, are eloquent witnesses of a wise parental training and a beautiful home life.]

MISCELLANEOUS.

Mrs. Elizabeth Colby, of Bingham, Me., has been appointed by Gov. Bedwell to solemnize marriages and take acknowledgement of deeds.

Salt Lake recently admitted a woman to the bar, and one of the test oaths that she was obliged to take was that she "would henceforth live with only one wife."

"Oh, yes," he said, "I am very fond of boys," and, as a snowball struck the back of his neck, he added, "I feel as though I could eat a couple, this minute, boiled!"

Sneak thief (who had just deciphered the name on the doorplate)—"Ma'am, your husband, Mr. Branson, sent me for his overcoat."

Mrs. Branson—"O, he did, eh? Well, as he's been dead ten years, I had thought he'd send for his linen duster."—*Time*.

Miss A. A. Crisp, a professional nurse, in charge of a hospital in New Zealand, who had received royal decorations for her service in South Africa, Egypt and Turkey, was married recently to one of the doctors of the hospital, and wore as her wedding costume the uniform of her profession. Nineteen nurses, also in uniform, were her bridesmaids.

"You love my daughter?" said the old man. "Love her!" he exclaimed passionately, "Why, sir, I would die for her! For one soft glance from those sweet eyes I would hurl myself from yonder cliff and perish, a bleeding, bruised mass, upon the rocks two hundred feet below!" The old man shook his head. "I'm something of a liar myself," he said, "and one is enough for a small family like mine."

A New York City lady lately gave an elegant dinner to the immediate relatives of her cook, Mary Moriarity, to celebrate the fact that for twenty-five years she had remained with her mistress. At this silver dinner the maid sat at the right of her mistress who proposed the first toast, "To the health of Mary Moriarity, who has just eaten the first dinner not prepared by her hands in this house for a quarter of a century."

A writer in the San Francisco *Examiner* says the American woman is the most changeable of her sex. The oak-and-vine simile typifies the girl of forty years ago, and this kind of girl was cultivated by representatives of the oak because they thought they would appear grander to a clinging, viney woman than to any other kind. But they finally found out that a woman who clings and has to be carried about physically, intellectually and morally, is twice as much trouble and vastly insipid. The Clinging Woman has evolved into the Aspiring Woman, and she into the Business Girl, who neither looks up to nor down upon the other sex, but regards it with an air of saying: "You are a man and a brother." The vine has become a strong, graceful little sapling, and whether it ever grows to be a tree or not, it can never be a vine again.

SUFFRAGE.

There are ten women to one man who are actively engaged in the study and work for the poor and unfortunate, also in organized and systematic efforts in their behalf.

At a meeting of the Nebraska State Grange, Patrons of Husbandry, December last, a resolution was unanimously adopted favorable to equal suffrage to woman and also one favoring the prohibition of the liquor traffic.

The Leavenworth *Sun* says: Here in Kansas we have grappled with the prohibition problem, and demonstrated that women make as intelligent voters as men, and that their consciences are the inspiration that impels them to vote oftener right than men.

There are twenty thousand woman farmers, and whether in Ireland or England the land question is one of the most prominent subjects of our politics, and one largely affecting women. Is it right that those who employ labor should have no voice in making the laborers' homes happier and better?—*Laura Ormiston Chant*.

Gentlemen, be fair. Who are you, what are you, and whence do you come, that you undertake to represent me? Every creature stands alone and must represent himself. Human rights are not to be rummaged for in musty parchments. They are written as with a sunbeam by the hand of God in the volume of nature.—*Attorney Elizabeth Eaglesfield*.

It is a fact admitting of no debate that discriminations are made against women under our laws which are not made against men. One of the most familiar of these is that which affects woman who hold property. Under the laws of this State women are obliged to pay taxes on property they hold, but can have no voice in administering the government for whose support they are taxed. Taxation without representation is an anomaly in republican government. Worse than this, it is a gross injustice.

There are four kinds of suffrage in the Province of Ontario—the Dominion franchise, the Provincial franchise, the Municipal franchise and the School Board franchise. In the first two women have no part. Municipal franchise is exercised by single women and widows who have the qualifications required of men; and in the school franchise there is no distinction of sex, married women voting as well as spinsters. An effort is now making to extend to married women the municipal suffrage which has long been enjoyed by their single sisters. The *Canada Citizen* vigorously champions the movement. Suffrage in the Dominion, it says, is based upon property. When all a wife's property by law belonged to her husband, of course a married woman could not vote. The property laws have been changed, and thousands of married women now own property in their own right, and pay taxed on it. Why, then, should they not have the suffrage?

INDUSTRIES.

The New Orleans *Picayune* says that two of the prettiest tete-a-tete tea tables that have been introduced by furniture dealers this season, were designed by women, and one of the handsomest cabinets that has ever appeared was designed by a woman.

Mrs. Virginia C. Meredith, of Cambridge, Ind., holds high rank among the short-horn cattle-breeders of the State. She took personal charge of a large farm and herds at her husband's death, a few years ago, and has been remarkably successful.

One of the few female architects of the world is Miss Laura White, who is practicing her profession in Ashland, Ky. She graduated in architecture at Michigan University, and then studied in Paris. She was noted in Michigan as a mathematician, and was the first student at Ann Arbor to solve a problem that had been sent over by one of the great English Universities.

Two of the largest individual owners of sheep and cattle live in Texas, and are women. One of them, the Widow Callahan, owns about fifty thousand sheep. The other, Mrs. Rogers, is worth \$1,000,000.

There is a woman in Belfast, Me., who cares little for needlework, but much for mechanics and she is now regularly learning the trade of a machinist in one of the shops of the city. The proprietor says she takes hold of the work as readily as any apprentice he ever had. She wears a big apron over her dress, and stands up to the lathe as if she enjoyed it.

Mrs. Florence M. Adkinson, of Indianapolis, writes of Indiana women to *The Woman's Journal* in which she says that Mrs. Kate Busiek, of Wabash, Ind., is an active member of the Indiana Jersey Cattle Breeders' Association, and presented a paper on dairy interests at its recent annual meeting. Mrs. Busiek is the owner and manager of a stock farm and herd of Jersey cattle worth \$50,000. She has personally attended to and developed her business from its beginning, and is regarded as an authority on all matters pertaining to cattle-raising and dairy matters.

One is struck with the fact that the sphere of woman in England is not exactly coterminous with hersphere in America. She finds free access to some callings there which she scarcely enters here, and *vice versa*. I do not think that the work of teaching in England is so nearly monopolized by women as in this country. The teachers, I judge, are largely men. Nor did I find many evidences that women are generally employed as stenographers and type writers in offices and counting-rooms. On the other hand, the business of inn-keeping is, to a large extent, in the hands of women. The hotel clerk is almost always a woman; the proprietor and manager of the hotel is very often a woman. Some of the very best of the old-fashioned English inns in the provincial towns are under female management.

TEMPERANCE.

Bishop Merrill, of the M. E. Church, advocates the freedom of the pulpit to women the same as to men.

The W. O. T. U. of Minneapolis will soon open a large coffee palace, where two thousand people can be fed in one day.

The Pawtucket, R. I., Young Woman's Christian Temperance Union has obtained permission to distribute "tobacco leaflets" in all the public schools.

More than \$6,000 worth of temperance literature has already been shipped to Paris for the W. C. T. U. exhibit at the World's Fair, which will open on the 5th of May.

It may be a glorious thing to pull a drunken man out of a hole. But it is an infinitely more glorious thing to plug up the hole.—*Major Hilton*.

Every beer saloon is a primary school in intemperance; every gilded drinking-hell is an academy wherein men graduate in this vice.

The *Palm Leaf*, published at Bombay, says that the Maharajah of the State of Baroda and his entire court are total abstainers, and do all in their power to discourage the drinking habits of the people, but that the British government is making success difficult.

The Northwestern Life Insurance Company of Milwaukee has decided to refuse a life insurance policy to any lager-beer brewer or to any man employed in a lager-beer brewery, stating that the business is injured by the shortened lives of men who drink lager-beer.

A senator asked Mrs. Sallie Chapin why women did not leave the temperance work to men, to make the laws; they would be responsible and take the consequences. "Because," she answered, "you do the work now, and women take the consequences."—*White Ribbon Herald*.

An appalling statement is made by the committee on minors, in the twelfth annual report of the Society for the Prevention of Crime in New York City. It is as follows: "Careful investigation shows that at least 150,000 children, mostly very young, are in the habit of daily visiting the saloons of the city. It is a fact well known to your committee, that in a large number of drinking places, bar-tenders are in the habit of giving little ones candies and pennies to induce them to patronize their places."

A writer in the Cleveland, Ohio, *Leader* says: No man of ordinary observation but knows that the custom of treating in saloons—unknown in any country but this—is the cause of more drunkenness than any other thing. Thousands of men are constantly drawn into drunken sprees by it who would otherwise have remained sober men. It is very rare that a man will enter a saloon and deliberately sit down to get drunk in unsocial loneliness. It is this half-fellow-well-met business of "Come, Gus, what'll you take?" that is spreading the vice of drunkenness all over the land."

*For Woman's Department:***IS MARRIAGE A FAILURE?**

The noonday meal was over.
 The dishes were cleared away,
 My husband and I were sitting
 In our little front room to day.
 He was looking over the *Magazine*,
 With its witty verse and prose,
 On the subject, "Is Marriage a Failure?"
 And he said, "Why don't you write, Rose,
 And give them your views on the question?"
 Said I, with a smile, "I'll try,
 For indeed it's an awful failure."
 [That was just a "small joke," not a lie.]

So if you will kindly allow me,
 In your pages a little place,
 I will try to condense my scattered thoughts
 To the smallest possible space—
 For my husband and I think firmly
 One marriage successful at least;
 That our sorrows have been much lighter,
 And our happiness much increased,
 Since we vowed to love and cherish,
 And devote to each other our lives.
 So I'll give you a good receipt or two,
 For happy husbands and wives,
 And like the receipts in the cookery books,
 I can say, "They've been thoroughly tested,"
 And will be, if followed faithfully out,
 Of value to those interested.

First, don't choose a man for his money,
 Or a wife for her beauty so fair,
 But sensibly think while choosing,
 Of qualities certain to wear.
 Don't board; set up a home of your own,
 Though ever so humble it be.
 If your money is little, let love be great,
 And surely you'll happiness see.
 Don't flirt, nor loaf, nor quarrel, nor waste;
 Don't look for sunshine away,
 Be tender and kind,
 If there's worry don't mind,
 As for work, love turns it to play.

Wives, study your husband's pleasure,
 And husband's when 'round about home,
 Don't be too "heap big chief" to help a tired wife,
 'Tis better than down town to roam.
 Don't trust the cooking, (road to man's heart),
 To a "hired girl's" finger's unskilled,
 But try with your might
 To cook things just right,
 And see that the bucket's well filled.

I'd like to say more, but the editor's frown
 I feel, although I can't see,
 And I think if you'll heed my advice as above,
 On this subject we all can agree.

—Rose.

P. S.—Sisters, pay no attention to Shandy.
 He's "only just fooling," you know,
 'Twould please him to be "sat down upon,"
 And so we will let him go,
 For his wife, I'm sure, if she only chose,
 Could lead this boaster around by the nose.

[The Editor would never "frown" if all
 the communications were as readable as
 this.]

SAN ANTONIO, TEXAS, June 18, 1889.

To Woman's Department:

I have been reading the *Magazine* for some
 time and have become very much interested, es-
 pecially in the Woman's Department, and have
 often thought I would like to reply to some of
 the letters, but have been afraid of the waste
 basket. However, I have plucked up courage to
 make the attempt.

"Is Marriage a Failure?" seems at present to be
 a subject for argument. I think for some, mar-
 riage is a failure, and the some are principally

the sisters. But whose fault is it if marriage is a
 failure when husbands go flirting and masquer-
 ading, and leave their wives at home taking care
 of the twins, as Shandy says so boastfully he
 does? When a husband asks other ladies to
 marry him, when he writes letters for publica-
 tion telling all his wife's failings and short-
 comings, can he expect marriage to be anything
 else but a failure? We ladies don't complain,
 generally speaking, when we have to be cook,
 chambermaid, washwoman, nurse, and do the
 work of three, but what we do complain of is
 husbands preaching that marriage is a failure
 when they know they are better off than when
 they are single. But then, you know, it is a man's
 nature to be dissatisfied. Father Adam had a
 monopoly, but he could not be happy without
 someone to crow over. For a while he knocked
 around the garden of Eden, then went to the
 house, but could not cook his own supper. There
 was no stove, and no wood chopped, and things
 were in a bad shape. The next morning it was
 the same thing; he had to make his own bed,
 and sweep out. His socks were dirty, and he
 could not shape those fig leaves into another
 pair, so he was discontented and went moping
 around like a stray dog, and God saw something
 was wanting, so he created Eve and made her
 just such a woman as he thought Adam should
 have. At first he was pleased. He embraced
 her and waited upon her, told her how hand-
 some she was, and all that sort of thing. But,
 manlike, when the honeymoon was over, he be-
 gan finding fault with her. Nothing on the table
 pleased him; he told her how he cooked be-
 fore he was married, and what delicious fruit he
 had, till the poor soul was at her wit's end to
 know what to prepare to suit his taste. And as
 she had served in various ways all the different
 fruits in the garden, except that of the forbidden
 tree, she at last, to please him, set it before him;
 and what does he do when called to account for
 eating it, but stand on one foot, after creeping
 behind Eve, and says: "The woman you gave me
 picked the apple and gave it to me, and, of course,
 I'm not to blame." I presume from that day
 Adam declared marriage a failure. But enough
 for this time. Expecting to hear something
 smart from Shandy or some other henpecked
 husband, I sign myself,

C. G. D., a Fireman's Wife.

ONE of our correspondents in a private
 letter says:

It is very interesting for me to read the differ-
 ent opinions on "Is Marriage a Failure?" If I
 were to give my own personal experience in the
 matter I believe I could muster up quite a letter
 on the subject, but so many excellent letters have
 already been published in regard to that matter,
 I would not dare to venture. I'm afraid Shandy
 Maguire has got himself into trouble writing
 such nonsense, but I think some of the ladies,
 are as much to blame as he is; but outside of
 that I always admired his poetry. With best
 wishes, I am, Yours very truly,

For Woman's Department:

IF NOT, WHAT IS IT?

How well I remember the home of my girlhood,
The smooth grassy lawn with its fountain and
flowers,
The stately, old trees 'neath whose wide-spread
branches,
I've lazily swung in the hammock for hours.
The cool, broad piazza, the vine-covered arbor,
Where oft in the twilight I cosily sat,
With the tall, hated suitor, who came in the
evening,
And told me more lies than I'll ever forget.

I remember the church in the dim, hazy distance,
Where we were made one, that fine morning in
May.

I remember the long wedding tour that followed
And also the bills that papa had to pay.
I think of those days as I darn his old stockings,
Or remodel the trousers worn thin on the knee.
While my love puts his head in the door and
jerks out
"Goin' out to meet a feller, don't set up for me."

And somehow it brings back the days that have
vanished
When he sat by my side till the peep of the day,
And then I could hardly persuade him to leave
me,
But now its much harder to coax him to stay.
Alas, for the flowers, the books and the bonbons,
He so lavishly furnished me with in those days,
And then to the question "Is marriage a failure?"
You may put my name down on the side with
the years.

LOWELL, MASS.

G. M.

SINCERITY.

One of the rarest virtues, and at the same time, the best, in my opinion, is sincerity. What an agreeable world this would be to live in if every good wish expressed in our behalf, either personally or verbally, was indeed the outcome of an honest heart, and not, as is often the case, mere empty compliments. Have we not come in contact with people who were most cordial and friendly while conversing with us, and perhaps the next person they chanced to meet we were literally torn to pieces and our good intentions entirely misrepresented? But it is generally the privilege of those who are endowed with tolerable reasoning power, to distinguish the real from the false. Those who are naturally sincere can not fail to appreciate the friendship of a kindred spirit in that respect. They may be poor and uneducated, but their companionship is a pleasure to us, because we know that every word uttered by them springs from a truthful heart. In the hour of affliction or sorrow, when the heart is bowed down with grief, we naturally turn to them for sympathy and consolation. We may possess innumerable commendable qualities, such as patience, self denial, generosity, etc., but if we lack that one good trait, sincerity, which ranks amongst the foremost attributes in forming that colossal pyramid called character, that structure is sadly incomplete. If we wish to gain the respect and confidence of our fellowmen, by all means let us cultivate and foster that rare virtue, sincerity.

Mrs. C. S. Miller.

GOODLAND, KANSAS, June 14, 1889.

To Woman's Department:

Tip Top Lodge, No. 396, B. of L. F., gave their first grand ball on May 2, 1889, which was a grand success in every respect, being the largest ball ever given in Goodland. The *Grand March*, consisting of 100 couples, was led by Master Mechanic McDugal and wife. The music was grand, by Prof. Brigley's *Denver orchestra*.

The committee on arrangements John Lamb (Oh, so gentle), J. H. Shaw, in his best; H. F. Keith, all smiles of course; C. C. Wiley and C. V. Mixer. The committee on invitation were C. C. Sutherland, D. A. Harding and C. C. Hamlin. Mr. Sutherland was kept busy selling button-hole bouquets, especially to the ladies. Mr. Hamlin *mashed* all the girls and was solid Muldoon all the evening, and has the fireman's swing to perfection. The reception committee were Mr. and Mrs. Dixon, Mr. and Mrs. Sims, Mr. and Mrs. Latchford, Mr. Mrs. Wiley, and Mr. and Mrs. Fuller; All took a prominent part. The floor Committee were our Foreman, Mr. Geo. Kirk, and every member returns his sincere thanks to him for the interest he took in hall decoration. He is a Brotherhood man from the word *go*, and a friend to the B. of L. F. Our Train Master, W. H. Stillwell, Oh, how gracefully he did dance the *glide*! John Boyle was master of ceremonies.

Sorry to say that Engineer Scott and his fireman, O'Brien could not attend, as they were *snow* bound in Phillipsburg.

The hall was elaborately decorated with two headlights and twenty-five red, white and green lanterns suspended from the ceiling amidst festoons of evergreen boughs. Mirrors and flags decorated the sides. Most conspicuous among the decorations was an engine painted on canvas and bearing the motto of our Order, "Benevolence, Sobriety and Industry." The engine being painted on the tank C. K. & N. by engineer Lou Patrick. Also Pamer Lake was represented.

A fine supper was given at the R. R. hotel, by John Greer, which was highly appreciated by all.

Will close by saying that the boys of No. 396 feel justly proud over their first attempt at an annual ball.

Miss May O'Brien.

HINTON, WEST VIRGINIA, July 19, 1889.

To Woman's Department:

Having seen many interesting articles in your interesting journal in reference to different Lodges, I thought perhaps a word from Hinton Lodge, No. 236, would be of some interest to its many readers.

This Lodge is in a very prosperous condition and bids fair to be "one of the first" ere long. The members are all honest, upright young men and are sure to come to the front. The fireman's life is a very trying one and they deserve the sympathy of all. They look danger in the face on every side. Truly they are a band of noble-hearted men. Wishing the Brotherhood all the success imaginable, I am,

Most respectfully,

The Firemen's Friend.



Correspondence must in all cases be brief and to the point.

Subscriptions must begin with the January, April, July or October number and expire with the year.

Changes of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazine will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

SEPTEMBER, 1889.

THE railroad men, who make Pittsburg their homes, have contributed \$1,995.90 to the Johnstown sufferers.

DURING the coming season, the Denver & Rio Grande Western Railroad, will expend \$3,000,000 in building seventy-five miles of new road.

THE Louisville & Nashville road will expend, during the present season \$500,000 in the improvements of its road bed.

THE scab C., B. & Q. road, on the 1st of July last, made another effort to reduce expenses. The bankrupt concern has found even scabs too expensive.

A LANDSCAPE gardener has been employed by the Chattanooga & St. Louis Railroad Company, who will beautify all the grounds around and near the stations on the line of the road.

It is stated that the earnings of the Wabash road for five months, ending June 1, were only \$11,000 short of those for the same time in 1887, which were the largest ever made by the road.

THE carpenters of Kansas City, not long since, struck for nine hours for a day's work, and all except about 150 gained their point. They agreed to work nine hours for nine hours' pay. For instance, if wages were \$2.00 for ten hours, they will receive \$1.80 for nine hours.

THE Atchison, Topeka & Santa Fe road issued \$10,000,000 second mortgage bonds, and at last accounts \$7,000,000 of the amount had been sold.

THE Richmond & Danville railroad now extends from Washington, D. C., to Greenville, Miss., a distance of something more than 1,100 miles.

THE *Bee Line Gazette* contemplates changing its name, and hereafter it may possibly be known as the *Big Four Gazette*. Why not the *Big Four Bee-Gazette*? By all means keep the "busy bee" in the name.

THE *Railroad Gazette*, of recent date, refers to the car-coupler question as follows:

A Superintendent says the employés who are the most interested do not ask for any improved car-couplers. This seems to be about correct. The brakemen who are killed should be the ones the most interested. No one ever heard of a dead brakeman asking for an improved coupler. The logic of this Superintendent is very convincing.

T. V. POWDERLY, Grand Master Workman K. of L., has issued an address relating to conditions, present and past, in Pennsylvania, in which he pays his respects to the Reading Railroad and Austin Corbin. Elsewhere we reproduce Mr. Powderly's address. It ought to have a wide reading, and it ought to bear good fruit in Pennsylvania and elsewhere throughout the country.

HERE is something new under the sun. When, in the Fitchburg repair shops, an engine is ready to leave the shop, instead of firing it up, the boiler is charged with air at about eighty pounds pressure from an old locomotive air-pump mounted in a convenient place against the wall, having a hose connection to the boiler. With the above pressure the engine can be run out of the shop and around to its stall in the round house.

It is stated that there were seventy-nine railroad accidents during the month of June. Thirty-three collisions, forty-two derailments and four others, in which thirty-five persons were killed and one hundred and two injured. There were fifteen rear collisions, eleven butting and three crossing. Of the derailments, four were on account of broken bridge or trestle, four on account of misplaced switch, six from cattle on track and twenty unexplained. But one was from malicious obstruction. If the June record is maintained throughout the year, there will be 420 killed and 1,224 injured, a total of killed and injured of 1,644.

TRIBUTE TO AN OFFICIAL.

We have received the *Meadville, Pa., Tribune*, of July 1st, containing an account of a most delightful incident in the business career of Mr. C. A. Brunn, who for a number of years had been Superintendent of the Eastern Division of the New York, Pennsylvania & Ohio Railroad, with headquarters at Meadville. Mr. Brunn, having been called to the more important duty of managing the Buffalo Division of the N. Y., L. E. & W., his numerous friends made this the occasion for presenting him with an elegant gold watch and chain, with a monogram charm attached, suitably inscribed, as a testimonial of their friendship and esteem. Nor was this all. Mr. Brunn was banqueted in right royal style at the Commercial Hotel in Meadville, where, for a few hours, he was the guest of his friends, who came in large numbers to bear testimony in person or friendship and hearty good wishes for the health, happiness and prosperity of a man, who in every relation of life, had shown himself worthy of the respect and confidence of his fellow men. It goes without the saying that the occasion was one of unalloyed pleasure. A number of felicitous speeches were made at the banquet board, and finally Mr. Brunn addressed the sympathetic company as follows:

"GENTLEMEN—I can hardly find words to express thanks for this generous reception, entirely unexpected on my part. I came among you some three years ago a total stranger. Before coming here I had not been west of Jamestown, but when I arrived here I was most cordially received by you all. We have had some trouble on the line but have overcome it, and I think that to-day the work speaks for itself which we have struggled so hard to accomplish. My support has ever been earnest, to which fact I attribute largely the success which has greeted our united efforts. I regret to leave your beautiful city and the pleasant associations I have formed here, but I am given no option other than to obey. In my heart I thank you for this kind reception, and hope to meet you all again."

The incident shows how easily it is for railroad officials to win the lasting friendship of employes, who are quick to appreciate generous treatment, and quite as ready to comprehend conduct on the part of officials, fruitful only of contempt.

* *

It is rumored that the Inter-state Commerce Commission will incorporate into the general rules governing the movement of trains a clause requiring a brakeman for each coach on every passenger train. It is said that "the present system of air-brakes is regarded a sufficient precaution, together with the complement of one or two brakemen on each train, when there is no danger; but the idea is to guard against emergencies, and to have the trains manned so as to be equal to all occasions. The recommenda-

tions of the labor unions require that these brakemen, placed on each coach, be required to stand at the brake, like a street-car driver is required to be at his brake, and on duty, so that in the event of an emergency the brakes may be applied immediately, and the movement of the train checked in the quickest time possible. A great many destructive accidents occur by the refusal of the air-brakes to operate. This extra force of brakemen would overcome the possibility of an accident in this direction. It is argued that the engineer is sufficiently cautious, and invariably discovers an impending accident, but that, though he gives warning with the whistle and applies the air-brakes, he is not given the proper assistance on the train, and the accident is therefore inevitable, whereby, with the precautions recommended, many accidents would be avoided." If the contemplated rule should be introduced, it will create a demand for brakemen, and give the Brakemen's Brotherhood a boom.

* *

THE *Philadelphia Record* recently published the following item:

Officials in the Superintendent's office of the Philadelphia & Reading railroad laughed yesterday at the report that members of labor organizations will be encouraged to join the company secretly in order to conduct a fight against President Corbin. "An employe cannot belong to a labor organization long without our becoming aware of it," said the official. "That thing has been tried before, but never with success. We do not credit the stories that we hear, nor do we apprehend any trouble with our employes."

Austin Corbin has money and he has the power which money confers, but he has neither enough money nor power to longenslave 35,000 workmen in this country, not even in Russified Pennsylvania. There is going to be a reaction, even in Pennsylvania. Corbin's ideas will not always prevail, and when the reaction comes it will sweep him away as when the floods rushed down the Conemaugh valley. The slave pen, the slave block and the slave lash are not going to be popular a great while in Pennsylvania. Even if Americans submit to degradation, the time will come when the Huns, Italians and Poles will revolt.

* *

We are advised by letter from Parsons, Kansas, that business is booming on the M., K. & T. Railroad. Under the superb management of Mr. Wm. O'Herin, there have recently been promotions of five firemen to road service as engineers, and six to switch engines, and all are doing good work. The relations of the firemen and engineers on the M., K. & T. with Mr. O'Herin are of the most amicable character, and as a consequence, business moves with the least possible amount of friction.

For the Magazine.

HUNTING DUCKS WITH DAVE.

Of all the joys of childhood
That in my memory dwell,
In deep and shady wildwood
Or fragrant, flowery dell,
Are some I fondly treasure,
But one I used to crave;
It was the thrilling pleasure
Of hunting ducks with Dave.

How well do I remember
Those happy autumn days,
As in the mild September
Or Indian summer's haze,
I plead beside my mother
Till finally she gave
Consent to go with brother—
Go hunting ducks with Dave.

And fondly now recalling
That simple, rustic joy,
When autumn leaves were falling
Around the barefoot boy,
I see the sunlight dancing
Upon each restless wave,
Just as I saw it glancing
When hunting ducks with Dave.

I see the pumpkins yellow
That specked adjacent fields,
The orchard with its mellow
And most delicious yields.
The finest Malden-blushes
That nature ever gave,
I ate down in the rushes,
When hunting ducks with Dave.

When not entirely hidden
In grasses tall and brown,
I, with these words, was bidden:
"See there! Get down, get down!"
Who would not, in submission,
Most willingly behave?
For I, with that condition,
Went hunting ducks with Dave.

With rapture all excited,
I scanned the evening sky,
Ecstatic and delighted
If I should chance to spy
Some Mallards in the distance,
And word I quickly gave,
So proud to give assistance
When hunting ducks with Dave.

And as they circled o'er us,
It thrilled me with delight
To hear their quacking chorus,
And see their green heads bright.
Keep still? 'Twas no use trying,
No, not myself to save;
I burst out wildly crying,
"Why don't you shoot them, Dave?"

But heeding not my calling,
He drew unerring aim,
And from the flock came falling
The choicest of the game,
And running out to get it,
A merry shout I gave;
I never can forget it,
My hunting ducks with Dave.

Where rushes tall were nodding
And bending o'er our boat,
I tore supplies of wadding
From the lining of my coat.
And thus, for ammunition,
My clothes I freely gave,
For I was all ambition
When hunting ducks with Dave.

So thus, while I am drinking
The sunshine of the past,
I feel a sense of shrinking
At every sighing blast;

Their mournful tones remind me,
While weeping o'er his grave,
Of pleasures that entwined me
When hunting ducks with Dave.

And though no weeping willow
May shade that silent clod,
He rests upon a pillow,
The bosom of his God;
And when in joy I meet him,
Where living waters lave,
I'll think when I shall greet him
Of hunting ducks with Dave.

—Geo. W. Hall.

STANBERRY, MO.

* *

J. S. CAPERS, chief dispatcher of the Louisville & Nashville railroad has invented an automatic electrical signal, which has been tested on the Pontchartrain road. The New Orleans *Times-Democrat* referring to the invention says: "This signal, which is said to be much quicker in its action than the present air whistle, consists of a bell and battery placed in the cab of the locomotive, with wires strung underneath the coaches, at each end of which connection is made by an automatic coupler. A circuit closer is placed in one end of each coach, to which a small bell-cord, extending from the circuit-closer to the other end of the coach, is fastened. When the conductor desires to convey a signal to the engineer, he merely touches the cord, which has the effect of closing the circuit, when the electric current, being instantly carried to the engine, sounds the bell. In equipping freight engines with this contrivance, for which it is principally intended, a bell is placed in both the engine and the caboose. Should the train part while in motion, the circuit is closed at each coupler where parted, which has the effect of sounding both bells simultaneously. The engineer and conductor are by these means promptly notified of the mishap, thereby saving delays and averting a probable smash-up." Such inventions are of great interest to train men, as they tend directly to the reduction of avoidable accidents to the minimum.

* *

MR. BENJAMIN NORTON, in August *Scribner*, makes the following statement of averages representing fairly what it costs to run a locomotive under ordinary conditions:

AVERAGES.

Number of miles run to pint of oil	15.32
Number of miles run to ton of coal	46.17
Number of pounds of coal per mile run	48.62
Number of pints of oil per mile run	0.06

COST IN CENTS PER MILE RUN.

For oil, tallow and waste	0.32
For fuel	7.42
For engineers	3.60
For firemen	1.79
For wipers and watchmen	1.25
For water supply	0.49
For supplies (miscellaneous)	0.10
For repairs	2.40

Total 17.37

AUSTIN CORBIN.

The President of the Reading Railroad may not know it, but it is a fact nevertheless, that he is to day recognized as a monster. It is said that

"Vice is a monster of so frightful mien,
As, to be hated, needs but to be seen."

It is not necessary to see Austin Corbin to entertain for him a healthy, vigorous loathing and contempt. This man Corbin has established already a national reputation for financial corruption and crookedness. His high ambition is to appropriate the property belonging to others; still he is not called a thief, nor a burglar, nor a foot-pad, but a "capitalist," a "banker," a "financier." Sometimes he is called a "pirate;" sometimes a "shark;" sometimes a "devil fish." He has traits of character which make such titles appropriate. No one calls him an honest man, that we know of; nobody regards him as a good man. He is, so far as we are advised, universally esteemed as a bad man; a mean man; a creature whose instincts are all vile, and it is because he is destitute of heart and soul that he is now making war upon labor organizations. The *Scranton* (Pa.) *Truth*, referring to Austin Corbin's boycott of labor organizations, says:

Austin Corbin's ukase, declaring that no member of a labor organization will be employed at his Reading works, is unworthy of a free country. There is no aristocracy in these United States, and there should not be any sort of tyranny, proscription or autocracy. So long as man's actions are not criminal he should not be restricted or discriminated against because of religion, politics or personal associations, and no check should be placed upon his lawful freedom. It may be argued for Mr. Corbin that he can employ whomsoever he pleases. Quite so, but he has no moral right to curtail the actions of freemen and make a petty little despot of himself in a land of liberty. The Constitution of the United States or the Constitution of Pennsylvania does not debar a man from belonging to labor societies, and Mr. Corbin should not consider himself greater than the organic law of the land. He has not been empowered to make a constitution of his own to abridge the rights of a considerable number of his fellow citizens, and we do not think his arbitrary action will be sustained by the courts. Labor organizations are recognized and chartered by the State. Their charter is just as good as that of the Reading Railroad, and so long as they are lawful Mr. Corbin cannot outlaw them. It is a great folly for men of Mr. Corbin's stamp to think that they can crush out labor organizations. Such organizations are bound to exist in some shape, and the more intelligent and high-minded their principles and direction the better it is for all concerned—employers as well as employed. If Austin Corbin had the power to crush the Knights of Labor to-day, he would find himself confronted with some other and probably less desirable form of labor organization to-morrow. It is a monstrous proposition to assume that men may not organize within lawful lines in this free land to improve their conditions in life or that some petty corporation president at the head of an organization, which owes its existence to the grace of the people, can use his power to crush out the manhood of American citizens. The controversy between capital and labor is not to be settled in that way

any more than it can be settled by the introduction of cheap labor into these busy fields. There is only one solution for that problem, and that is to be found in the exercise of fair play—a jewel, which, we are sorry to say, President Austin Corbin flung away when he declared that no member of a labor organization could find employment in the works of the Reading Company.

Austin Corbin begins to be understood in Pennsylvania, where he is Russianizing the anthracite coal regions—reducing working men to serfs, disrupting labor organizations and filling his mines with Huns, Dagoes and Poles. He surmises that he can accomplish the task of obliterating labor organization. His premises are all false and delusive, and this, in time, he will realize. Fire is to be opened upon him all along the line. It is to be one continuous bombardment. Labor organizations and publications in the interest of labor will ceaselessly attack him, and just when he thinks he has won a victory, he will be overwhelmed in defeat. The *Scranton Truth* presents him to its readers and exhibits his deformities; other Pennsylvania papers, of commanding ability, will gibbet him before the world. His degrading, anti-American policy will eventually be defeated. Men like Austin Corbin and John Livingstone will not be permitted to Russianize this country. The demand is to pour hot shot into Austin Corbin. He is rich. We care nothing for his money, but his malice and meanness deserve universal execration.

* *

THE American Federation of Labor Convention is to be held in Boston, and preparations on a large scale for the event have been made. The Boston Central Labor Union held a meeting in July, and F. K. Foster, of Typographical Union No. 13; A. W. Spurr, of the Brotherhood of Locomotive Firemen; John F. Sullivan, of the Horse Railroad Men's Organization; R. J. Stevens, of the Steam Fitters' Association; R. J. Anslow, of the Plasterers' Union; J. H. O'Neill, of the Pianoforte Makers' Union; H. C. Blaskovec, of the Cigar Makers' Union; W. P. Cherrington, of the Knights of Labor, and W. Davis, of the Steam Railroad Men's Protective Association, were appointed to make arrangements for the entertainment of the delegates to the federation. The *Magazine* heartily endorses the selection of A. W. Spurr as representative of the Brotherhood of Locomotive Firemen.

* *

THE Chicago, Burlington and Quincy Railroad Company has recently issued an order to all its conductors and engineers requiring them to use only the best non-magnetic watches. Geo. H. Daniels, of Creston, has been appointed watch inspector for the West Iowa division.

THE VICE GRAND MASTER'S COW.

In writing history there should be
A large per cent. of veracity—

And parenthetically, let me say,
The writer hereof is built that way.

So, without further ado, I make my bow,
And go to work on Hannahan's cow.

No, I think it the better plan
First to write of Hannahan.

And as I proceed, *nota bene*,
Will introduce Grand Master Sweeney.

For Sweeney, the cow, and Hannahan,
Constitute my historic clan.

And this poem I intend shall be
Their monument, epitaph, and eulogy.

Near an inter-ocean in Illinois
Is a city famed for bombs and boys

And this city is Chicago,
That stands on the banks of the Inter-o.

And near this city so famed for blood,
Nestles the village of Englewood.

And in this Englewood suburb
Lives V. Grand Hannahan, the superb.

Fortune smiled, the Lord knows how,
And our V. G. bought himself a cow.

Then you ought to have seen our V. G. laugh
When his old cow "came in" with a calf.

Then our V. G. M. was pleased and serene,
As he thought of butter, milk and cream;

Of buttered bread, fritters and slich—
Then he rubbed himself and said "I'm rich;

"I'll have cream for my coffee and milk for my
tea,"

And then he danced, hi diddle dee.

He'd talk of the stars by the hour, and say,
"Bye, don't you see my milky way?"

But our V. G.'s stable had no mow,
And there was no hay for our V. G.'s cow.

And thus it happened, slack, alas,
That our V. G.'s cow was hungry for grass,

Deprived of oats, of hay and corn,
She had no cud, and looked forlorn.

She got so weak as the days went by,
That to raise her tall to knock a fly

From off her back, her sides or rumps
Would exhaust her breath—give her the thumps.

'Twas enough to make a milkmaid shudder
To see her empty, flabby udder.

She could scarcely stand on her four feet
Because she had so little to eat.

She looked, for the world, between me and you,
As if she had scabbed on the C., B. & Q.,

Or had grown poor, and weak, and lean,
A victim of Corbin's insurance scheme.

Now, presto! there's a grand surprise
For that old cow's languishing eyes.

She sees on a line, just over there,
Grand Master Sweeney's underwear.

The old cow didn't know, nor did she care
Whether 'twas grass or camel's hair.

She knew she was hungry, had lost her cud,
So she took two horns and went for blud.

She'd eat the devil if he'd come out her way,
Just the same as Timothy Hay.

It was a tide in the old cow's affairs
That came upon her unawares.

And she took it like a cow who knew
She must pass in her checks if she didn't chew.

And being reduced to hide, hair and bones,
She had tried to feed on paving stones.

But looking around, she spied on a line
Something she thought would be good for kine—

Kine like Pharaoh saw in his dream,
Only just a little more haggard and lean.

She chewed all night, till the dawn of day,
On imported fodder from Canada.

She smuggled it down her capacious maw,
Caring nothing for the terrors of law.

She chewed and chewed, she chaws and chaws,
And down goes shirts and down goes drawers.

And finally, when the stock had disappeared,
Sweeney was wroth and Hannahan skeered.

But fortunately there was a compromise,
Entered into, about this wise:

Says Hannahan, "I've got it fine as silk;
We'll put up the cow and measure the milk."

"Ah," says Sweeney, "that will be nice;
You furnish the milk and I'll furnish the ice.

We'll then invest in a spanking team
And open a shop and sell ice cream."

Thus things appeared all hunkidory,
But, alas, it don't end this story.

The poor old cow was indiscreet,
And swallowed more underwear than she ought
to eat.

And in her stable, though she did her best,
Her camel hair fodder she couldn't digest.

So she lay down on the stable floor
And quietly left this mundane shore.

Then Hannahan said, "I'll sell her calf,
And buy a monument and epitaph.

"And I'll invite the bulls of the Board of Trade
To come down here with mattock and spade,

"To dig her grave, and Phil Armour's steers
Shall be chief mourners and shed the tears.

"In some dingly dell I'll dig her grave,
Where cow-slips bloom and milk-weeds wave,

"Where zephyrs sing and milkmaids stray
And bees make honey each sunny day.

"And Sweeney and me will make a vow
Now and then to 'wake' the old cow."

And this is history, as she should be writ,
True from the beginning to the end of it.

—Gibbon.

AUSTIN CORBIN DENOUNCED.

Early in July Austin Corbin, whose reputation is as spotted as a leopard's skin, and as sadly disfigured as if it had been washed in vitriol, issued the following notice:

OFFICE OF THE
PHILADELPHIA & READING RAILROAD CO.,
227 South Fourth Street,
PHILADELPHIA, July 6, 1889.

To the Former Employés of the Reading Iron Works:

The plant of the Reading Iron Works has been purchased in the interest of the Philadelphia & Reading Railroad Company. A new corporation will be organized to be known as the Reading Iron Company, and as soon as possible business will be commenced in all departments.

In employing men for the new company, preference will be given to the former employés of the old, but only on the following conditions:

1. No member of any labor organization (except such as are purely beneficial or benevolent) will be employed by the company; and every man engaging with the company must sign a written agreement that so long as he is in its employ he will not belong to such organization.

2. Sober, honest and industrious men only will be given employment. Any employé found under the influence of liquor, whether on or off duty, will be discharged.

3. The company will always give a patient hearing to any of its employés in relation to any matter affecting their interests, but it will under no circumstances recognize or treat with representatives or committees of any labor organization, or with any person not an employé of the company.

Persons willing to comply with these rules must call at the office of the company on or before July 23th and agree in writing, if employed, to accept the conditions named herein. Blanks will be furnished at the office.

AUSTIN CORBIN, President.

It will be observed that Corbin has resolved to boycott all labor organizations. He has resolved to Russinize Pennsylvania and the foregoing notice is conclusive upon that subject.

On the evening of the 18th of July, as reported by the *Herald*, a Reading, Pa., paper, there was a large meeting, in Reading, of the Trade and Labor Council, at which Corbin received special attention. The *Herald* says:

The recent order of President Corbin with reference to the employment of hands at the Reading Iron Works was also taken up and vigorously denounced. The sense of the Council on the subject found expression in the following preamble and resolutions, which were unanimously adopted:

WHEREAS, Austin Corbin, President of the Philadelphia and Reading Railroad Company, in his recent orders concerning the proposed resumption of work at the Reading Iron Works, has dealt another blow at organized labor, by stating that only workmen who do not belong to labor organizations will find employment, and in so doing he intends to totally ignore the hard-working, noble-hearted men who always worked faithfully to attend to the wants of those depending upon them and looking to them for support, and who, for causes well known to all of us, joined various labor organizations and movements to protect themselves and improve their condition; and

WHEREAS, The said Austin Corbin, by his orders, raises the fearful lash of slaveryism once more before our eyes, ready to destroy our fondest hopes, ready to see us at his feet and crouch

before him in an attitude unbecoming free born Americans; and

WHEREAS, In looking over the past history of the Reading railroad company we can plainly see that all the trouble which was raging, and bloodshed, some twelve or fourteen years ago among the miners throughout the valley, was originated and caused by the Reading railroad officials themselves; and

WHEREAS, If the mills or the Reading Iron Works resume operations with a supply of unskilled and non-union workers, it means also low wages and starvation, and similar action on the part of others who are opposed to the man who endeavors to protect himself and dares them to harm his family and little ones; and

WHEREAS, All shame has fled from Austin Corbin and all feeling for his fellowmen has departed from him, we, as honest and upright workmen, no matter of what organization, will turn our looks from him and blush for him if he cannot; and

WHEREAS, Vice-President McLeod, in a reply letter to Grand Master F. P. Sargent, of the Brotherhood of Locomotive Firemen, of Terre Haute, Ind., stated "That in view of the action taken by labor organizations during the last few years, he considered the Firemen's Brotherhood an organization which would in an emergency undertake to enforce its views upon a corporation by compelling its members as a body, regardless of their individual interest and wishes, to abandon their duties without notice and leave their employers and the public's business to its fate," etc. We would state that it is a base fabrication and deserving of no notice whatever, and would only remind him that one of many instances—the great railroad strike in this city in the '70s—proved conclusively who protected their workshops at night from destruction by the mob. In view of all this, be it earnestly

Resolved, That the Trade and Labor Council in meeting assembled to the man, severely condemn the action of Austin Corbin in endeavoring to break up the labor organizations.

Resolved, That we pledge our honor as men, not to submit to those detestable conditions as set forth in his recent circulars.

Resolved, That the time is fast approaching when labor must be victorious and that we will always be true to our obligations, and rather than earn a few pressed-out shekels by committing perjury, we will seek employment elsewhere.

Resolved, That we ask every organized workman to stand up for his labor organization, show himself to be a man in reality, as he was supposed to be before this occurrence.

Resolved, That Vice-President McLeod, of the P. & R. railroad, shall also be severely censured for his reply to Grand Master Sargent, a reply which cannot bear an argument.

Resolved, That each delegate represented in this Council bring this matter before his union to take separate action thereon, as it concerns every workman throughout this part of the state.

Resolved, That the various K. of L. Assemblies be asked to adopt similar resolutions, if they have not already done so.

Resolved, That we consider it a breaking of their charter to control the mining of coal and the manufacture of iron; and further

Resolved, That all publications are hereby requested to copy these preambles and resolutions, verbatim, thus helping us in our just cause.

It affords us undisguised satisfaction to publish the foregoing preambles and resolutions. They come from Reading, Pa., and demonstrate that the workmen of Pennsylvania are not all slaves; that they will not wear Corbin's yoke or collar; that they will not crawl at his bidding; that they will not lick his boots, nor tamely submit to his whip. All hail, ye living men of Reading.

You are not dead. You have not surrendered your manhood, and there is redeeming power in your utterances. The *Firemen's Magazine* congratulates the Trade and Labor Council of Reading. The time has come for working men to speak the same words of loathing of such monsters as Austin Corbin, and of defiance of his Russianizing policy.

FRATERNAL.

The growth of the fraternal spirit in the ranks of workmen, is one of the cheerful and satisfactory signs of the times. It overleaps national boundaries, and in its conquering emprise, oceans do not check its onward course. In this connection, it affords us unusual satisfaction to introduce the following fraternal communication from Leeds, England:

ASSOCIATED SOCIETY OF LOCOMOTIVE ENGINEERS AND FIREMEN.

HEAD OFFICE: 44 PARK SQUARE,
LEEDS, ENGLAND, July 11, 1889.

GENTLEMEN:—Having read and heard much of your noble Order, and the grand work in which you are engaged, and how by your untiring efforts the condition of the members of your association has been considerably enhanced, it was unanimously decided at a recent meeting of our Executive Council that the Grand Officers of the Brotherhood of Locomotive Firemen be asked to allow themselves to be enrolled as members of our Order, which has for its object the moral, social and intellectual advancement of the engineers and firemen of the United Kingdom, and should this humble token of the esteem in which you are held by us meet with your approval, we shall have great pleasure in forwarding to each of the Grand Officers of your Order, an emblem of our Society; and as the names with which we are more intimately acquainted are those of Messrs. Sargent and Debs, will you kindly supply us with the names and initials of officers of the whole of your staff, and oblige,

Yours respectfully,
THOMAS G. SAUTER, General Secretary,
THOMAS BALL, Assistant Secretary.

It is scarcely necessary to say that the Grand Officers of the Brotherhood of Locomotive Firemen have accepted the compliment so gracefully offered by the ASSOCIATED SOCIETY OF LOCOMOTIVE ENGINEERS AND FIREMEN of England, which speaks so eloquently of the brotherly spirit abroad in the world. This *Magazine* sends fraternal greetings to the officers and members of the Society of Locomotive Engineers and Firemen of England, assuring them that the Grand Officers of the Brotherhood of Locomotive Firemen appreciate the honor which membership in their Society confers, and accept it as a token of friendship and fellowship of inestimable value. We assure our brethren beyond the Atlantic that the Brotherhood of Locomotive Firemen is animated by a noble purpose to improve the condition of its members and the railway service of the country, and that it is confronted by no obstacles calculated to dampen the ardor of its members in their onward and upward march.

JAMES G. BLAINE, JR., IN THE CAB.

The New York *World* publishes the following special from Bangor, Maine, of July 23:

It was only a few months ago that James G. Blaine, Jr., won considerable notoriety by entering the Maine Central railroad's machine shops at Waterville to go under the immediate instruction of the most skilled mechanics in the employ of that great corporation. He has evidently mastered the business in its every detail, for yesterday the young man made an entirely new departure in railroading by entering the cab of a locomotive and commencing to "fire." He has been given a position on the fast express train between Bangor and Bar Harbor and arrived here on his first trip at 1:20 P. M., leaving again for the famous Maine summer resort, where his father is luxuriously resting, at 3:30. He is running with Engineer Thomas Maney, one of the youngest Maine Central drivers. There is another fireman in the cab, for it is a difficult job.

The mercury yesterday was away up among the nineties when young Blaine made his appearance on the engine. He was dressed in the ordinary coarse blue drilled overalls and jumper of a railroad fireman. His face had been changed by black coal dust and perspiration until his countenance was hardly recognizable. His hands were black and blistered, but he was sticking manfully to his task, and everyone around the depot was crowding to the forward end of the train to get a glimpse of him. If his promotion as rapid here as at the machine shops, he will doubtless next be heard from as the controlling spirit of the throttle of some Maine Central locomotive.

It has been said that the best sea captains come up from the fore-castle. It is possible that James G. Blaine, Jr., proposes to make himself master of every department of railroading. If this is the case, he is now pursuing a wise course, and when he becomes General Superintendent, or President, he will be in a position to have a fellow feeling for men who make things go on the track. We wish him a brilliant and prosperous career.

* *

THE *Railway Age* tells of a new locomotive which is claimed will revolutionize railroading. This new machine is to have two boilers, one above the other, and engine and tender are to be encased in a shell of thin iron, tapering off to a point in front, the whole machine being seventy-five feet long and weighing in working order ninety-one and a half tons. Thus it would be heavier than the heaviest European locomotive yet turned out. It is to have two pairs of cylinders fifteen and three-fourths by nineteen and a half inches and four coupled driving wheels nine feet nine and a half inches in diameter, or more than twice the size of our large passenger engine drivers. Great power and great speed are both claimed for this novel combination of parts and proportions, the ordinary gait being modestly placed at seventy-five miles an hour, but this being capable of increase to ninety-two miles per hour. This engine has been patented in France by a Hungarian engineer named M. Ala Besthy.

THE READING ORGANIZATIONS.

Austin Corbin, Esq., President of the Reading "Devil-fish" is reaping what he has sown. His arbitrary and high handed methods of suppressing labor organizations are bringing him into well merited disrepute. All honorable men hold him in sovereign contempt, and all newspapers not hostile to the interests of labor, are putting him on the rack. One of the most scathing arraignments we have yet seen appeared in the *American Machinist* of August 1st; a paper so widely and favorably known as to give special weight to its utterances. We commend the article to the thoughtful consideration of our readers:

Of course no one doubts that the president of the Reading Railroad system, Mr. Austin Corbin, believes in organization among men who, having the same objects in view, are able by means of their organizations to attain that object more easily, or in a more perfect manner than would be possible without organization.

The prominent part which Mr. Corbin has taken, and is taking, in various organizations, is proof that he thoroughly believes in them as a means of making money, which seems to be the sole aim of Mr. Corbin's life.

What more natural, or more to be expected, than that the workmen employed by the various organizations to which Mr. Corbin belongs should, seeing his remarkable success with them, desire to try the plan for themselves? They conclude to do so, but have no sooner got fairly started than it is made apparent that Mr. Corbin does not believe in all organizations, and is strenuously opposed to allowing indiscriminate organization among men by whomsoever may happen to think that their particular interests may be conserved thereby; evidently believing that this matter of organization is a thing which can be carried too far—at least in certain directions—that there is need of some restraint—some control over the business of forming organizations, and, moreover, that he, Mr. Austin Corbin, is the very man to decide what particular organizations are improper, and to suppress them. He accordingly informs the American citizens, or, in other words, the "uncrowned kings" who labor in the employ of his organizations, selected the Reading Railroad, the Reading Coal & Iron Co., the Reading Iron Works, etc., that henceforth he himself, Mr. Austin Corbin, will attend to all the organizing, and that it is their particular business to attend strictly to their work, and accept without a murmur the compensation accorded upon by Mr. Corbin and his fellow organizers as being the proper amount, and that employment can only be secured or retained upon condition of renouncing membership in all organizations not approved of by him.

Of course, no one who has paid the least attention to the course pursued by the organizations which Mr. Corbin has endorsed, and which are managed by him, will for one moment entertain the idea that his opposition to a given organization may be founded upon apprehension that it may become a law-breaker; may engage in dishonest or dishonorable practices; may, by the use of money, corrupt legislature, and secure the passage of laws detrimental to the interests of society; may corrupt the courts, and thereby practically annul laws duly enacted by the representatives of the people in their interest, or may be so managed as to enable its officers to defraud and rob the ordinary lay members. Instances are plentiful which go to prove that such things meet with the entire approval of Mr. Corbin, when they are managed by organizations which he controls, and result in turning money into his pockets.

The report of a Committee of Congress, which we have before alluded to, and the testimony contained therein, though we have no idea that it exposes all the rascality which Mr. Corbin has perpetrated by means of his organizations, exposes so much of it that one would think that, if he were not entirely lost to the sense of shame, and absolutely reckless of the opinions of his fellow men, as well as of the security and peace of society, he would subside and endeavor to attract as little attention as possible. But the trouble with Mr. Corbin, and men of his class, seems to be that they think they can afford to despise, and ride rough-shod over society and its laws, if only they make sufficient money by so doing; imagining, apparently, that if worse comes to worst, an society should determine to rid itself of their tribe at any cost, the Government will step in and protect them from harm, forgetting that the Government derives its power and authority from the people, and that, when a sufficient number of them untiedly determine to do a thing they will do it, their right to do so being clearly recognized and declared in the preamble to the Declaration of Independence, which was and is the real foundation of our Government.

We do not wish to appear in the role of alarmists, but we sincerely believe that a way must be found to suppress the tribe of Corbin. We hope and believe that a peaceable and lawful method of doing so will be discovered; but in the meantime they are a greater danger to society than all the common thieves and thugs in the country, and if there is but one good reason in the world why men should organize with the object of securing what they desire, it is to be found in the fact that Austin Corbin is opposed to it.

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THE *Brakemen's Journal* for August has the following with reference to Wheaton's secret circular:

The most detestable and cowardly manner of assault against the character or reputation of another is the secret circular, which is calculated to instill a poison or inflict a wound, with no danger to the author and no chance for escape for the victim. The secret circular does not always remain secret, however, and frequently acts as a boomerang, as has been the case with C. O. Wheaton, John Livingstone, and others. The first named "edits" a secret circular when he is afraid to declare himself in the organ of the order he controls, and then bewails the fact that members of the Order "give the whole snap away," and he threatens dire vengeance when he discovers who exposed him. The secret circular, when used as a cloak, is never productive of good results, and when exposed, as sometimes happens, brings the author into disrepute and well-merited contempt.

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IN Missouri, the Railroad Commission, listened to a charge made by one McGrew, a coal miner of Lexington, that the Missouri Pacific charged an unlawful and exorbitant rate for hauling coal to Kansas City, held the complaint to be good, and ordered that 55 cents should be the maximum rate for any haul up to and including fifty-five miles. The commission also ruled that it was unlawful for a railroad company to engage in mining for commercial purposes, such action being forbidden by the Constitution of Missouri. That's the kind of a commission the State of Pennsylvania needs, to check the Russianizing schemes of Corbin and his pals.

MASTER MECHANICS' ASSOCIATION.

The Association of American Railway Master Mechanics has been, we infer, in existence for twenty-two years. Necessarily the work and investigations relate chiefly to the locomotive engine, and these investigations are of a character which invite the attention of every locomotive fireman in the country, and this will be seen by reading the following official circular, which defines the work of the various committees named for the current year:

AMERICAN RAILWAY MASTER MECHANICS' ASSOCIATION.

R. H. BRIGGS, President. ANGUS SINCLAIR, Secretary.

OFFICE OF THE SECRETARY,
140 NASSAU ST.,
NEW YORK, July 20th, 1889. }

Below is a list of the Committees appointed by President Briggs to carry on the work of investigation and other business during the year. The name first mentioned is chairman of each committee. One Associate Member has been placed upon each committee, and it is expected that these will use their efforts to obtain scientific data and to furnish information that may be obtained outside of railroad sources. The chairmen of the various committees are urged to organize the work to be done by the different members and begin the investigations assigned to them as early as possible, that valuable reports may be prepared in good season for the next convention. The work of the XXII Convention was greatly facilitated by most of the reports being delivered early.

For the Executive Committee,
Angus Sinclair, Sec.

COMMITTEES.

1. "Exhaust pipes, nozzles and steam passages; best form and size in proportion to cylinders." Committee—T. F. Thomas, A. W. Gibbs, Ross Kells, John A. Hill.
2. "Compound locomotives; their efficiency as compared with simple engines." Committee—J. Davis Barnett, John Player, H. D. Garrett, F. W. Dean.
3. "Testing laboratories, chemical and mechanical." Committee—Philip Wallis, George Gibbs, G. W. West, D. L. Barnes.
4. "Efficiency of the link, as compared with other valve motions." Committee—James M. Boon, David Clark, H. Tandy, John A. Coleman.
5. "Advantages and disadvantages of placing the fire-box above the frames." Committee—Fred B. Griffith, James Macbeth, W. A. Foster, L. F. Lyne.
6. "Relative value of steel and iron axles." Committee—John McKenzie, J. S. Graham, John S. Cook, Thomas Shaw.
7. "Brick arches in locomotive fire-boxes." Committee—T. W. Gentry, Allen Cooke, L. C. Noble, W. A. Smith.
8. "The best means, and the economy of preserving locomotive tanks from corrosion." Committee—W. J. Robertson, Albert Griggs, O. Stewart, Jerome Wheelock.
9. "Purification or softening of feed water." Committee—W. T. Small, Harvey Middleton, A. Quackenbush, John W. Hill.
10. "The best form and size of axles for heavy tenders." Committee—W. Swanson, W. Garstang, James Maglenn, L. R. Pomroy.
11. "The present status of the 'automatic car coupler question,' and whether this Association can endorse the action of the M. C. B. Association in recommending the vertical plane type as a standard, from a mechanical standpoint." Committee—John Hickey, G. W. Rhodes, Sanford Keeler, M. N. Forney.

It is to be hoped, when the various com-

mittees make their report, that there will be an earnest desire on the part of members of the B. of L. F. to obtain them for educational purposes.

J. E. PHELAN.

Mr. J. E. Phelan, Master Mechanic of the Northern Pacific at Mandan, Dak., who is an occasional correspondent of the *National Car and Locomotive Builder*, has been writing a series of articles for the *Locomotive Engineer* on "Air Brake Practice," and they are about to be published in book form. Mr. Phelan was for several years travelling engineer of the Northern Pacific, when part of his work was to instruct trainmen on the brake. He mastered the subject thoroughly, and anything about air-brakes which he has not told is scarcely worth knowing. Besides being an expert on brakes, Mr. Phelan is a polished, graceful writer, and has the capability of explaining mechanical appliances in a clear fashion that is intelligible to minds not trained in the reading of mechanical description.

National Car and Locomotive Builder.

Honors were never more worthily bestowed. Mr. Phelan, is all the *National Car and Locomotive Builder* says he is, and more too. Besides being an accomplished Master Mechanic, authority on the air brake and a writer who makes his words the signs of his ideas, Mr. Phelan is noble and generous by nature, a fact, that many an unfortunate fireman and engineer, has cause to know, and remember. When his book is out, the *Magazine* will do what it can to make its sale, in some measure, commensurate with its merits.

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The Age of Steel in a recent issue, says:

"It is patent that a general movement to reduce wages is starting, and it is difficult to tell where it will stop, in the iron and steel industries."

It is just as difficult to tell where it will stop in other industries unless the workmen are aroused to a sense of their insecurity and continue the work of organization. This is not the time to quibble as to which organization you shall join but to decide whether you will join any. Workmen organize and prepare to defend yourselves against organized capital.—*Chicago Knights of Labor.*

Organization is the watch word, and there is no mistake about it, and workmen ought not to forget it, nor is organization enough. There must be federation—the brotherhood of man. This done, the world will comprehend the "Fatherhood of God" and not till then.

* *

The Railway Conductor for August comes to us looking as fresh as a daisy, with a new cover. The title page is neatly engraved, and for a central embellishment has the picture of a lantern, the conductor's companion when night's curtains are down. Editor Belknap has many kind words to say of contemporaries, and displays a desire to be at peace with the world and the "rest of mankind"—than which nothing is more commendable.

THE ANNUAL PRESENT FRAUD.

The *Locomotive Engineer*, in a recent issue, under the caption of "The Annual Present Fraud," prints the following well timed and pungent remarks:

Last month we offered a little advice to, and mildly remonstrated with the rank and file of railroad men for imposing upon people, and now we want to belabor them again for being imposed upon.

How many of you pay out from \$1 to \$10 per year for presents to some one—generally far better able to buy presents than you are? A good many, we will warrant. How many gold watches, silver sets, etc., have your superintendents, master mechanics and other officers got at your hands? How many have you got at theirs?

When an official leaves the service who has been a particularly fair and just man in his dealings with the men under his orders, we have no objection to seeing him receive some substantial reminder of the esteem the men have for his management; but the idea of making Christmas, or any other presents to officers in the service, should be frowned down by the men and killed entirely by the officials themselves.

There are not only too many men willing to start such lists, but there are altogether too many foremen and master mechanics about our shops that encourage and aid in such work. The next time there is a list stuck under your nose, asking you to contribute to the purchase of a watch or a diamond stud for some official who gets about four times as much pay as you do, just say to the lister that you don't believe in "standing in" in that way, and won't give a cent; when a list is passed for some unfortunate co-employee or his family, don't plead poverty, but invest your present money in charity—it will return to you after many days—the present never will. This present business goes to extremes sometimes; we recently dropped into a roundhouse with an engineer just getting in off a night run, and the night foreman flashed a list on him—it was to purchase a suit of clothes for a certain minister in the village and was headed by the master mechanic for \$5 and the foreman for \$1—this was bait for the men.

Our engineer read the foreman a lecture, said that the M. M. was the only employee of the company who belonged to that particular church, and told him to tell the M. M. in the morning, that if the list was passed among the men he should go to the general manager about it. This engineer had considerable moral courage, and told us afterward that he intended to break up that present business; the pay card seldom passing without a case coming up—he called it "the invisible blackmail."

Subscription lists for charity are noble monuments of man's humanity. Subscription lists for presents for officials in office are humiliating evidences of man's degradation and weakness.

Put your shoulder behind the one, and your foot upon the other.

There is profound philosophy in the foregoing phillippic, and those who have been passing around the "lists," and those who have been paying and those who have been accepting, should call a halt—should "down-brakes." As a general proposition, there is no heart in the business, for it is as the *Locomotive Engineer* puts it, a "humiliating evidence of man's degradation and weakness." The men who subscribe and pay, have a lurking belief that the man who accepts the present will favor him in some way to the exclusion of the man who had the courage to refuse. Let the whole business be remanded to the limbo of things discreditable.

GEO. W. HALL.

It affords us real pleasure to place at the head of this paragraph the name of a young man, who has from time to time, contributed meritorious poems to the columns of the *Magazine*. Mr. Hall, like the great majority of poets, is poor in this world's goods and chattels, but is full of noble ambitions, and proposes from this time forward to bend all his energies to secure a thorough education. To accomplish this, Banner Lodge, No. 56, B. of L. F. suggests that Mr. Hall write two or three appropriate poems, have them printed, and offer them to the members of the B. of L. F. and the B. of R. B. The suggestion is practical, and we do not doubt will meet with a hearty response. Should the movement result favorably, as we hope it will, the classical education which Mr. Hall will secure, will indefinitely aid him in his literary work, and the Brotherhoods which take an interest in him may expect to be amply rewarded by his contributions to their organs. By all means let the poems be written.

* *

The *Philadelphia Record* in a recent issue says:

The Leaders of the Knights of Labor have just decided two important questions which will have an important bearing upon the future of the Order. They have declared a war on the Reading Railroad Company which will probably be the bitterest of the many struggles between that corporation and labor organizations, and they have decided to abandon Philadelphia as a fixed headquarters for the Executive Board. In future the Board will assemble at different times in different cities. Both of these moves are confidently expected to impart a new strength to the Knights where dissolving influences have been at work.

Nothing could be more natural than that the Knights of Labor should attack the Reading Railroad Company, and it will have the aid and sympathy of every labor organization in the land. We do not regard it possible that Austin Corbin, and his miserable gang of cut-throats, can for any considerable length of time Russianize any portion of Pennsylvania. The infamies practiced by the Reading Company, must, in the nature of things be short lived.

* *

The *Switchmen's Journal* for August in closing an excellent article on "Federation an Accomplished Fact," says:

"Thus it will be seen that federation has been accomplished. All our backs must be turned to the past, with its mistakes, irritations and unpleasantnesses, and our faces to the future, with its hopes and expectations. We are all brothers now, each individual intrusted with a part to perform in the great events that make up our history."

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Pittsburg Chronicle:—Without consulting the market reports, one would naturally expect "refined" sugar to be "quiet and steady."

THE BROTHERHOOD.

SEPTEMBER, 1889.

The Labor Problem.

MR. EDITOR:—For the last few months my time has been less employed in "actual service" and it is natural for us who are always at work, to look for "something to read" when we are "in for repairs," "taking leave of absence" or "suffering a suspension."

With us, the labor problem is the one great thought and something to read must necessarily contain ideas on that subject.

I have read of late the *Locomotive Engineer*, the *Firemen's Magazine*, the *Engineers' Journal* and various articles, by writers who think their solution of the labor problem is correct.

Nearly all the arguments are in favor of Federation. Why have we been so slow in federating is the great question in my mind. How long are we going to try the old conservative way of settling the question of *fair pay for good work*? Are we going to allow capital to grind us in the dust then wait for the good Samaritan to come to heal our wounds?

What earthly good is it accomplishing for investigating committees like the one on the Reading road? They make their report against the company. What then? No action is taken by the authorities or no new laws to correct the evils. Capital has full sway. Where are our rights? torn and trampled on: but we must endure all these in a free land like ours.

Capital knows no good Samaritan way of treating employes. If we don't know the price to put on our labor, who in the name of heaven does? How well we know the cost of living in our different localities. Who is there among us that when the age of decrepitude arrives don't anticipate a fair competence saved from our labor to sustain us in our declining years? How are we to get this but with our labor?

The mistakes of capital are few. The majority of failures reported are schemes to increase somebody's wealth. To dispose of our labor for less than a *per cent.* above our living, would be contrary to all business principles and mean ruin to ourselves and our families.

The great cry of corporations to "reduce expenses" is made to help pay for some great improvement in their equipment or an extension of their lines. But, we must submit to a reduction and pinch ourselves in the necessities of life, so the great corporations can satisfy their greed.

Where is our saving for old age to come from if we work our young days of usefulness for a living? There is no pension for our support in days of adversity and they come to every one in

a lifetime. We must by frugality save our little fortune, for indeed it will be small enough and we do the best we possibly can. We have no time for dissensions in our different orders. We must put ourselves to work immediately and see who can do the most towards solving the difficult question. Contentions, strifes and dissatisfaction must be unknown in our ranks. What good advice did T. V. Powderly give his knights when he told them not to pit themselves against other labor orders.

I don't doubt but it was a knife driven to his heart to see members of orders, who profess to do better, take the places of his knights who were in the manly struggle.

The two greatest words in the laborers' vocabulary to-day are federation and arbitration. How much we shall have advanced when we can think of one another as a "brother" looking for work no matter what position we are in ourselves. Then we shall be nearer the millennium. When we are in search of employment who is there of us that does not grasp after straws, no matter who offers the straw? Then in the days of prosperity of employment why not try and ameliorate one another's condition? Be ready to assist all worthy brothers of the different orders. I am inclined to think the bigots in our different orders are those who never have "rustled" a job, been sick away from home and felt in their purses only to know the shekels were few. I can't think all the writings I read are from those who are the best workers for federation or the best employes generally. The vast army of capitalists is advancing. Look well to our fortifications. Some orders are accused of fostering ill feeling toward others and having objectionable clauses in their constitution. Now brothers, I know as our objects are the same there should be no ill feeling and for any to exist, is suicidal. Do not be too hasty in your accusations. Improvements are to be made when needed and mistakes corrected when known to exist. I can take up the different official periodicals and in nearly every instance can tell just the difference in the beat of the pulse. I can diagnose the case exactly where there is any ill feeling existing. A great portion of it is imaginary, not real. I have worked in Massachusetts, Connecticut, Pennsylvania, Ohio, Nebraska, Kansas, Louisiana, Texas and Oregon in the last eighteen years. I have the experience to speak from. Now I served more than five years in apprenticeship before I got an advance and that advance was in name only, it was no advance in salary, but I had twice the responsibility. I have looked for work and been flying lighter than a canary too and how I'd like to have met some one with a liberal idea to advance. Even some in my own order looked at me in suspicion. It made me wonder if they thought I was after their job. I hope to see some good work done at the different conventions this year. If we all displayed the zeal in our older orders that the new one scarcely a

year old is starting off with, we might expect the millenium near at hand.

The hand of fellowship is extended to the B. of R. C. by all the protective orders. Come on, we need you. The ballot is spoken of by some as the only way to settle the great question of labor. Send men who will legislate for the laboring man. Show us some of them. They are the laboring man's best friend before election. After election—tableau. Let us advance, make progress with the times. Let us federate and that right away. Give us federation or give us \$1.00 per day.

A. F. K.

LA GRANDE, OREGON.

HARRISBURG, PA., July 21, 1889.

MR. EDITOR:—I am always anxious to find items in the *Magazine* relating to the standing of Harrisburg Lodge, No. 174, as we have a fine Lodge, and I am also pleased when Diamond Valley Lodge, No. 393 is mentioned. Both Lodges have an excellent membership and are doing good work for the Brotherhood. The membership of 174 is large enough to organize another Lodge, and in the near future a new Lodge may unfurl its banner, which will give us another delegate in the biennial convention, besides it will be an honor to the B. of L. F.

I am proud of the B. of L. F., for I am one of the boys myself, with my whole heart, not only by talk in the Lodge room, but out on the road. I joined the B. of L. F. when a fireman and shall remain one. My promotion does not elevate me enough to go into the "charmed circle," as the B. of L. E. call themselves. The best "charmed circle" I can find is the B. of L. F. It would be no honor to me to join the B. of L. E.—no, no, and any member that would leave the B. of L. F. to join the B. of L. E. has neither principle nor manhood, and the action of the last convention of the B. of L. E., as explained in our *Magazine*, is sufficient to convince any member of the B. of L. F. that the B. of L. E. is no place for him.

I like the plan of federation as I see it explained in the *Magazine* this month. It is a grand thing. It is the best way for all, but as the B. of L. E. don't want any of it, let them go. If they do not want us, we do not want them. We have treated them as gentlemen in every time of need, and have been brotherly with them, especially in the last strike. They cannot appreciate our friendship and fidelity. Now, I say, let them fight their own way. We have the members of the B. of R. B. and S. M. A. A. to march with us under the banner of federation. They are men of principle and honor, and they have shown it. It seems to me, as I read the *Magazine*, there is more brotherly love in the west than there is here, in this way: when a fireman is promoted here in the east, especially on the P. R. R., and desires to join the B. of L. E., he is not received cordially by the B. of L. E. simply because he stays just where he belongs. I say he belongs in the B. of L. F. because he was

raised there, and I, for my part, think there is more honor in a man who stays than there is in the man who joins the "Great I Ams." I am a B. of L. F. man and a "grabber" as they call us, but it does not hurt me. I do not think as do some of the B. of L. E. men, that I am above the brother on the "left side;" no, no. He is as good as I am in every respect as long as he conducts himself right as a man. It is not the big money or the good clothes that make the man, but rather his good principles. I want to say to the members of the B. of L. F. to stand by their Brotherhood, and to stand by the *Magazine* that is fighting the battles of the Brotherhood, stating facts and arguments showing that the B. of L. F. is right. Some try to make me believe if firemen stand up for their Brotherhood, that engineers will be down on them. There might be some instances of that character, but engineers that came from the "left side" and have not forgotten that they were once firemen, will treat firemen honorably. I would say to members of the B. of L. F., don't pay any attention to that class of engineers who swell up and think themselves superior. In good time, if firemen stick to their Brotherhood, such engineers will find their level.

I don't have to be told that efforts are being made to break up labor organizations. Corporations don't like them, and this is what railroad workmen see, and they see they must federate to maintain their hold, and in due time I believe federation will be adopted by all organizations of railroad employes.

I hope that some of the intelligent members of 174 and 393 will have something to say through the columns of the *Magazine*, and discuss the various questions of interest to the Brotherhood. As for the new name, I think the present name is good enough, but if it must be changed let it be called "The Brotherhood of the Footboard." That will bring us all in right, the firemen, the hostlers and the engineers.

The Brotherhood is doubtless losing some few members, but their going is no injury. The Brotherhood is better off with such men out of it, for in it they are an injury to the cause. They lack manhood and principle. I have been asked time and again why I did not join the B. of L. E. I would not join an order in which I could not be a free man in a free country. There is freedom in the B. of L. F. and I shall not withdraw as long as I can pay dues and assessments.

I said to a B. of L. F. man after the C. B. & Q. strike was over, if ever the firemen helped the B. of L. E. again I would withdraw from the order. That lesson was enough for me. I have heard some of the boys say that the *Magazine* was too plain. I don't think so. It was plain enough when the B. of L. E. said that no member of the B. of L. F. could belong to their order. It was an insult to every honorable member of the B. of L. F. Brothers, I think I am right. Hoping that the boys will all stay with the ship, I am,

Fraternally yours,

S. D. V. Puller.

A DREAM.

Alone—and the hour is midnight, I restlessly lay
on my bed,
A dull, cold numbness at my heart, a throbbing
pain in my head;
I thought of the world and its human freight as
I lay till the hour was one,
And said of all the thousands here, is there none
I can call my own?

Then I thought of a form I loved so well and
sweet letters the mail did bring,
And I wished I only owned a realm, so I could
crown him my king;
And I thought how I loved his manly form, with
a love devotedly deep,
While thinking thus of the absent one—uncon-
scious—I fell asleep.

But even in my slumber then that dear one was
with me there,
For I dreamed I pressed his lips to mine, and
gently smoothed his hair;
I drew his head so softly down until it lay on my
breast,
And I thought how sweet to be standing there,
holding my dear one to rest.

I saw his eyes, filled with tender love, upon my
face did beam,
As I turned again to kiss his brow, I awoke—it
was but a dream.
And I wished from that dream I had never
awoke to my lonely life again,
For the thrill of those loving, tender lips had
banished all my pain.

Some day, perhaps, in the great beyond, when
the shadows forever have flown,
I shall hold that head on my breast again, and
call him my loved, my own;
I shall clasp my arms around his neck in a fairer
world than this,
And feel, as I did in that beautiful dream, the
thrill of his loving kiss.

There are others, perhaps, who are claiming him
now, who daily his face can see,
Perhaps at this moment are kissing his brow,
but no one can love him like me;
For their perchance are false and fair and only
playing a part,
While I have given him that priceless thing, the
love of a woman's heart.

And though he may ruthlessly throw it away, or
tear it into a shred,
It will return with double force to haunt him
when I am dead.
Farewell my loved one, and if we meet, though
years may intervene,
I shall think of that happy, happy hour when I
kissed you in my dream.

—J. S. J.

A Brotherhood Hero.

PITTSBURGH, PENN., July 1, 1889.

MR. EDITOR:—During the night and morning
preceding the flood at Johnstown and vicinity,
a long continuous and heavy rainfall prevailed,
causing several small washouts and landslides
on the west slope of the mountain. Conemaugh
is situated at the foot of this side of the moun-
tain and is the home of quite a number of rail-
way men, all helpers for trains going up the
mountain, lying over at this point as well as a
few local freight crews. So much for explana-
tion. Engineer John C. Hess, formerly a mem-
ber of 225 but now Receiver of J. W. Walker
Lodge, No. 381, was sent up the mountain with

the work train to get, if possible, a track
open for passenger trains. They had gone but a
mile or mile and a half, when the first trouble
was encountered in the shape of a small wash-
out. While examining this, the roar of the
water from the burst dam was heard, as it came
dashing down the narrow mountain valley, and
realizing in a moment the full extent of the
threatening danger, Engineer Hess did not lose
his head or simply run for the high mountain
of which they were alongside of. O! no. He
had a family and friends at Conemaugh, and to
get warning to them was his first and only
thought. To start for Conemaugh as fast as he
could go and at the same time to tie a knot in
the whistle rope so as to keep it wide open,
thereby giving warning as he came flying ahead
of the water, was the work of but a few seconds.
By this simple, yet courageous act, and display
of good judgment many lives were saved. How
many no one knows. Both banks of the river
were lined with people watching the already
high water. These people raised the alarm and
ran for their lives as soon as they heard the
whistle, and in many cases not a moment too
soon, as the water was up to the knees of many
before they could get up high enough to be out
of danger. John C. Hess is a perfect gentleman
in every respect, a kind husband and father, a
good citizen and an honor and mainstay to No.
381. The daily papers were full of accounts of
heroism displayed during the flood and highly
eulogizing acts that compared to this one were
child's play. Bro. Hess is so far too modest to
seek any notoriety and consequently little or
nothing was said about this matter. That
brother Hess did the right thing at the right
time. That he did it well and saved many lives
is beyond the shadow of a doubt.

Fraternally yours,
R. O. Ferrin.

TRINIDAD, COLO., July 22, 1889.

Editor Firemen's Magazine:

Of late there is a great deal said about the engi-
neers coming into our federation. It seems that
the engineers think they are the "proper people,"
they don't want to federate for fear they will
help others. They are like the small boy who
went to church and heard the preacher say, "we
all have to be born again," and then went home
crying and told his mother he "didn't want to
be born again for fear he would be a girl." The
engineers have always carried a high head, and
to be born again, or to federate, means equality.
Time will tell! Equality is what the writer be-
lieves in. And I also agree with the editor of
our *Magazine* that the name of the order should
be changed to "Brotherhood of Locomotive
Men."

The writer being a member of No. 344, also
wishes to say we have been organized only a
short time. We are twenty strong, all working
for the good of the order.

Yours fraternally,
Smooth Line.

TO J. J. HANNAHAN.

Dear John, I'll your confessor be,
And at my penitential knee
I'll catalogue your crimes;
'Twill be a lengthy list, I know,
But minor ones o'erboard I'll throw,
In mercy to my rhymes.

I notice in the *Magazine*,
At various places you are seen,
All o'er this country ground,
You're here, you're there, you're everywhere,
And living on the best of fare,
That's furnished in the land.

Beware of gluttony, my boy,
It will your health and soul destroy,
And is a deadly sin.
You'll have to fast and hourly pray,
To gain the straight and narrow way
Where converts enter in.

The seven deadly sins are rife
With snares to kill eternal life,
And send you o'er the Styx;
Be careful, boy, its tide is hot,
'Twill blisters raise on every spot,
For all your festive tricks.

Obeys the ten commandments, John.
They're faithful friends to lean upon
In death's dark, dismal hour;
No matter how the scoffers sneer,
Obey them, and they'll shove you clear
Of Satan's dreaded power.

I know you are a social lad,
Magnetic, and you're far from bad,
But in temptation's way
Some good advice you'll hourly need.
Which here I give, so John take heed
Of every word I say.

Remember that you mustn't cry:
"Forgive my sins, oh, Lord on high,"
And play good devil too;
You must be truly penitent,
To gain forgiveness, earthward sent,
For sinners such as you.

In olden times repented rogues
For penance had to fill the brogues
Upon their feet with peas,
Then walk around a church or two—
I'll not be so severe on you,
I'll spare both feet and knees.

"Now, 'Thiggen Thu," as Frenchmen say,
Avoid temptation, watch and pray,
Until life's trip is o'er;
For penance let your olly tongue
Be still when ladies fair among,
Be good, and sin no more.

Shandy Maguire.

Changing the Name of Our Order.

RAT PORTAGE, July 15, 1889.

MR. EDITOR:—Since last writing, I have given a great deal of thought to the subject of a new name for our Order, and have carefully read the arguments for and against the proposition, and since federation has become a fact, I do not now see the difficulties that were before presented. At my last writing I had serious doubts as to the wisdom of such a change. The doubts I entertained were the fruits of a long experience in which it has always been a problem to me, how to assimilate old and young ideas. I have found that when men with two years experience, and men with thirty years experience, mingle together and attempt to remove any

evil, there was always friction, and if we change the name of our Order, and introduce a higher class of insurance, we enter into direct competition with the B. of L. E. Then there will be a fight for supremacy between our Order and the B. of L. E. and railroad managers will not be slow to take advantage of the struggle. I had hopes of a speedy return of true friendship between the B. of L. E. and B. of L. F., and this would have been brought about, had the B. of L. E. changed its obnoxious laws in time, but now I fear it is too late, and it will soon be in order to announce to the world, that the B. of L. E. has lost its grip on the Western Divisions of the Canadian Pacific Railroad. There are not one-half of the number of engineers employed on this Division who belong to the B. of L. E., and those of them who do belong, are discouraged at the prospect. And for this state of things, the B. of L. E. with its obnoxious laws, is directly responsible. For four years the engineers who have been made, have remained out of the B. of L. E., and this is not all; but some engineers who had been members of the B. of L. E. for many years, and under its fostering care, when they were called upon to pay assessments to aid their brothers on the C., B. & Q., either quit the B. of L. E. or were removed, and be it said to their shame, some of them own farms and cattle ranges, but were too mean to help those who had sacrificed all for the Order.

We have engineers who belong to the B. of E., who seem to have lost all knowledge of, or regard for true brotherhood principles, and who will take and hold runs that justly belong to their senior brothers, and it is wonderful what arguments they will advance to show why they should have what belongs to another. They have either done more for the company, or their ability is superior to that of their brothers, in their mind; and in view of the above facts, B. of L. F. men are expected to withdraw and join the B. of L. E., but we say "not any at this time, 'thank you.'"

Chas. Unwin.

Sunday Rest.

MR. EDITOR:—I find the enclosed paragraph going the rounds of the press: "By discontinuance of Sunday freight trains the Michigan Central has taken off 549 men from service on that day, divided as follows: Forty-eight engineers, 48 firemen, 59 conductors, 100 brakemen, 2 baggagemen, 15 telegraph operators, 71 agents, station men and clerks, 1 train dispatcher, 9 yard masters, 69 switchmen, 34 helpers, 2 switch tenders, 45 yard engineer and 45 firemen, 4 car checkers, 6 roundhouse men. The company operates 1,537 miles of road, and has about 8,000 employees. This must be regarded as a sample of what may be obtained in the way of rest by railroad men of the country, when the entirely useless and unnecessary practice of running freight trains on Sunday shall cease, and when the men shall have at least one day a week to themselves, to cultivate the acquaintance of their homes, their families and their God."

The Steam Railroad Men's Protective Union.

MR. EDITOR:—I will thank you for a small space in your next issue, as I am truly anxious to correct any wrong impression, which I am afraid many of our loyal brothers have received in regard to the aims and objects of the Steam Railroad Men's Protective Union.

From many communications which I have received from brothers of the "B. of L. F.," they imagine that this new order of railroad men, has been started with a view of weakening or breaking up the "B. of L. F." To all and every brother entertaining such ideas, let me say right here, that the promoters of the new union have the kindest feeling for every brotherhood or organization (by whatever name it may be called) of railroad men, and that instead of trying to injure any other organization, one of its chief objects is to strengthen those that are weak, and make those that are strong, stronger.

The promoters of this union know no distinction of class in their union. Every railroad employé from the president down to the lowest employé in the service, if he is sober, intelligent and industrious, is eligible for membership. The aims and objects of the union are, "to secure to the workers the full enjoyment of the wealth they create, and sufficient leisure in which to develop their intellectual faculties," to enable them to share in the gains and honors of advancing civilization; to shorten the hours of labor and to persuade their employers to agree to arbitrate all differences that may arise between them, in order that the bonds of sympathy may be strengthened between employer and employé."

With the increasing disposition among railroad managers to crush the several brotherhoods of railroad men out of existence, the Steam Railroad Men's Protective Union has entered upon its existence with a determination, by all lawful means at its command, to bring all unorganized railroad men into its fold. Experience born of disappointment and defeat, has conclusively proven to men in every department of the railroad service of this country, that to protect themselves against corporate tyranny and injustice, they must sink their feelings of pride and class distinctions, and recognize in every railroad man a fellow man and brother, having interests identical with his own, and making the interest of one the concern of all.

That there are great numbers of railroad men in every department of the service unorganized, will be readily admitted. Their excuse for not being so are mostly unworthy the men who make them, and are very often fallacious. Still there are many honest railroad men whose sympathies are with us and for us, but whose small pay, and large family demands, preclude the possibility of them ever becoming members in the most valuable of the several railroad brotherhoods; and it was for the benefit of such that the Steam Railroad Men's Protective Union was formed. We offer no insurance for disability or death, we leave that to the present existing

brotherhoods. We only offer the protection of a consolidated undivided railroad organization, to which every man employed on a railroad, can become a member by paying one dollar, for initiation fee, and fifty cents per month afterward to his subordinate union. Each union is at liberty to make such provision for accident, sickness and death, as in their judgment they think best.

My sincere desire to correct any wrong impressions which the members of the "B. of L. F." might receive of the "aims and objects" of the S. R. R. M. P. U. is my only apology for this long encroachment on your valuable space, and to all fraternal, benevolent and charitable orders, we send kind greeting, and wish them God speed to such of their members as desire to enlarge their circle of acquaintance, and to help forward the day when the railroad men of this country shall take their rightful place amongst the foremost intelligence of the land, we extend a hearty invitation, and cordial welcome to come into the "Steam Railroad Men's Protective Union."

Yours fraternally,

T. H. HAINES,

Grand Organizer S. R. R. M. P. U.

WINTHROP, MASS.

[The foregoing communication from the pen of Bro. T. H. Haines, Grand Organizer, is worthy of a wide reading, which the *Magazine* bespeaks for it.

The communication fully outlines the purposes which "The Steam Railroad Men's Protective Union" has in view, and few, we apprehend, will question its eminent propriety and usefulness. It is needless for us to say that this *Magazine* recognizes the great importance of organizing the railroad employés of the country. Outside of firemen, engineers, brakemen and switchmen, there are a vast army of men employed by railroad corporations, who are unorganized; to infold these men, to harmonize and unify them, to educate them in the line of the industrial thought of the times, is a work that should challenge universal approval.

The new Order is to be congratulated upon its good fortune in selecting Bro. T. H. Haines as its Grand Organizer. He combines in a large degree those elements of character which insure success. He has energy, intelligence and staying qualities required for the position, and the *Magazine* will watch with undisguised solicitude the growth of the new Order, and will most cheerfully lend such assistance as it can. Organization of the hosts of labor is the battle-cry of the period, and the more the work proceeds the nearer labor is to victory. —ED. MAGAZINE.]

GRAND MASTER S. E. Wilkinson, of the B. of R. B., dropped into our sanctum a few days ago looking as fresh as a pink. After smiling upon us and reperting "all well" he took his departure for the West.

AN ENGINEER TO BE.

When quite a youth I started out
 An engineer to be.
 I fired an engine for my father,
 The good old 48.
 My father said: lad, listen
 And do not have me stop.
 This engine will not pull a train
 With what goes through the pop.

So now my boy do have a care
 Or on the hill you'll stop.
 This engine can not pull a train
 With steam blown through the pop.

When just of age my father said:
 My son you are a man;
 I've given you education
 And will do everything I can
 To help you to the front my boy
 And my duty never stop.
 But bear in mind that steam is wasted
 That's once blown through the pop.

'Tis true I was a headstrong youth,
 And thought it the greatest fun
 To have my engine popping off
 While out upon my run.
 But several times it happened so
 That on a hill we'd stop,
 I had neither steam nor water
 For it all went through the pop.

But now my days are nearly done
 And soon will end my life.
 Take warning by what I have said,
 Avoid old booze and strife.
 Put by your dimes, your duty do
 And you will be on top.
 For remember it's not only steam
 That's blown through the pop.

HOUSTON, TEX.

Dock.

Something More About Insurance.

MR. EDITOR:—Will you please answer through your valuable *Magazine* a few questions, and you will oblige more than only the writer.

In the June number I see an article on our B. of L. F. insurance. Some time ago you published that the dues for said insurance must not be less than \$5.00 for three months in advance; now you come out again and say that it only costs, at the most, \$16.00 a year. Now, if it is \$5.00 a quarter, that makes \$20.00, does it not? Then you send us often special assessments. Then our own Lodge dues are to be paid. I know that our last six months' dues have cost more than \$16.00, and what the other six months are to be is yet to be found out. I think the dues on the two policies were really only \$32.00 and no more, not only an engineer but the poor firemen would take them out and be able to keep them up. There are many other Lodges, K. of P., and K. of H. that do not cost any more than we have been paying and which not only gives a policy of \$3,000, but give sick dues and bury their members, if in good standing.

I cannot see your motive in publishing the two statements in regard to dues. That is why you have issued cards of good standing, not stating what money had been received, so there will be many more join the Lodge, when if they knew what it really costs, perhaps they would have joined some other Order just as good. But after having put so much in the Lodge, it would

be very foolish to give it up. As you advise those engineers who have the two policies to do, that get set back they would be the loser, not the Lodge, for you do not say that they could take back the same policy, but you do say they can take out another policy. Where is the gain to them? I believe the Lodge is good and beneficial, and I do not find fault with it, but tell me how you make both of your published statements meet the understanding of your readers, and you will oblige. Yours,

Firemen's Friend.

[There is in the foregoing communication, however clumsily expressed, a disingenuous spirit entirely foreign from what should characterize a "Firemen's Friend." No contradictory statements relating to the insurance of the B. of L. F. have appeared in the *Magazine*.

It is not given to all men to be clear-sighted, clear-headed or magnanimous. They are not built that way. It is their misfortune. Still, we are disposed to aid "Firemen's Friend" and others, if there are more of his kind, to comprehend propositions so simple that a five year old boy ought to understand them at a glance.

"Firemen's Friend" does not state what Lodge he belongs to. In this particular, he was sufficiently shrewd to be shady. If he had, or, if he will name his Lodge, we can very readily determine whether or not, during the "last six months," his "dues have cost more than \$16.00." Again, "Firemen's Friend" does not date his letter. He writes in ambush, does not give his locality or his name; he cannot be traced, like a freight car. But, he does attack the *Magazine*, and hence we waive his chosen obscurity and questionable purpose, and reply just the same as if we knew him to be what he signs himself; a "Firemen's Friend." He says: "You sometime ago published that the dues of said insurance must be not less than \$5.00 for three months in advance." Manifestly "Firemen's Friend," refers to the following in December issue 1888, page 920.

All the new laws enacted at the Atlanta Convention take effect on the 1st day of February, 1889. This fact is of the highest importance to every member of the Brotherhood.

The most important of these laws is the one which relates directly to the Beneficiary Department of the Order. This law requires the payment of all dues quarterly in advance. All collections are under the head of dues, and under this new law dues are not less than \$5.00 a quarter.

It will be observed that the law requires of all members, quarterly in advance, and that "all dues" so required are not less than \$5.00 a quarter, not simply, insurance dues, but "all" dues. Insurance dues are not all the dues required to be paid and this "Firemen's Friend" knows, if he knows anything about the matter. He knows, if he knows anything, that there are certain Lodge dues to be collected, which have

nothing whatever to do with the insurance policy of the member.

Now, comes "Firemen's Friend" again, and says: "In June number I see an article on our B. of L. F. insurance." This is what we said, among other things:

The present insurance system of the B. of L. F. is conceded on every hand to be the most practical, the least expensive and the safest that can be derived—in a word, it is so near perfection that it is no longer a subject for discussion in the Lodges or in the conventions of the Order. Under our system, every member of the Brotherhood is insured. He has a policy of \$1,500 which costs him not exceeding \$16.00 a year, less than five cents a day—a cost so small that should he pay the amount for fifty years, and then die, his heirs would be the gainer by \$700.

Now, taking what we said in December, and what we said in June, "Firemen's Friend" assumes to see a discrepancy, or some one assumes to see it for him, whereupon he writes a communication manifestly prompted by a malign purpose. But our pity and patience are equal to the task, and as "Firemen's Friend," evidently belongs to a class always handy as tools for those who desire to use them, we have concluded to bunch them and thus demolish the pile.

The law of the B. of L. F. fixes the quarterly dues of its members at \$5.00, hence, for the year of four quarters, at \$20. That statement was made in December, 1888. In June, 1889, we said that a policy for \$1,500 costs, "not exceeding \$16.00 a year."

Now, then, we have the two statements which have so greatly disturbed "Firemen's Friend." Tabulated the account with "Firemen's Friend" would stand as follows:

"Firemen's Friend" to Lodge No. Dr.
Quarterly dues provided for by the laws of
the B. of L. F. for the year 1889.
Four quarters, at \$5.00 a quarter \$20.00
CREDIT.

For eight insurance assessments, at \$2.00
each \$16.00
For Subordinate Lodge purposes \$1.00 \$20.00

Possibly the foregoing is not sufficiently plain to suit "Firemen's Friend," but it ought to. The reference to "K. of P." and "K. of H." is of no consequence whatever; nor do we regard any other part of "Firemen's Friend's" communication worthy of notice. The B. of L. F. has, it is universally conceded, the best, the safest and the cheapest insurance known to the Brotherhoods. It has challenged the best thoughts of the Order, and it would be difficult to improve it. Under it, the Brotherhood is prospering, and whatever "Firemen's Friend" may think of himself, he is of too small calibre to do it harm.—ED. MAGAZINE.]

MICHIGAN, CITY, INDIANA, July 8, 1889.

Editor *Firemen's Magazine*:

Harbor Lodge, No. 309, Brotherhood of Locomotive Firemen gave its first annual ball at Mozart hall on the evening of July 4. The hall was decorated in a very beautiful and artistic man-

ner and presented a gorgeous appearance. Flags, streamers, railroad lanterns, flowers, etc., were used in the decoration. Chas. Miller's orchestra furnished the music and a Chicago gentleman, who was especially engaged for the purpose, did the calling. The attendance was large, many persons from abroad being present. At 12 o'clock supper was served by J. E. Shultz, the well known caterer, after which dancing was resumed until a late hour in the morning. To say that the affair was a success in every particular is speaking very mildly.

Bro. Campbell deserves great credit for his good management, from beginning to end. We had the right man in the right place by making Bro. Campbell chairman of the committee; Bro. Henry acting as floor manager. We would naturally think he has followed the business all his life. And there is no word that can better fill the place of "hustlers," than in referring to Bro. Brown and Bro. Cross in the check room, where they watched with the same regularity as they do the needle on their gauges. And there was no need of any police force to quell any disturbance, for verily, Bro. Fitzgibbons and Bro. Crossley made a good team at the door. It would have been impossible for any one to enter without a ticket, or who was not straight. And then there are the good sisters, who so generously helped, and, in fact, managed the floral decorations, which were never equalled in the city hall. Much credit and praise is also due Bro. Whitley, our ex-Treasurer, who managed the ticket office and took great care of all the old iron dollars as they came flying through the window. In fact, every part on the programme was allotted to those who seemed to fill the places best. The night was cool and everything passed off pleasantly. Everyone seemed well pleased and satisfied, none leaving the hall until the music ceased, and all regretting that our Grand Master and Grand Secretary could not be with us.

Kalamazoo.

Marriage Not a Failure.

MR. EDITOR:—You will oblige me by giving space to the following from the Mount Carmel Register: "At Keensburg, this county, a few days ago, three men were talking about 'marriage being a failure,' when one of the number, who was a farmer said, 'Why, there's my wife gets up in the morning, milks six cows, gets breakfast, starts four children to school, looks after the other three, feeds the hens, likewise the hogs, skims ten crocks of milk, washes the clothes, gets dinner, and does all the sewing and patching and many other things too numerous to mention. Do you think I could hire anybody else to do it for what she gets? Not much. Marriage sir, is a success, sir; a great success!'"

The foregoing is commended to our friend Shandy Maguire, as I am persuaded that it will have a tendency to modify his opinions on that interesting and widely discussed subject.

Member.

Conemaugh Scenes and Sacrifices.

CONEMAUGH, PA., July 30, 1880.

MR. EDITOR:—Perhaps it will interest the Brotherhood at large, to hear from Lodge 381, for we have been in existence for more than a year and no one venturesome to write, and especially at this time, as we are located in the Conemaugh valley, the scene of the recent disastrous flood causing such great destruction of life and property, of which much has been written.

Now, we are all alive and kicking, for we were fortunate enough to escape the flood without the loss of one member, although some of the boys had an experience not to be envied, some lost all their property, some lost relatives and we all lost numerous friends and acquaintances. Bro. G. E. Lingle lost his mother. The rest of the family were in the water two days before they were rescued. You ought to hear some of the boys recite their experiences, but as there is a limit to time and space, we cannot give it to you at present for it would make a whole chapter. But we want to make brief mention of the noble and praiseworthy act of our Receiver Bro. J. C. Hess, to whom many are indebted for their lives. He was engineer of Engine 1,124, hauling work train, and seeing the flood coming he ran ahead into town blowing the whistle and giving the final warning that saved many lives, as they can testify. He narrowly saved his own life in his eagerness to save others. His home was on Front street, and his wife was at the gate calling him to save himself; the water was then upon him and took his house at his heels. Our hall was not taken, although the water was up around it, but all the rest were taken, consequently we now rent to the Engineers, Chosen Friends, Eagle, Mechanics, etc. There was no indication that we ever had a railroad, for there was no sign left of the roundhouse and shops. The turn-table that was on a level with the surface of the ground and encased in brick, was taken and all our engines were carried away. The engines were principally the class "R," weighing sixty tons, twenty-seven in number. Some were carried one-half mile away and imbedded in the sand so that they could not at first all be accounted for. This may seem incredible to you, but it is a fact of which thousands of visitors have satisfied themselves.

Now, although there is a large force here at work very little showing is made compared to the work to be done, and it will be a long time before our town will be what it was; however, we are not idle or despondent (although badly handicapped at first) but working hard to assume position and restore facilities for business again.

Our Lodge is prospering (regardless of our misfortunes) for we have a set of boys with the spirit and determination to win and no intention to surrender let come what may. We had arranged for a picnic to be held at Nineveh on July 20th, at our last meeting before the flood, and anticipated a good time as our picnic last season was a success socially and financially, but we can survive the disappointment. We are

greatly interested in the working of the Order, especially the Federation scheme now in operation and are anxious to see the new name whatever it is to be. Several of the names suggested would be appropriate, but we think Brotherhood of Locomotive Men would be preferable. We have a number of members on the right side, who will remain in the fold, stay coupled on, having no desire to cut loose, run wild and get off the track into the ditch for there is no question about the B. of L. F. being the most profitable and the more desirable. No sir, no severed connections with the B. of L. F. to join the B. of L. E. It is not required by any other Order, and the B. of L. E. will be a long time getting any more recruits from the ranks of the B. of L. F. with this and other existing obnoxious laws. Now as they are pursuing this indiscreet and selfish policy why not change the name of our Order to suit conditions regardless of their welfare, for are they not responsible? Haven't they driven us to it? We have played cat's paw long enough, and the opposition to the change of name (as observed by reading some of the letters in the *Magazine*) is simply due to misconception. They will have to advance arguments more logical to debate the question. We are great friends with the Brotherhood of Engineers here, who are disposed to treat us kindly, who do not advocate but would repeal these laws, if they had the authority and are not responsible for the action of the convention.

We have had a few of the fraternity visit us since the flood and will be pleased to see all the boys come that can, for it will be found interesting and if you do not forget to present your credentials we will try to make you comfortable during your stay. The ravages of the flood cannot be described, especially by the writer's ability for it is very limited, hence you will make due allowance for this first venture.

No. 381.

THE PLAYMATES OF BOYHOOD.

Where are the playmates of boyhood,
That joined our sports in years so long ago?
Oft roaming through meadow green and wild-
wood.

Free from the world's strife and woe,
Scattered all, vanished all from my gaze;
Still in remembrance clear shall never fade;
Forever flown those happiest of days
When streamlet boats and gaudy kites we
made.

Where are the playmates of boyhood—
Frollicsome Tom, with ever-twinkling eye,
Brave Jack, shy Owen, just out of childhood—
The heart but answers back a mournful sigh.
Some may sleep, sweetly sleep within the grave,
Many in foreign lands perhaps do roam.
Work in the mines, breast the sea-wave,
And others wealth and comforts of a home.

Where are the playmates of boyhood?
Methinks I see their faces all aglow,
When winter stalked the land in wild mood—
In mimic war from battlement of snow,
How I long, ever long to behold them,
Hear their voices in old-times merry strain
Grasp hands, all thoughts of sorrow steth,
Recall past scenes, and feel like boys again.
TORONTO, ONT.

John Tierney, Jr.

A Beautiful Testimonial of Esteem.

MR. EDITOR:—The purpose of this communication is to show that locomotive engineers appreciate generous treatment, and are ready at all times to bear testimony in a substantial manner in that direction.

In the month of December last, we were informed that Mr. Peter Curran, late of the Erie shops at Susquehanna, would be our Master Mechanic of the Bradford division of the N. Y., L. E. & W. R. R. We wondered what new changes would occur in the motive power force of the division. Would they be for the better or for the worse—or would the same old round remain undisturbed. Time passed on and Mr. Curran came. We found him to be a man passing down the grade of life with a good grip on the air-brake and throttle, with an ever watchful eye for a chance to replenish the exhausted air. He was decided, considerate and just in his intercourse with the boys, making no discriminations in his treatment of them. Thus we learned to respect him, and to regard him as a man, in all regards qualified to be our Master Mechanic. We found him to be a thorough machinist, a man of large experience, and one who paid strict attention to business, and one we believed would be a success and a great advantage to the company. You may imagine that our surprise was great when, on July 1, we learned that Mr. Curran was to be transferred to Salamanca and that Mr. Conklyn, an old veteran engineer of the Susquehanna division of the Erie, was to take his place, and that Mr. Curran was to take charge of the shops at Salamanca. Thus we found a friend was about to leave us—one who, in a few short months, we had learned to respect and obey as our superior; one from whom we had looked for advice and could trust as a friend. This being true, the time had come for us to extend to Mr. Curran our good wishes, and in so doing we thought that some substantial token of our esteem would in future speak for the boys, and show that the want of gratitude for kind treatment is not one of their sins. As a consequence, arrangements were made and Mr. Curran was invited to Bradford to attend a meeting of engineers and firemen to decide certain questions relative to the mechanism of the iron horse now in use on the Erie, and being ever ready to assist the boys, he responded to the invitation. About 9 p. m. a committee escorted Mr. Curran to the B. of L. E. Hall, where about fifty firemen and engineers were assembled to meet him. Mr. Primmer was made chairman of the meeting, and made a neat address in which he simply hinted at the real purpose of the gathering. He was followed by Mr. Ed. Willoughby, of No. 11. His speech was suited to the occasion, and he stated that the firemen and engineers had concluded to apprise Mr. Curran, their late Master Mechanic, of the high esteem in which he was held by them, and in concluding his eloquent address, he presented Mr. Curran with an elegant silver tray and set, and a gold-headed cane, as a testimonial of esteem the engineers and firemen entertained for him, and concluded by

expressing the wish that he might always, in going up the grade of life, have plenty of sand and a full head of steam, and that success might always attend him.

Mr. Curran was taken completely by surprise. He appreciated the gifts, and could not suppress his tears, and he expressed his thanks in generous words for the elegant token of friendship he had received, and assured his friends that the occasion would remain ever fresh in his memory. Remarks were made by a number of the men present and when the meeting adjourned, it was to the Union House, where a sumptuous supper had been prepared.

The inscription on the silver tray consisted of the names of engineers and firemen, and that upon the cane was simply, "From the Boys."

The occasion was highly enjoyed by all present.

Fraternally, *Kingan.*

BRADFORD, PA., July 31, 1889.

MERIDIAN, MISS., July 21, 1889.

MR. EDITOR:—Faith Lodge, No. 200, entertained their friends at a grand ball at Con Shean's Hall, Tuesday night, May 3d,

Promptly at 8 o'clock a few stirring strains from the band announced the B. of L. F. grand march, led by Mr. P. McHale. This beautiful feature over, the guests gave themselves up to the dance with a light-heartedness that was pleasing to look upon. There were about fifty couples on the floor, as each dance was called, and through the happy hours from 8 p. m. till 4 a. m. your correspondent failed to find anyone who was tired.

The decorations of the hall were appropriate and fair to look upon. At one end of the hall two scoops were crossed, in token of the labor of the gallant lads in charge, while at the side those otherwise grim old walls presented to the admiring eye of the beholder the name and colors of the B. of L. F., and from beneath its frescoes were fragrant flowers.

At 12 o'clock a goodly crowd assembled around the ample board, whereon was spread every delicacy that an epicure's imagination could suggest or his palate admire.

The feast over (and it was not finished as quickly as I have written it) the guests turned their attention once more to the luring wall, and seemed to find its charms undimmed by the late hour.

At the close of the ball, Mr. Pete McHale was presented with a golden badge of his Order, in token of the appreciation of his tireless efforts in their behalf.

I could not assume to give the *personnel* of this grand affair without doing great injustice to my subject. If I might wield the brush of a Rembrandt or Raphael you might have a true picture of this occasion as it was, but I have only this jaded goose quill, and powerful as is the pen in some cases, it would be weak in portrayal of things so bright. Suffice it to say that those who attended this ball will long have a warm place in their hearts for the boys who handle the scoop.

A Guest.

BELFIELD, VA., July 23, 1889.

Editor Firemen's Magazine:

Please permit me space to inform the readers of the *Magazine* that we have another noble Lodge added to the already long list of our good Lodges.

Although this is my first attempt in writing to the *Magazine*, I hope that it will give some of our readers the interest that we are taking in the noble cause. Bro. Hannahan came down on last Saturday evening, and on Sunday we organized Elizabeth Lodge, No. 403, with twelve charter members to put on the roll, and on Sunday we had a special train for the firemen to attend the organization, and it makes us feel proud to say it, as it was the first special train granted to the employes of the road since it has been in operation, and we want to extend thanks to our noble Superintendent, Mr. Bateman, and Mr. Robinson, our Master Mechanic, for the train and courtesy extended to us on our trip. We left Belfield on Sunday morning at six o'clock, and had a very pleasant run to Portsmouth, and on our arrival there we found Bro. Hannahan on docket at the Ocean House, and went to work with the business that afternoon, as the B. of L. E. meets in the hall, but they held a special meeting in the morning so we could use it in the afternoon, and we feel very grateful to them for their kindness. We all took dinner at the Ocean House, kept by Mr. Charles H. Johnson, who knows how to put up a good meal, and keeps a very nice house. After dinner was over, we repaired to the hall, and on our arrival we were the recipients of a nice box of cigars, presented by Division 331 of B. of L. E., for which we thanked them very kindly, and hope some day to repay their kindness. Well, we then got to work with our organization, and through the noble efforts of our Organizer, Bro. Hannahan, by five o'clock we had Elizabeth Lodge, No. 403, declared one of the noble band at the front to push forward the good work. We then went to the depot and found the train in readiness to start back on our homeward trip. All got aboard except myself; I stopped over with Bro. Hannahan to finish up the business that we did not have time to conclude. Well, we got through that night, and concluded that on the morrow we would take a trip to Ocean View, one of our many watering places that we so highly boast of in our State. We arrived there at 11 o'clock, and found everybody enjoying themselves. We then walked around the place and finally procured a bathing suit and prepared ourselves for the briny deep, where we had a good swim, which Bro. Hannahan enjoyed very much, and then we prepared for our homeward journey. We arrived all safe and partook of a hearty meal, which we enjoyed after our good swim in the ocean, a pleasure which no one who comes to the ocean should go without. At four o'clock I had to leave for home, and regretted very much to leave Bro. Hannahan, who is just the right man for our Brotherhood, and is held in high esteem by our Brothers of 403. Bro. Hannahan left at

5 o'clock for Dunmore, Pa., where he will organize a lodge next Sunday, and may he still keep on with the good work that he has so well accomplished.

I am a member of Lee Lodge, No. 275, and will join 403 as soon as I get my withdrawal card, and would have joined last Sunday, but did not get it, but hope that I will soon be ready to unite with the boys in 403. We will have two new members to initiate next Sunday, and hope that by September we will number fifty strong.

With one more word and I will close, as I have written a long letter and may tire some of the readers, but I wanted to give them a description of the birthday of 403, and may God speed our noble Brotherhood with its good work.

Willie Whitehead.

MT. TACOMA, WASH. TY., July 15, 1889.

Editor Firemen's Magazine:

It is a long time since anything appeared in the *Magazine* from 192, and I will therefore try my hand. At this time last year it was hard work to muster a quorum, most of the old hands having withdrawn and joined the B. of L. E. Thanks to Providence, their tracks are filled with as good or better material, and far superior in energy. As far as Lodge work goes, we can have more in attendance at meetings now than the membership numbered one year since. Our ranks number about fifty good boys, and twelve more applicants waiting, and what is better, several more want applications. At our last convention No. 192 was scarcely known; wait till the next, then note the change.

I have a few remarks to make of the boys and what they are doing. Bro. Geo. E. Ames furnished us with a pair of fine Brook's locomotive, also one pair of Baldwin locomotive pictures; they are dandies, and set off the hall finely; thanks to the manufacturers. Harrison thought we should have a Bible and altar-cloth, so he set out to get them, drew up a subscription paper and procured them, costing \$47.50, I believe. I tell you they are splendid. Several of the others, in fact, the majority, think we should have regalia.

In the July number of the *Magazine* I notice an account of federation. Some communications speak of cold water being thrown on it by B. of L. E. men. They are not and never were "Q." men. Ask the Hannibal men what they think of the B. of R. B. men and S. M. A. A. They were more loyal than a great many engineers. My motto is, if the engineers want to federate let them ask; don't ask them. We have bowed to them long enough. I, for one, think we can sail our own boat and dance to our own music, and not play the fiddler for some one else, as we have done heretofore. Mr. Wheaton, of O. R. C. fame, should sweep his own doorstep before sweeping his neighbors. If the Grand Officers of the B. of L. E., or any other organization, were half as contemptible as the head officers of the O. R. C., I, for one, would cry shame. The B. of R. C. is coming to the front out here pretty fast; speed the day when it is all over the continent.

Cum Tuis.

YOU BET!

Some More Cogitations.

BY SWITCH.

MR. EDITOR:—With regard to federation, I have given it close consideration, made it a focal point of cogitation,

You bet.

And freed from all delusion, I have come to the conclusion, clean cut, without confusion, that it's just the thing we wanted.

You bet.

As an *E. P. Unum* alliance, 'tis the culmination of prescience, something more than defiance,

You bet.

For it tells of the dawning, of that long-prayed for morning, when degradation scorned workingmen,

You bet.

Fully comprehending, the wisdom of blending their powers for defending, will march on, ascending,

You bet.

Will march on united, free, independent and clear-sighted, victorious and delighted, they'll rejoice in their freedom,

You bet.

As they see oppression disappearing, and with ears attuned to hearing, jubilant songs and cheering,

You bet.

They'll wave their federation banners, and shout their hosannahs from mountain peak to Savannahs,

You bet.

And redeemed from degradation, by the genius of federation, that made the United States a nation, they'll be true,

You bet.

And while the heavens bend above us, while God continues to love us, and shower His blessings on us, we'll grow stronger,

You bet.

And our federated brothers; brothers above all others, for the sake of children, wives and mothers, will ever be united,

You bet.

Then three cheers for the firemen, you can't frighten them nor tire them. Gods! I admire them,

You bet.

And three cheers for the switchmen, you can't ditch them nor twitch them from their purpose,

You bet.

And three cheers for the brakemen, no matter how you take them, traitors you can't make them,

You bet.

And now, three cheers, one in three, three in one, when mountain rise, and rivers run, from the rising to the setting sun, for federation once begun, bequeathed from heroic sire to son, will go on,

You bet.

SPRAGUE, W. T., July 24, 1889.

Editor Firemen's Magazine:

As we so rarely see a communication from No. 133, I have concluded to throw the scoop in the pit for a few minutes, and take up the "quill," and like "Harkins," will attempt to "get in a word."

No. 133 is now in good condition and enjoying a rapid and healthy growth. The best of interest is shown, and our meetings are a pleasure to all. But my chief motive in writing this letter is to say something in regard to more important topics which are now before the B. of L. F. for their consideration. We are glad to see the progress made toward Federation. All are in favor of the plan so far as we are able to learn, and hope and believe that it will be a success. As to changing the name of our Order, there seems to be a few who object (only a few, however.) The chief objection is on the same grounds which Bro. Meade urges in the June issue of the *Magazine*. They say, "If anyone feels that he has attained so high a position that he does not wish to be called a "fireman" *let him withdraw*. The name of *fireman* is good enough for me. We surely think that when a brother has that idea he does not understand the real motive which we have for desiring a change of name.

In any and all organizations which exist for any length of time, there is a necessity for changes which must be made to suit surrounding circumstances.

There are several reasons why the writer believes in a change of name. Now, I do not intend beginning a tirade against the B. of L. E., for I think that has already been overdone, but will only use that which is necessary to express my reasons. The B. of L. E. stands aloof from us, so far, and we cannot expect them to do otherwise in the future.

Brethren, I ask you, are you willing to "leave well enough alone" and every year see the best material of our Order go to strengthen an Order which is in no way in sympathy or in accord with us? How can you expect the B. of L. F. to make farther progress, if the "withdrawal mill" grinds on in the same old way? And you may be sure that it *will* do so unless we change our policy.

Others object for the reason that we will "stir up bad feelings." I do not understand this to be a movement for such a purpose nor that it is "spite work," but simply a move toward self-preservation. We hope that it may not cause a war, but let us not hesitate on that account. Let us have the "Brotherhood of Locomotive Enginemen," and if it does stir up a strife let us meet it as Nasby expressed himself when he took the stump for "Androo Jonson:" "I go into this campaign in jolful spirits and like an old war boss I raze up my hed an tale and cry ha, ha to the carnige." Because a measure was good in the past is not necessarily a reason why it is the same at present or for the future. Brethren let us move on.

Idaho.

DODGE CITY, KAN., July 17, 1889.

Editor Firemen's Magazine:

I have been very much interested in the discussion going on in the *Magazine* for the past five months, relating to a change of name, but have been waiting for others to write from this point. I like the fearless manner in which the *Magazine* has handled and is handling the subject, and also the letters from Brotherhood men coming from all parts of the country, and I am heartily in favor of the change in the name of the Order, and further, I regard it as an almost imperative necessity, and would be in favor of the Grand Officers submitting a proposition to the Subordinate Lodges at an early date. There appears to be considerable difference in opinion expressed as to the propriety of some of the names suggested, but very little opposition to a change of some kind. While I am regarded by my brother firemen as very conservative I am fully persuaded that the time has arrived for some definite action in the matter. Circumstances of such a nature as to rapidly develop ideas and settle opinions in this regard, have been passing in remarkably quick succession in the past few months, and if the signs of the times are to be regarded there is little doubt of the unanimity of the vote which the suggested proposition would receive in its favor if submitted to the Subordinate Lodges at an early date.

We have several promoted firemen, members of the Order, who have repeatedly said that they would stand by the "good ship" so long as she continued to hoist on high her present motto and standard of principles. Flattery, intrigue and intimidation were successively (not successfully) tried upon one of our members by members of the B. of L. E. to induce him to leave the B. of L. F. and join the B. of L. F., but he is still firm and loyal to manhood and honor.

While the estrangement of the B. of L. E. and B. of L. F. will work a detriment to the cause of labor, I do not want the B. of L. E. to change one syllable in their constitution to please the firemen. They have made their boast that they were *invincible*, and did not need the assistance nor support of the B. of L. F. I would suggest that the B. of L. F. proceed to demonstrate the correctness of the boast by simply withholding the supply of fresh, new blood (promoted firemen) from the veins of the B. of L. F., which has supplied the arteries of the B. of L. E. all these years, and if all promoted firemen in America appreciated the situation as do I, the life-giving stream would certainly be very abruptly cut off.

To my mind the B. of L. E. and the B. of L. F. each has a mission to perform in solving the great labor questions of the day, but I doubt not that the labors of both would be in no small degree facilitated by a perfectly harmonious action, but as the B. of L. E. expresses a desire to stand alone it therefore remains for us to discharge our duties faithfully and well, and thereby acquit ourselves of all the responsibilities of our calling,

and continue to build up and strengthen our reputation for sobriety, morality and genuine efficiency, and the day will early dawn when the last shadow of doubt will have entirely vanished from the horizon of our grand and noble Brotherhood, and the day star of equity, justice and equality between man and man, employer and employé will guide us triumphantly to victory in which we shall experience an era of unprecedented growth in numbers and strength.

The friends of federation at this point are numerous, and we all are patiently (?) awaiting its consummation, which we hope will be realized at no remote date. For dealing with politics as well as corporations, we need more honorable and conscientious men in our legislative halls, and the labor organizations, if united upon a firm basis, can easily place the desired type of statesmen in position to represent us, and rather than a sentiment, I wish that the following lines were a description of the legislator of the period.

"The world wants men—true men,
Who can not be bought or sold;
Men who will scorn to violate trust,
Genuine gold.

The world wants men—pure men,
Free from the taint of sin;
Men whose lives are clean without
And pure within."

Progress.

DE SOTO, Mo., August 6, 1889.

MR. EDITOR:—I have been a reader of the *Magazine* for a number of years, and have taken great pleasure in perusing its contents, and not finding anything from this place for a long time, I think it time some one woke up and did something. In looking over the August number I observe that "Rip Van Winkle" has at last awoke, and lo! he sees no wrong done to our Order by anyone. He cites an instance of what his lodge did to the fireman on his division, who were members of the K. of L. Such work was more worthy a Corbin, a Stone or a Sweet, than Brotherhood men. What right have we to dictate to American citizens what organization they shall belong to, so long as they are not inimical to the government of the United States? You may as well discard a man on account of his political or religious belief. "Rip" wants federation, yet he practices those very things that would kill federation at the start. He is opposed to any member of our organization being a member of another labor organization. Why? "Because no man can do justice to more than one lodge." Strange, isn't it. Old "Rip" had better lower the blinds and go to sleep again. Our Order has grown out of its infancy, and its name should be changed. I care not what the new name may be, so that it is suitable to the scope of our Order. It is not necessary for us to wait to see what others will do. We have waited in patience long enough, and now it is time to act. We have a nice lot of boys in DeSoto, a good set of Officers, and are moving along nicely, working for federation.

Nemo.

TO BESSIE BENJAMIN BUCKLEY, OUR KITTEN.

(These lines are affectionately dedicated to D. W. J. Mahoney, of Adopted Daughter Lodge, No. 3, Jersey City, N. J., by the author.)

Dot gitten's name vas Bessie
Mit Benjamin behind.
Dot kommittee dey haf said it
Und dey vas neffer blind.

His blue eyes dey do sparkle
Und his ears dey look so nice.
Und den he drums upon his feet,
But it vas not after mice.

He likes a little piece of beef
Un schmaks his lips for more.
Un ven he plays mit under kats
He rolls upon dot floor.

Now Dan spent all his monish,
Going rount among dose poys,
Un could not buy a bresent
On Christmas I suppose.

So he spied dot little kitten
At dot house two forty-three,
Und asked if he could take it
Py Philadelphia.

So Mrs. Spear consented
To dose vishes of poor Dan.
Un ven you got dot kitten
O, lofe it if you can.

By order of dot kommittee

Hons. Von Der Dicken,
Sec'y.

Educating Firemen.

MR. EDITOR:—Under the caption of "a new name," from the *Locomotive Engineer*, the last paragraph strikes me as something that ought to have been done long ago. Let each Lodge purchase books and subscribe for periodicals devoted to subjects of interest, which bear upon our calling. Let the Lodges procure models of the different parts of the locomotive, and then let the men tell what they know about them; the experience they have had, and thus instruct the young men and help all. What a good way it would be to get posted on air-brakes etc. Pass around the hat on meeting days. Save a few nickels from your cigar bill every week and you will see how much more good it will do you and the rest of your brothers than if you had burned it up. Let the Master name some brother every meeting to talk on some subject at the next meeting, and then, if he does not know what to say, there in the lodge room on the books and models to turn to and he can soon post himself. Then when we are called to be examined by the M. M. we won't be trembling in our boots, for we will be posted on the machine and have confidence in ourselves. "Brotherhood of the Footboard is good."

J. R.

[The suggestion of J. R. is an excellent one and ought to be heeded. Every Lodge could easily have a valuable library, and the money so expended would be a profitable investment. Say for instance the Lodge meets twice a month, 24 meetings a year.

Suppose it has 50 members and at every meeting they contribute five cents, a nickel each. In a year this would create a fund of \$60 an amount sufficient to provide the lodge with many valuable books and papers. We hope the Lodges will be induced to adopt the suggestions of J. R. they are eminently wise and practical.—ED. MAGAZINE.]

COBISCANA, TEX., July 14, 1889.

Editor Firemen's Magazine:

Magnolia Lodge, No. 226, is the Banner Lodge of the State. We make our words good by our acts. No. 226 has gone through the fight with the C. B. & Q. and can still come to the front. With the quarter ending April 30, 1889, we had \$329.30 in the treasury. Who can beat it? We are gaining members at every meeting; members that any Lodge may be proud of.

In the last number of the *Magazine* I see several communications in regard to changing the name of our noble Order. One might judge that it would have as many aliases as the bad man that comes to Texas or passes over the line into Canada. I think in justice to the firemen who are promoted and still stand by the ship, that there should be some change in the name. I think No. 226 would be in favor of Brotherhood of Locomotive Engineers and Firemen. Under that name we could represent a brother of either profession he might be in by simply using two kinds of traveling cards. No red tape or no extra work, and no theft from the order of the B. of L. E. The objection to the name of Brotherhood of Enginemen, I think, would be this: All men in the locomotive department come under the head of Enginemen.

I see in the June number of the *Magazine*, page 549, an article written over "No Name," on insurance under the regime of the Brotherhood of Locomotive men. I for one with all my friends will fight it to the bitter end, and you can not pick up a number of the *Magazine* for the last two years but what you can find in some part of it dissatisfaction between the B. of L. F. and the B. of L. E. To think that the question is agitated in all the Lodges of the United States of changing the name of our noble Order so as to make things more satisfactory, and then some man gets up and says, "Oh, yes; as you are an engineer we will let you carry as much again insurance as the fireman." I say no! in box car letters. I for one (and I have heard more of the boys express themselves in the same way) think it better to raise our insurance to \$2,000, and make it compulsory upon all, and not allow a man, just because he is an engineer, to carry any more insurance than a man who is a fireman. We are all white and free born. I am in favor of changing the name of our Order to suit all requirements, but whenever we enter the Lodge room we all go in on one level. And if we can't go in that way I say die under the flag as it now hangs.

Yours fraternally,
Dick.

Personal.

JOHN HILE officiates at Susquehanna.

THERE are no better men than Gingrich, of Harrisburg.

P. L. CUTLER is one of the moving spirits at Bloomington, Ill.

A. H. SUTTON, the old veteran, still holds forth at Decatur, Ill.

JAMES GABRIEL is one of the "tried and true" members of No. 361.

F. J. KISTLER, Receiver of No. 9, is a "hustler" of the first Order.

JAMES FORDYCE has made Deer Park Lodge, No. 1, a model Master.

PETER McHALE, of Meridian, Miss., fills the position of Master to perfection.

WHAT's the matter with Con S. McAuliffe, of Milwaukee? He's all right, you bet.

J. J. KNAUFF is a "hustler," and Buffalo Lodge, No. 12, is not unkindful of the fact.

JOHN H. KERNAN is an ideal Receiver and the members of No. 361 appreciate his services.

FRANK DUPELL has been elected Master of Vigo Lodge, No. 16, and is making a good one.

As an efficient Secretary, Bro. J. T. Burke, of Avon Lodge, No. 38, stands at the head of the list.

For a model Master we refer to Bro. E. E. Pruyn, of No. 99, who is heart and hand in the cause.

J. E. POWELL is one of the leading lights at Parsons, Kan. His hand and his heart go together.

JOHN S. OTT is recognized as the moving spirit at Brookfield, Mo., and his record is as clear as a bell.

THERE is considerable speculation at Washington, Ind., as to the identity of "Walking Oil Can." Guess again boys.

CHAS. E. BARKMAN, Receiver of Deer Park Lodge, No. 1, is now in the grocery business at Port Jervis, N. Y., and doing well.

FOR quick and correct decisions, fair and impartial rulings, Bro. C. W. Martin, Master of Adopted Daughter Lodge, No. 3, is the peer of the best.

CHAS. SCHERMERHORN (what's in a name?) is one of our active members on the O. & M. and always has a cordial greeting for a Brotherhood man.

WM. J. BRUMAN has honored the position of Secretary of Buffalo Lodge, No. 12, a long time and enjoys the unbounded confidence of his Lodge.

JAMES HYNDMAN and W. E. Sullivan are doing heroic work against tremendous odds at St. Joe. They will come out triumphant without a doubt.

F. C. DONIGAN smiles superbly when the band begins to play and the banquet string is pulled. "Massa Donigan am a mighty good man, mighty good."

CHAS. WALTERS is running a yard engine at Washington, Ind. No. 361 is good enough for him and *vice versa*. Charley has staying qualities that cannot be excelled.

A TIRELESS worker and a typical Brotherhood man is Bro. E. W. Wallbaum, of Chicago Lodge, No. 95. His record is such as any man might well feel proud of.

W. H. AND M. J. CUNNINGHAM are loyal supporters of the Brotherhood. They are both on the O. & M., and are enrolled as members of Tried and True Lodge, No. 361.

CHARLES W. MAIER is a truly representative Brotherhood man. At Parsons, Kan., his home, he is known by every man, woman and child and held in universal esteem.

JOE CAPNER, JR., of Adopted Daughter Lodge, No. 3, has considerable of what Sam Jones calls "stickability." Joe makes sure that he is right and then goes ahead with a will.

P. J. McNAMARA is doing excellent service as Receiver of Buffalo Lodge, No. 12. In making up his accounts he is ably assisted by Mrs. McNamara, who is earnestly devoted to the Order and its welfare.

EUGENE CRAWFORD, of the Erie, is level-headed, and the boys have immense faith in him. We met him not long ago and found him to be the same staunch, stalwart Brotherhood man he ever was.

THE tramp who stopped Bro. Kernan, of No. 361, on a dark night in July with a view of consulting that gentleman's inventory, was disappointed. Bro. K. switched out on the main line and started "West," making "vestibule" time.

CHAIRMAN WALTON, of the Grand Executive Board, and Vice Grand Master Hannahan, have been solicited to attend the Paris Exposition and participate in the international balloon ascension. They have taken the matter under advisement.

ONE of the most earnest, intelligent and enterprising members of Tried and True Lodge, is Bro. W. E. Ensign, who holds the office of Magazine Agent. He is a young man of sterling good habits, and if he doesn't in some way make his mark we will miss our guess.

WHILE attending a meeting at Jersey City, lately, we met a number of the old time members of Lodge No. 3, among whom were Bros. Hutton, Logan, Auchter, Sweet, and others, all of whom we found thoroughly interested in the good and welfare of the Order.

THE old veterans of Just In Time Lodge, No. 149, such as Ford, McCaffrey, McColl, Donigan, Freeman, etc., hold on with unrelaxing fidelity, and when a meeting is held in the interest of the Order they respond with becoming promptness and enthusiasm. Such men are the mainstay of a Lodge.

At the union meeting held in New York in June last, a number of excellent addresses were delivered, notably those of D. W. J. Mahoney, of Adopted Daughter Lodge, No. 3, and Bro. C. A. Wilson of Washington Lodge, No. 13, which were listened to with special attention and enthusiastically applauded.

At the union picnic at Portage City, we had the pleasure of meeting our old friend, Mat Turney, who is now a member of No. 71, at Oneonta, N. Y. Mat was a delegate at the Minneapolis convention and made many warm and lasting friends there. We were pleased to learn that Bro. Turney is getting along well on the road and otherwise doing well.

THERE is not, in our entire Brotherhood, a more earnest or devoted member than Bro. Eugene S. Ailing, of Elm City Lodge, No. 284, New Haven, Conn. He has been Secretary of that Lodge since it was instituted, and the Grand Lodge records and files bear eloquent testimony to his ability and fidelity in that capacity. He is now running an engine, but has lost none of his interest in the Order. The *Magazine* most heartily wishes him success.

At Jersey City, N. J., not long since, we had the pleasure of meeting Bro. Peter Ruffer, who was a charter member of the original Deer Park Lodge, No. 1, at Port Jervis, N. Y., and hence became a member of the Order at its very beginning, on December 1, 1873. Bro. Ruffer is now a stalwart member of Adopted Daughter Lodge, No. 3, and his interest in the Order is unabated.

HOWARD TRUMBULL, of No. 82, has sold the steamer Clyde to the Yellowstone National Park Association, and taken her from Lake Minnetonka to the beautiful sea in the park. Bro. Trumbull goes out as captain on a liberal salary. He is in every way competent to fill the bill, as he has for years been one of the best engineers, pilot and captains on Minnesota's great summer resort.

Two of the most genial, whole-souled, rollicking good fellows we have ever met are Bros. D. W. J. Mahoney and J. H. Voorhis, of Adopted daughter Lodge, No. 3, of Jersey City, N. J. Their home, with Mr. and Mrs. Spear, most charming people, is a conservatory of music, song and joy. All the refining elegance and influence of domesticity are felt here and the exclamation is, "A happy home." We were the guests of these good people while in Jersey City, and enjoyed the boundless hospitalities and felicities of their home, and no words of ours are adequate to express our appreciation of the thousand kindnesses of which we were the recipients. The happy home on the avenue arouses the most pleasing recollections.

The picnic season has been one of many delightful reunions of members of the B. of L. F. Among them, the following from the Boston *Herald* shows what a gay time was had by Boston Lodge, No. 57. The *Herald* says:

Boston Lodge, No. 57, Brotherhood of Locomotive Firemen, held its annual picnic at Melville Garden yesterday. Many ladies and children attended the party numbering 300. The officers of the Lodge are: F. F. Derby, Master; A. W. Spurr, Treasurer and Chairman of the committee on picnic; T. H. Haines, Secretary; H. E. Stevens, Past Master. Brother firemen were present from Providence, Fitchburg, Portland, Concord, N. H., and Salem; also about forty members of the Steam Railroad Men's Protective Union and the following officers thereof: Grand President C. H. Trenholm, Grand Secretary and Treasurer William Burns, Grand Vice-President T. H. Haines; also several members of the Brotherhood of Railway Brakemen, and of the Brotherhood of Locomotive Engineers. The entire party partook of a clambake dinner, and enjoyed the music of the concert by the Lynn brass band.

Boston Lodge, No. 57, is one of the best that floats the banner of the Brotherhood, and we can readily see that the annual picnic, under its auspices, was a royal affair.

The banqueting board was never more enjoyed than at Washington, Ind., at the close of our meeting with the members of Tried and True Lodge, No. 361. The host, though not apprised of the affair but an hour in advance, did himself great credit, and the heavily laden tables spoke eloquently of his abilities as a caterer. The boys (ourselves included) were equal to the occasion and responded to the programme with alacrity. All the good things of the season were included in the bill of fare, to which ample justice was done by the guests. We cherish the most pleasant recollections of the occasion.

Helping a Brother.

A most touching illustration of the charity practiced by our organization was brought to light at Jersey city not long since. Bro. J. West, a member of Buffalo Lodge, No. 12, had gone there in search of employment. His wife was taken ill and shortly afterward died. Here was the unfortunate brother in a most distressing situation, among strangers in a strange land and no one to whom he could turn for assistance. Naturally modest, he refrained from making known his needs, but the members of Adopted Daughter Lodge, No. 3 were apprised of it and promptly they dispatched a committee to investigate the matter. This done arrangements were made for the funeral and the deceased was given a christian burial. A beautiful pillow of flowers was placed upon the grave. The pall bearers were selected from the membership and every detail of the arrangements was looked after by the Lodge. Words of consolation were spoken to the afflicted brother and all that fraternal sympathy could suggest for his relief was promptly and cheerfully done. Bro. West is one of the most worthy members of No. 12, and fully appreciates the magnanimous treatment he received at the hands of the members of Adopted Daughter Lodge, No. 3, as do the members of his Lodge, who acknowledged their obligations for the favor with expressions of profound gratitude. Such examples of brotherly love and devotion dignify and beautify our order and win for it universal esteem.

Meeting at Washington, Ind.

On Wednesday, July 17th, we had the pleasure of attending a meeting at Washington, Ind., under the auspices of Tried and True Lodge, No. 361. In the afternoon a closed meeting was held which was fruitful of much good. The more important questions of the day were discussed and at the close of the meeting the verdict was universal that the afternoon had been profitably spent. In the evening an open meeting was held at Masonic Hall which was well attended. The meeting was called to order by Bro. James Gabriel, who presented in a neatly worded introduction His Honor, Mayor Ogden. Though he had but a few moments notice of the meeting, Mayor Ogden delivered a most appropriate and felicitous address which was received with every demonstration of approval. We then had the pleasure of addressing the audience, which was a most intelligent and appreciative one, consisting largely of railroad men and laboring men generally. A number of business men were in attendance who manifested a generous appreciation of the order and its purposes.

Since the removal of the O & M shops to Washington that city has grown rapidly. The people are enterprising and active and in all regards abreast of the times.

E. J. RAUCH, Esq., Road Foreman of Engines, of the Elevated Railway, has our thanks for numerous courtesies we enjoyed at his hands while in the great metropolis.

Brother John C. Hess.

Whatever else may happen during our connection with the *Firemen's Magazine*, the time will not come when we shall cease to experience a thrill of pleasure at the recital of deeds of noble daring on the part of firemen and engineers to save lives that are in peril. Elsewhere we publish a communication from Pittsburgh which tells in simple phrase of the courageous deed of Bro. John C. Hess, Receiver of J. W. Walker Lodge, No. 381, Conemaugh, Pa. At this distance of time and space from the awful disaster that overtook the people living along the Conemaugh valley, it may be difficult for the readers of the *Magazine* throughout the country to comprehend the horrifying situation of the doomed valley when it was known that the dam in the mountain had given way, and that an annihilating deluge was thundering on its death-dealing and desolating mission. It was in such a situation that Brother Hess was placed, with only a minute to decide and act. He did not leave his engine and fly to the mountains for refuge. His watchword was to save life, though he perished. It was to sound the alarm along the valley of death. This he did. With the whistle of engine wide open, there was one ceaseless scream of warning to fly, and as a result, it is known that many hundreds of precious lives were spared from the grasp of the flood. All honor to such men. They dignify human nature and shed imperishable luster upon manhood. We rejoice with all men who follow the perilous calling of railroading that included in their ranks are men like Brother John C. Hess, who, when the demand is made, are equal to the emergency. We are told that Brother Hess is a modest man. Certainly, courageous, self-sacrificing men are always retiring. Brave men are never boastful; like charity, there is neither vanity nor unseemly anxiety for notoriety, but when a noble deed is to be done, when danger is to be confronted, when imperiled lives are to be saved, when forlorn hopes require a leader, then men like Brother Hess come to the front, and with clear heads, manly hearts and dauntless courage set examples, which in their influence elevate and dignify manhood.

We are under many obligations to Mrs. Henry B. Jones, editress of the *Brakemen's Journal*, for the hospitality of her home, so freely tendered during our visit to Washington, Ind. Mr. and Mrs. Jones are held in high esteem by the people of Washington, especially among railroad men. Mrs. Jones is deservedly popular as the result of her unrelaxing devotion to the interests of workmen, whose cause she has long since espoused with unquestioned earnestness and ability.

MR. J. H. BREWER, formerly a member of Lodge No. 238, has opened a hotel at Hot Springs, Ark., known as the Fisher House and located at 339 Park avenue. Mr. Brewer is a member of the B. of L. E. and would be pleased to have his old time friends give him a call when they visit the Hot Springs.

William T. Field.

We have on our table the *Daily Independent*, of Helena, Montana, in which we find a pleasant notice of Bro. William T. Field, Master of Custer Lodge, No. 191, Livingston, Montana. Bro. Field has been elected a member of the Montana Constitutional Convention, a position of great responsibility, for which he is well equipped. Speaking of Bro. Field, the *Independent* says: "He became a member of the Brotherhood of Locomotive Firemen, and in 1880 attended the annual convention of the Brotherhood of the United States as delegate, an honor which has been conferred upon him every year since, last year representing Montana at the convention held in Atlanta, Ga. Mr. Field united with the Knights of Labor five years ago, and at present is the Statistician of the Order for District No. 88, comprising the whole of Montana. He has represented the Order at three annual conventions of the General Assembly of the Knights of Labor. For the last six years Mr. Field has been employed as a railway engineer on the Livingston division of the Northern Pacific line." There is use in all legislative bodies for representatives of labor; practical men who comprehend the situation and who will guard well the interests of working men, both in organic and statutory laws.

The Nathan Manufacturing Company.

At a meeting of Just in Time Lodge No. 149, held June 23, 1889, the Nathan Manufacturing Company, of New York, made the Lodge present of two models, one of a lubricator, and one of an injector. It is needless to say that the members of 149 are justly appreciative of the valuable models so kindly bestowed, and which were presented to the Lodge by Mr. E. J. Rauch, who is never weary in promoting the welfare of the men of the foot-board. Such tokens of friendship are of great value to locomotive firemen, as they enable them, in the Lodge room, to intelligently discuss practical questions relating to their work.

WHILE traveling on the Erie Railway, not long ago, we had the pleasure of meeting Joseph Bailey, Esq., a passenger conductor between Susquehanna and Hornellsville. Mr. Bailey is a genial and companionable gentleman, who is ever ready to recognize a railroad man in good standing, no matter what department he may be employed in, and, as a consequence, he is immensely popular all along the line. The lodge of B. R. B. at Hornellsville is named in honor of Mr. Bailey, a tribute of respect and esteem worthily bestowed.

THE sympathy of the Brotherhood is extended to Bro. C. W. Cheeseman, of Connecting Link Lodge, No. 25, Boone, Iowa, from whom death has taken a loved and loving wife. The deceased, Dorcas M. Cheeseman, was 37 years of age; she possessed those virtues which adorn and beautify womanhood, and many friends who knew her sincerely mourn her loss.

SELECTIONS.

SEPTEMBER, 1889.

SOLD TO STRANGERS.

The worn-out blinds hang loosely,
The paint is nearly gone;
The creaking gate swings idly,
The old place looks forlorn;
The myrtle mound is grass-grown,
That blossomed years ago.
And one by one have vanished
The flowers I used to know.

The ancient tree whose cherries
Rejoiced my childish heart
Stands leafless, grim and groaning;
The arbor's dropped apart—
That arbor in the garden
Where honeysuckle twined;
The once broad path that led there
Is now but ill defined.

The dear, quaint old mansion,
It held our kith and kin
For eighty years and over,
Till they were gathered in.
And now it goes to strangers;
Its glories are all fled
Since those who built the hearth fire
Are numbered with the dead.

While we who loved it fondly
Must give a parting sigh,
A farewell look, and sadly
Forever pass it by.
And still the fragrant lilies
May bloom beside the door,
But strangers' footsteps echo
Across the oaken floor.

—Boston Transcript.

HATS OFF TO CORBIN !

THE TYRANNICAL RULE OF CORPORATE POWER.

It is Cowardly to Whine About the Oppression of
Capital When We Have the Remedy
in Our Own Hands.

Journal of United Labor.

Fourteen years ago the employes of the Philadelphia and Reading Company were threatened with Molly McGuireism as the result of the agitation for and the adoption of the new Constitution of Pennsylvania. Public sentiment was being aroused in favor of public control of corporations; public corporations were at their wits' end to ward off the inevitable. The Reading Company manufactured the Molly McGuire, and, with the aid of its McParlans and some "who wore the livery of heaven to serve the devil in," he was made to do double duty; remove some obnoxious foreman whom the company did not care about discharging and to create a false opinion of the workmen generally. The lesson of the Molly McGuire outrages was: "Don't vest too much power in the people through the Constitution; they cannot safely

guide the ship of State. Vest more power in corporations and they will protect the state." These were the reasons why the world was made to believe that the Molly McGuire was the incarnation of hell itself. The Molly was the legitimate offspring of the policy of insubordination to constitutional authority which the Reading Company pursued then and continues to pursue to-day. Itself an outlaw, it must, as a shield, have lesser ones to direct public attention to, and dupes were not wanting to fall into the trap, and a few foremen and fellow-workmen were assassinated, while the power behind the throne sent out its orders to still further oppress the workmen that they might be driven to deeds of greater desperation. Many Molly McGuires were hanged. Press and Pulpit hounded the poor ignorant men to the scaffold, but maintained a cowardly silence on two evils; the tyrannical rule of corporate power and the rule of whiskey. The Reading Company paid its detectives to go among workmen, enter their societies and instigate crime. The whiskey-seller, on the other hand, piled his damnable trade and benumbed the senses of those who did the deeds of darkness until they were aroused by the touch of the hangman's rope. For every crime committed in those dark days the Reading officials stand accountable in the sight of heaven, yet other and lesser criminals swung from the gibbet in atonement. But the end was attained and silence concerning violations of the Constitution reigned throughout the commonwealth of Pennsylvania. He would be a brave man, indeed, who would dare raise his voice against the encroachments of the corporations of 1876. In that year we celebrated the hundredth anniversary of the rule of the people by strangling a few misguided men who revolted against the rule of monopoly, not wisely nor yet too well. Time rolled on, organization began to revive, and possibly some foolish acts were perpetrated by some of the organized ones, but their very worst things could not, do not, cannot equal the treasonable actions of the officials of the Reading Company. A strike was necessary, and in 1887 the men were warned that Austin Corbin and a few others (the number I am not certain of) wanted to control the stock of the Reading, and that they would in all probability drive to a strike if not careful. The strike came. It was carefully and deliberately planned by the officials of the Reading Company. When the proper time arrived Austin Corbin gave his consent and it was allowed to proceed. The rest is known to the public, or will be by the time we get through with him. In defiance of constitutional law the Reading Company continues to do two kinds of business when the Constitution of Pennsylvania expressly forbids it. Mr. Corbin goes still further, buys up the Reading Iron Works and then tells the men that he will have no more organization among workmen. That is one of the best acts of Austin Corbin's life, and if he will only follow it up by telling the men that they will have to vote the ticket he votes in future,

go to the church he prescribes, and sneeze when he takes snuff, he will be doing a greater service to the workingmen. Mr. Corbin is justified in believing that he has the right to say what the men in his employ may do in the hours that they are not at work; the men by their actions for the last fourteen years have given him the right to think that this state is his to do as he pleases with. If he can get still further and drive the men to murder and assassination, as his predecessors did, he will be enabled to throw more dust in the eyes of a sleepy commonwealth which allows its most valuable franchises to be controlled and wasted by men who do not reside in the state, who do not care for the state, and whose every act is one of violation of the Constitution of the state. Shout for "eight hours" if you will, men; but what are your short hours if, during the time you are not at work, Austin Corbin shall dictate what you shall not do? For fourteen years the men of Pennsylvania have allowed the state they are in duty bound to protect, to be plundered of its richest possessions in order that the tribe of Corbin may fatten on the spoils, and they are now being repaid with interest. Will you, who do not work for him, stand by and see this work continue until your own wrists are fastened together, or will you do what you have too long delayed? Look at the legislative history of Pennsylvania for the past fourteen years and you will see one dark record of idleness and crime. You will see men who were sent to the Legislature voting as the corporations told them how while in the Assembly room, and drinking the wine their corruption bought in the brothels of Harrisburg in the evenings. Now and then you will see the introduction and passage of some Labor Bill which is not worth the paper wasted upon it. Yes, take every labor measure that has passed the Legislature of Pennsylvania for the last fourteen years and it will not afford the workmen a particle of protection, if the corporations of the state will it otherwise. At each succeeding election you will go to the polls and vote for the same men as before, without questioning their past or inquiring into their future. Don't blame Austin Corbin for what he is doing. Be men, and take the responsibility upon your own shoulders. It is cowardly to whine about the oppressions of capital when we have the remedy in our own hands. It is worse than cowardly to know how to do a thing and not do it. What is the remedy? I answer: There is no remedy while the state of Pennsylvania is cursed with the presence of millions of Democratic and Republican workingmen who do not realize that they should be citizens, free-men, patriots, before being partisans. What will you do? I ask. How will you remedy the evil short of anarchy and revolution? I answer: Through a wise, judicious use of the ballot. Right here let me say to you that the man who now hints at deeds of violence as a remedy is a traitor to the state. If, after all that has been told to you, you do not know how to apply the proper remedy, then your cause is hopeless. We

cannot compel obedience to the Constitution of Pennsylvania while men can be brow-beaten at the polls and compelled to vote as the corporation boss, the political boss and the rum boss dictate. Before we can move hand or foot in the way of reform we must throw every safeguard around the ballot-box. No rifles or bayonets, bombs or other weapons of cowards or weaklings will be necessary. What we require is a **SECRET BALLOT**, one by which the partially free man may become in truth a freeman. How many citizens of Pennsylvania will raise their hands with mine when they read this and pledge themselves not to ask for another measure of reform of the coming session of the Legislature except the passage of some such system of ballot reform as the Australian system? How many will pledge themselves not to vote for any man until he pledges himself to stand by the people and vote for such a measure? How many will step outside of party ranks and say:

I will not vote for any man who will not pledge himself to secure the passage of the Australian or a similar system of voting in Pennsylvania. I will not vote for him even though he gives such a pledge until he also pledges himself not to enter a caucus on this measure, either of party or clique. I will pledge myself to demand of the man I vote for that he meet with the people in mass meeting assembled whenever he may be required to do so and explain his work and vote.

Men of Pennsylvania, you have trifled too long; it is time to work, and your duty is plain. Take this question up in your assemblies and act upon it. Allow no fault-finding, grumbling member to stop you because it is a political question. It is a political question, and one that concerns your "daily bread," that bread for which you pray, but for which you have to work as slaves or do without. I do not ask you to stop praying for bread, but I would ask you to work for it and vote for it in a different manner from that in which you have been working and voting. How many will act? How many will vote as I suggest? How many will cease to tie the American citizen's highest prerogative to the chariot wheels of party and caucus, that they may forge to the head of the procession and there do duty as becomes Americans who know how to wield the ballot? Let me here from you through the *Journal*.

T. V. POWDERLY,
General Master Workman.

—♦—
QUITE A CONTAGION—Mrs. Malapropos—"How is your papa getting along, my dear?"

Miss Precise—"Oh, he's convalescent."

Mrs. Malapropos—"My, Oh my! How unfortunate he is, to be sure! First he had newmoney then plumbago, and now convalescent."

Miss Precise—"How do you feel, Mrs. Malapropos?"

Mrs. Malapropos—"The doctor says I've got two buckles on my lungs, and I'm going down to the druggist's now to get some Brown's Bronchial Breeches for my henflewendways."

AT EVEN.

Bury her at even
That the stars may shine
Soon above her,
And the dew of twilight cover;
Bury her at even,
Ye that love her.

Bury her at even;
At the shut of flowers
Softly take her:
They will lie beside nor wake her.
Bury her at even,
At the shut of flowers.

Bury her at even,
In the wind's decline,
Night receive her
Where no noise may ever grieve her!
Bury her at even,
And then leave her.

Michael Field in the Academy.

OBESITY AMONG ENGINEERS.

G. W. Furey, M. D., in Phila. Medical Bulletin.

One feature of the railroad man's life has impressed itself upon my attention as a matter of direct observation. Nowhere have I been able to read or hear of any allusion to it. I refer to the constancy with which we find obesity among engineers who have been on duty as such for any considerable time. That this is a fact characteristic of locomotive engineers as compared with all other grades of railroad men, led me to wonder why such is the case. Obtaining no data, nor finding any literature upon the subject from the sources attempted, I at last concluded to resort to our worthy friend, General Principles, and *en persona*, ran out lines of discovery as well as the troubled wits of a country physician would permit.

My first step, to insure my premises, was to interview members of the calling in question. Subjoined will appear the story of each as they were spoken to. No selection was made, and no name discarded to suit the proposition;

NAME	Age When Became Engineer		Present Age.		Weight When Became Engineer		Present Weight.	
C. C. Ray	24	31	180	220				
Thomas Attig	24	40	170	210				
Samuel Cherry	20	53	140	240				
Robert Bergoon	28	44	155	240				
Harry Laylen	23	43	155	196				
Joseph Keefer	24	43	160	210				
James Keenan	29	47	170	240				
I. C. Nyhart	27	32	150	150				
J. L. Cherry	26	32	136	145				
O. H. Yeager	28	33	155	165				
John Krohn	25	37	155	185				
Wayne Simcox	30	32	180	185				
M. G. Smith	31	36	180	220				
M. L. Deihl	32	40	190	220				
S. A. Kaufman	27	30	160	168				
T. Conser	25	42	165	175				
M. Malhi	29	36	137	180				
T. Hewitt	34	42	180	180				
	23	27	125	156				

This table gives us an average time engaged as

an engineer by each man of about eleven and one-half years, during which each has gained in weight an average of thirty-one pounds. Comparing this with the conditions obtaining with the same men only a few years previously, when they were firemen, and also with others who, as firemen, at the present, have those previously filled places in charge, working day by day and trip by trip in the same cabs, eating and sleeping and living in the same manner, we observe a marked difference.

On the part of the fireman, if there is any change in weight, we find him decreasing in weight. In fact, upon a fair comparison with all other vocations among men, we conclude that there is no other class wherein the members are equally temperate, industrious and healthy, who so uniformly take on obesity. Now I would ask why is this true? I hesitate to call attention to the fact alone, and consequently will not undertake to propound a *rationale*; but there must exist a physiological or perhaps pathological cause, and I suspect that, whatever it be, it is more or less associated with and controlled by a peculiar condition, of a mechanical nature, which has occurred to me. I refer to the engineer being subjected to the motion of his engine while he is in a sitting position.

I am constrained, however, to wonder if this fact of his receiving the continuous jar and motion of the engine directly upon the lower part of the trunk, unrelieved by nature's springs, the legs, may not affect the spinal nerves, as well as all the nerve-centers, in some occult manner resulting in arrested tissue respiration. Would the conclusion of this event be interference with the usual combustion of the carbo-hydrates, and, while digestion and emulsification were not correspondingly impeded, could the fats, by some characteristic centrifugal impulse conformable with the vibro-rotary motion of the engine, arrive at their destination and be retained? Have the essences of nutrition been polarized by molecular agitation, due to the peculiar manner in which the motion is applied, and thus arrested?

A DAMPENING EFFECT.**Texas Sayings.**

A few years since the Rev. G—— was in B., South Carolina, on a visit, and while there was invited to preach in a negro church. As the Sabbath approached it occurred to him that it might be a good idea to ask the advice of the colored pastor as to the subject of discourse most likely to interest his congregation. Accordingly he sought him and propounded the query. "Well, sah, replied his colored colleague, meditatively, 'mos' eny subjec' sult 'em, sah; my congregation ain't so mighty hard to satisfy. Dey likes zortin mos'y, sah; but mos' enyting 'll do—mos' enyting. Howsomeber,"—and he paused a moment hesitatingly and lowered his voice in earnest caution—"howsomeber, I tink I wouldn't tech on de ten commandments, sah. I did it once, sah, and it had—it seemed to have—a mighty damp'nin' effect, sah."

A CHILD'S PRAYER.

How It Vindicated the Character of a Mother—A Touching Scene.

There arrived in this city from San Francisco yesterday morning, says a Fresno (Cal.) paper, a young man accompanied by a middle-aged woman and two children. They went to the Grand Central Hotel, where they registered as Duliss Bayswater, sister and children, and were assigned rooms. During the day the party went into the country and returned toward evening, accompanied by William Chrisman, who for the past two years has been foreman for Dr. Eshelman. The two young men were around the hotel together in the evening, and about 8 o'clock went up to the room of Mrs. Bayswater, who was registered as the sister of the younger man.

About 11 o'clock the guests at the hotel were aroused by a terrible noise in the lady's room, and it was discovered that the brothers were fighting, for brothers the two young men proved to be. One of them, the elder, was taken to jail and the younger one was allowed to remain at the hotel.

Complaints were filed against both men for disturbing the peace before Recorder Prince, and this morning at 10 o'clock they had their trial. The testimony developed a sad story of domestic life, and in brief it was as follows: The names of the young men are William and Duliss Chrisman and that of the woman Bayswater. Some eight years ago William Chrisman met her and fell in love with her. She was a grass widow, her divorced husband being alive, and when Chrisman and Mrs. Bayswater went to get married they told their story, being Catholics, and the priest refused to marry them, Catholics not allowing the marriage of a divorced man or woman. This apparently made no difference to Mrs. Bayswater and Chrisman, and they went to living together as man and wife. She bore him two children, both girls, and they lived happily together until two years ago, when Chrisman left her.

Mrs. Bayswater keeps a tavern at 310 Townsend street, San Francisco. After leaving her Chrisman went to work for Dr. Eshelman and has continued in his employ. On one or two occasions the woman has come here, begging Chrisman to go back to her, and this was the purpose of this visit, the brother accompanying her to beg his brother to do right and return to his children. In a dispute which arose the lie was passed and a fight ensued.

In court to-day William Chrisman seemed to be bitter against his brother and the mother of his children. He accused her of keeping a dive and she denied it vehemently, retorting with other accusations. This was kept up until finally the mother said, in answer to some charge made by Chrisman: "Don't believe him, Judge. I have raised my children as they should be."

This was all Recorder Prince wanted, and he said, "I'll test it, madam," and turning to the younger girl, a little tot not more than three years old, he said: "Can you say your prayers?"

Then ensued a most touching scene. The little girl without a word climbed from her chair, knelt on the floor of the court room, with the policemen, spectators, judge and her father and mother around her, and, folding her tiny hands and lifting her eyes to heaven, she made the grandest defense of a mother's word possible. Slowly, but distinctly, and without a tremor in her voice, the innocent little darling, born with the stain of shame upon her and discarded by her father, lisped in childish accents the Lord's Prayer.

As she proceeded, utterly oblivious to her surroundings and thinking only of him who said, "Suffer little children to come unto me, and forbid them not." As she uttered that prayer which many in the room had not heard for years, strong men bowed their heads and sobbed aloud. Finishing her prayer, she added, "God bless papa and mamma and Uncle Duliss. Amen," and rose from her knees.

The case was settled, and had William Chrisman sworn a thousand oaths that the woman was bad he would have been disbelieved. It was several minutes before any one spoke, and then the recorder fined the two brothers \$15 each and dismissed the court.

SMALLNESS OF THE WORLD.

Youth's Companion.

There are experiences in the lives of most of us that bring the conviction that the world is but a small place after all. An incident related by the author of "Coral Lands" is to this very point:

"Our schooner was making the best of a very light wind through a channel dividing two large-sized atolls, which shall be nameless in this book, when a rowboat came alongside, steered by a youngish-looking white man, of course as brown as a berry, and clad in shirt and trousers only.

"Telling the boys to keep alongside, he came up our side, and after purchasing some tobacco and other odds and ends, for he was a local trader, I asked him to accept the hospitality of our cabin over some sardines and biscuit.

"He suddenly turned round on me and asked if I had seen the So-and-so's lately, mentioning the names of old schoolfellows of mine and most intimate friends. He had recognized his old classmate, but I failed at first sight to recognize in the bronzed, stockingless walf of the Pacific, trading in a most remote cluster of atolls, the same fellow who, fifteen years before, used to help me considerably over the correct rendering of some puzzling Greek authors."

THE Sioux Reservation in Dakota now embraces about 21,000,000 acres of land, of which the law passed at the last session of Congress contemplates opening to settlement between 9,000,000 and 11,000,000 acres, or nearly one half the whole. On the reservation there are about 24,000 Indians belonging to various tribes and grouped about the different agencies.

THE OLD MAN'S DAUGHTER.

She Had Come to a Great City and Perhaps Gone Astray.
Chicago Herald.

"Have you seen my daughter, sir? Have you seen my daughter?"

The speaker was an old man whose bent form was plainly clad and whose presence betokened the countryman, says the *Minneapolis Journal*. His voice was tremulous from age and anxiety, and his eyes gave out a vacant stare that told of a deranged mind.

"My daughter came here last fall to work in one of them big stores. She was such a pretty lass, with blue eyes and curly brown hair, and a merry laugh. She was the apple of her old father's eye and the joy and pride of his heart. You see she'd been to town to school for three winters, and when she came back to the old farm she wasn't contented no longer. It seemed so dull and stupid like to her. Me and her mother couldn't bear to see her unhappy. She was our only child, and when she begged us to let her come to the city and earn her living we gave her our blessing and let her go, though it almost broke our hearts to lose even for a short time our one ewe lamb. But she was so happy over the prospect of going. She was going to work so hard and save money to help pay the mortgage on the farm; and after New Year's she was coming home for a long, long visit. And so she went. She had a girl friend working in one of the big stores who got her a place. We used to hear from her very often at first. She was getting along so well and everybody was kind to her. After awhile she didn't write so often and the tears would come to her old mother's eyes when I came home from the postoffice with no word from our child. Finally she stopped writing altogether. It broke her mother's heart. Last week I laid her body in the churchyard lot—the good old wife with whom I had been happy for forty years. Oh, I am sure that if daughter had only known she would have come home. I thought she must be sick, with nobody to look after her. And so I have come to town to hunt her up. You're sure you haven't seen her, are you? I'd know her the minute I set eyes on her. Well, I must be goin' along. I've got to find her and take her home."

And the old man went up the crowded street gazing earnestly at the passers-by; and occasionally he would stop some hurried pedestrian with: "You haven't seen my daughter, have you?"

It is only fifteen years ago since natural gas was first used as a fuel, yet to-day there is required to pipe it 27,350 miles of mains. In Pittsburgh alone 500 miles supply 42,688 private houses, 40 iron mills, 38 glass works, 83 foundries and machine shops, and 422 miscellaneous industrial establishments. An idea of its value as fuel can best be obtained when the value of 7,000,000 tons of coal is estimated, as it is asserted that this amount of coal is annually displaced by natural gas.

STORAGE OF LIFE.

Youth's Companion.

Within each ton of coal was stored, long before the creation of man, a definite amount of heat, which, by the chemical process of combustion, may be made available for man's use. A barrel of wheat contains a fixed amount of food. Electricity can now be stored and bought and sold in measured quantity.

Each person has a definite amount of stored life, normally equal to about 100 years; but, in most cases, our ancestors have squandered much that should have come to us, and we ourselves waste not a little that we have actually inherited.

This wasting of our store of life is as serious a thing as it is common. It may be done thoughtlessly or ignorantly, but the waste is just as irretrievable. Tens of thousands of children die annually, and as many more survive, with a sadly wasted vitality, simply because their mothers do not exercise enough care in the matter of food clothing, pure air and sunshine.

Our schools waste this store by drawing too largely on the brain and nerves of their pupils through the competitive systems, the worry of public examinations; through exacting the same tasks of the bright and of the dull, and through lack of adequate and persistent attention to the sanitary condition of the school rooms.

Some parents allow their children to waste their supply of nervous force by the incessant reading of sensational books, or by frequent attendance at exciting evening parties, and some by not insisting on regular and sufficient sleep.

Women waste it by overwork and worry in their homes, and it is a very rapid waste. Gay young ladies and fast young men waste it at a fearful rate in their rounds of pleasure. Only next is the waste of high living conjoined with excessive devotion to business.

Of all the professions the medical wastes the life-store most rapidly by irregular and broken sleep, night exposure and the constant drain on the sympathies and the nervous system. It seems a pity that those whose great work is to save and prolong the life of others should have to do it at the expense of their own.

ADVANTAGES AND DISADVANTAGES.

When Washington was President
As cold as any icicle,
He never on a railroad went,
And never rode a bicycle.

He read by no electric lamp,
Nor heard about the Yellowstone,
He never licked a postage stamp,
And never saw a telephone.

His trousers ended at the knees,
By wire he could not send a dispatch,
He filled his lamp with whale oil grease,
And never had a match to scratch.

But in these days it's come to pass,
All work is with such dashing done—
We've all these things; but then, alas—
We seem to have no Washington.

—Robert J. Burdette.

A SERIOUS MATTER.

An Illinois Judge Who Regarded a Hanging in That Light.

Luak's Eighty Years of Illinois Politics.

The judiciary of Illinois has ever been held in high esteem. Nowhere is its history marred with the charge of corruption, and this has given it the universal respect and confidence of the people. A great many anecdotes are related regarding the early courts, but the following, from "Ford's History," will serve to amuse the reader, and at the same time show the wide contrast between the practice of the courts then and now:

"The judges in early times in Illinois were gentlemen of considerable learning. In general, they were adverse to deciding questions of law. They never gave instructions to a jury unless expressly called for, and then only on the points of law raised by counsel asking for them. I knew one judge who, when asked for instructions, would rub his head and the side of his face with his hand, as if perplexed, and say to the lawyers: 'Why, gentlemen, the jury understand the case; they need no instructions; no doubt they will do justice between the parties.' This same judge presided at a court in which a man named Green was convicted of murder, and it became his unpleasant duty to pronounce sentence of death upon him. He called the prisoner before him and said to him: 'Mr. Green, the jury in their verdict say you are guilty of murder, and the law says you are to be hung. Now, I want you and all your friends down on Indian creek to know that it is not I who condemn you, but it is the jury and the law. Mr. Green, the law allows you time for preparation, and so the court wants to know what time you would like to be hung?' To this the prisoner replied: 'May it please the court, I am ready at any time; those who kill the body have no power to kill the soul; my preparation is made and I am ready to suffer at any time the court may appoint.' The judge then said: 'Mr. Green, you must know that it is a very serious matter to be hung; it cannot happen to a man more than once in his life, and you had better take all the time you can get; the court will give you until this day four weeks. Mr. Clerk, look at the almanac and see whether this day four weeks comes on Sunday.' The clerk looked at the almanac, as directed, and reported that that day four weeks came on Thursday. The judge then said: 'Mr. Green, the court gives you until this day four weeks, at which time you are to be hung.' The case was prosecuted by James Turney, the attorney-general of the state, who here interposed and said: 'May it please the court, on solemn occasions like the present, when the life of a human being is to be sentenced away for crime by an earthly tribunal it is usual and proper for courts to pronounce a formal sentence, in which the leading features of the crime shall be brought to the recollection of the prisoner, a sense of his guilt impressed upon his conscience, and in which the prisoner should be duly exhorted to repentance and warned against

the judgment in the world to come.' To this the judge replied: 'O, Mr. Turney, Mr. Green understands the whole matter as well as if I had preached to him a month. He knows he has got to be hung this day four weeks. You understand it in that way. Mr. Green, do you not?' 'Yes,' said the prisoner, upon which the judge ordered him to be remanded to jail, and the court then adjourned."

TEMPTATION TO STEAL.

N. Y. Metropolitan.

An honest man can lose himself so completely in New York that he will never be found; but a criminal, never. Four years ago a bank teller ran away with a lot of money. For reasons that cannot be told, he returned, and although under police *espionage*, a certain number of his friends clung to him loyally. His appearance in one of the hotels the other night set a group of men talking. One of them was an official in a large metropolitan bank, and he said apropos of defaulting cashiers and thieving bank tellers: "It is a wonder there are not more of them. I know of a teller who, to-day had more than a million of dollars on his tray, and much of the amount consisted of packages of thousand dollar bills. He has been in service for thirty odd years and doesn't look forward to rapid promotion, yet he could have easily extracted a dozen or two of the packages before him, put the remainder in the safe, taken the six o'clock train for Canada, and been safely concealed there long before the bank opened for business in the morning. Why men do not steal oftener, under such circumstances as these is a mystery. There is one thing, however, worth bearing in mind: If we had a closer communion with the Dominion even in the matter of legal reciprocity, fewer facilities would be offered for the screening of crime and consequently there would be more enforced honesty among bank clerks. When a man has such an open invitation to escape, there is an inducement to steal."

IT STUCK HIM.

Peck's Sun.

"Mr. Affible, I have looked over your expense account," said the head of the house, peering over his glasses at his traveling salesman, "and there is one item here I do not understand. It is mucklage, \$118. What does that mean?"

"It means," said the salesman, who had had a good week's business and was correspondingly reckless, "it means that is where you get stuck."

SARAH BERNHARDT'S new coffin was shipped from Paris to England recently, where she goes to play an engagement of several weeks. The last coffin she had was seized some time ago, with other personal effects, by relentless creditors. The new coffin is daintily lined with silk, and at the head has a soft little pillow trimmed with Valenciennes lace. It is Sarah's grim humor, sometimes, to sleep in her coffin.

OUR HEROES.

Now that we've scattered the flowers of May
Over the graves of the blue and gray—
Over the graves where the women weep,
Over the mounds where the heroes sleep—
Now let us turn to the graves of those
Who have lived and died in their overclothes.

Are they not heroes; have they not died
Under their engines, side by side?
Have they not stood by the throttle and brake
And gone down to death for their passenger's
sake?

Calm, undisturbed be the peaceful repose
Of the men who have died in their overclothes.

We would not take from the soldier's grave,
Not even the blades of grass that wave,
Nor would we ask you to hand us down
A single star from the soldier's crown;
All honor to them—but forget not those
Who have lived and died in their overclothes.

When the moon's cold rays grow dim and pale
And the lightning leaps o'er the glistening rail,
When the sharp sleet furrows each eager face,
As over the mountains and hills they chase,
Ah! dreary, indeed, are the battles of those
Who have fought and fell in their overclothes!

T'would be sweet to know when we're laid to
rest,
With our hands folded silently over our breast,
That a woman would come to our grave once a
year
Bringing wreathes of flowers; that a woman's
tear
Would dampen the dust on the grave of those
Who have dared to die in their overclothes.

As time flies on with a restless wing,
And of noble knight the poets sing,
We shall tell in our feeble way
Of the good they have done, as we look on the
clay,
On the tear and storm stained faces of those
Who have gone down to death in their over-
clothes.

—The Frog.

THE EIGHT-HOUR MOVEMENT.

Indianapolis Journal.

The eight-hour movement is growing in dignity and influence, and there are indications that it possesses staying qualities. The strongest social movements are those which spring from natural conditions, which appeal to reason instead of passion, and which, small and circumscribed at first, extend their scope and influence by natural and gradual growth. It looks very much as if the eight-hour movement might be one of these.

The proposed reduction of the hours of labor involves no novel principle or new departure. They have been reduced before. It has not been a great while since the legal day's labor in Great Britain and the United States was twelve and thirteen hours. The first reduction was to eleven, and this was followed, after long agitation and discussion, to ten. The arguments and conditions that brought about a reduction from twelve to ten hours are now working in favor of a reduction to eight hours, and it remains to be seen if they will not have a like result.

The important feature of the agitation, and one that all honest and intelligent men must recognize, is that social conditions and economic laws have undergone a great change during the last generation, and are still in a transition state.

The laws of production have changed very greatly and are likely to undergo further change. The increase of labor-saving machinery and the progress of applied science have multiplied the productive power of labor to an enormous degree. It has worked a radical change in the labor world and in the condition of all labor problems. The world can produce more in eight hours now than it could in ten hours twenty years ago. It can produce more in ten hours than it can consume in the other fourteen with Sunday thrown in. Is it worth while to keep up that rate of production? The inventive power cannot be restrained and there is no reason why it should be, but it should be made to conduce to the comfort and welfare of mankind rather than to the mere increase of production and wealth. If, with the aid of machinery and science, the world can produce all it needs in eight hours of daily toil, why should it labor more? It cannot safely be asserted that the change would materially disturb the industrial world or imperil any interest, since the experience of the reduction from twelve to ten hours proves the contrary. On the other hand, the decided improvement in the condition of wage-workers that has taken place since the reduction to ten hours, might follow a reduction to eight. These arguments, advanced with great earnestness by the supporters of the movement, are fortified by economic as well as sentimental reasons which commend them to candid and thoughtful consideration.

THOUGHTS OF THE DYING.

New York Ledger.

It is affirmed that a dying person in his last moments thinks of the chief events of his life. Persons resuscitated from drowning, epileptics with grave attacks, persons dying and already unconscious, but momentarily brought back to consciousness by ether injections to utter their last thoughts, all acknowledge that their last thoughts revert to momentous events of their lives. Such an ether injection revives once more the normal disposition of cerebral activity, already nearly extinguished, and it might be possible at this moment to learn of certain important events of the past life. Brown-Sequard mentions the remarkable fact that persons who, in consequence of grave cerebral affections, have been paralyzed for years, get back at once when dying their sensibility, mobility and intelligence. All such facts clearly show that at the moment of dissolution important changes take place, reacting upon the composition of the blood and the functions of the organs.

It is estimated that the aggregate productive area of the state of California is 78,000,000 acres, including arable and grazing, desert land which may be irrigated, and swamp and over-flowed lands which may be reclaimed. Of the remainder it is estimated that 20,000,000 acres consist of rugged, and, for the most part, heavily timbered mountains covered with valuable redwood, pine cedar, spruce and oak timber.

JAP MILLER.

Jap Miller down at Martinsville's the blamdest feller yit!
 When he starts in a-talkin' other folks is apt to quit—
 'Pears like that mouth o' his'n wuzn't made fer nothin' else
 But jes' to argify 'em down and gether in their peels.
 He'll talk you down on tariff; er he'll talk you down on tax,
 And prove the poor man pays 'em all—and them's about the facts!
 Religen, law er politics, prize fightin' er base ball—
 Jes' tetch Jap up a little and he'll post you 'bout 'em all.

And the comicallest feller ever tilted back a cheer
 And tuck a chaw tobacker kindo like he didn't keer.
 There's where the feller's stren'th lays—he's so common-like and plain,
 They haint no dude about old Jap, you bet you, nary grain!
 They 'lected him to council and it never turned his head.
 And didn't make no difference what anybody said—
 He didn't dress no finer, ner rag out in fancy clothes;
 But his voice in council meetin's was a turrer to his foes.

He's fer the pore man ever' time! and in the last campaign
 He stumped old Morgan county, through the sunshine and the rain,
 And helt the banner upwards from a-trailin' in the dust,
 And cut loose on monopolies and cuss'd and cuss'd and cuss'd!
 He'd tell some funny story ever' now and then, you know,
 Tel, blame it! it wuz better'n a jack-o'-lantern show.
 And I'd go funder yit, to-day, to hear old Jap orate
 Than any high-toned orator 'at ever stumped the state!

W'y, that-air blame Jap Miller, with his keen, surcastic fun,
 Has got more friends than any candidate 'at ever run
 Don't matter what his views is, when he states the same to you
 They allus coincide with your'n the same as two and two.
 You can't take issue with him—er at least they haint no sense.
 In startin' in to down him, so you better not commence—
 The best way's jes' to listen, like yer humble servant does,
 And jes' concede Jap Miller is the best man ever wuz!

—James Whitcomb Riley in the *Sunday Journal*.

SECRET RATE CUTTING.

Railway Service Gazette.

Some months since the *Railway Service Gazette* stated that Congress and President Cleveland would promptly second every suggestion of the Interstate Commerce Commission. The commission recommended that secret rate cutting and other evasions of the law be made offenses punishable with imprisonment in the State penitentiaries for terms not exceeding two years, or fines of \$5,000, or both fines and imprisonment at the discretion of the court, and that all reduc-

tions in published rates, fares, or charges shall only be made after three days' previous public notice. These suggestions were approved of by the Senate and the House of Representatives with a promptness rarely ever displayed in taking action in other matters, and President Cleveland at once approved the bill thus making it the law of the land. The secret rate cutters and the promoters of rate wars had best take warning in time, for henceforth no mercy will be shown them.

It is now published in nearly all the daily newspapers that presidents and general managers are glad the new law has been made, but that subordinates of the traffic departments are terrified, and much troubled in spirit. Nothing of the kind is true. Secret rate cutting and rate wars have long been the bane of railway operation. There is not an honest, faithful official of any grade who is really desirous that his road shall prosper, that does not admit the truth of this statement, and who is not glad the new law is in force. It will be respected and honestly obeyed, and there is now a really flattering promise that the strong arm of the law will very quickly solve the most difficult of all railway problems, and do that which the various traffic associations have for so many years been trying to do. That the Interstate Commerce Commission will rigidly enforce the law none need doubt, and it should be borne in mind that Judge Cooley has a very long head, and a long, strong arm too. So, gentlemen, you had best sheathe your little knives, for your mission as secret rate cutters is finished.

A REMARKABLE PLANT.

Its Seeds Taken Internally Induce Laughter and Great Nervous Excitement.

Chicago Herald.

Pulgrave, in his work on Central and Eastern Arabia, mentions a plant whose seeds produce effects analogous to those of laughing gas. The plant is a native of Arabia. A dwarf variety is found at Kasum, and another variety at Oman, which attains a height of from three to four feet, with woody stems, widespreading branches and green foliage. The flowers are produced in clusters and are yellow in color. The seed pods contain two or three black seeds of the size and shape of a French bean. Their flavor is a little like that of opium, the taste is sweet and the odor from them produces a sickening sensation and is slightly offensive.

These seeds, when pulverized and taken in small doses, operate upon a person in a very peculiar manner. He begins to laugh loudly and boisterously, and then sings, dances and cuts up all kinds of fantastic capers. The effect continues about an hour, and the patient is extremely comical. When the excitement ceases the exhausted individual falls into a dead sleep which continues for an hour or more, and when he awakens he is utterly unconscious that any such demonstrations have been made by him.

BILLIONAIRE KINGS.

I am afraid it will make my readers' lips water, but here is a list of some American fortunes, as I have heard them stated. I have no doubt some of them are inaccurately reported :

Name.	Capital.	Revenue at 5 per cent.
J. Gould	\$275,000,000	\$13,750,000
J. W. Mackey	200,500,000	12,500,000
C. Vanderbilt	125,000,000	6,250,000
G. P. Jones	100,000,000	5,000,000
J. J. Astor	90,000,000	4,500,000
A. T. Stewart	40,000,000	2,000,000
J. G. Bennett	30,000,000	1,500,000

These are the princes of the Land of the Dollar. The largest English fortunes fall short of these figures.

In France, with their fortunes translated into francs, Messrs. J. Gould and J. W. Mackey would be billionnaires; and I beg to suggest to the editors of French dictionaries the addition of the word :

"Billionaire—A person possessing at least a thousand millions. This phenomenon is found in America."

Needless to say that, with his millions on millions, Mr. Jay Gould is a power.

As for contending with him, as well try to break the bank at Monte Carlo with a ten cent piece.

I cannot guarantee that Mr. Gould is a happy man. Concerning immense fortunes, a witty American friend, rich in moderation, and a great philosopher, said to me one day :

"No man can own more than a million dollars. When his bank account outgrows that, he does not own it, it owns him, and he becomes its slave."

The two kings of American plutocracy are Messrs. Vanderbilt and Astor. The name of king applies to them less on account of the size of their fortunes than the generous use they make of them. They have founded hospitals, museums and libraries, and are known for the generosity with which they respond to appeals for help in philanthropical causes.

The Vanderbilt mansion in Fifth avenue, New York, is a princely habitation. The luxury on all sides is extreme. In the bath room, I am told, the walls are all mirrors painted thickly with trails of morning glories, so that the bather seems to be in a bower of flowers. In plate and pictures, many millions of dollars must have been spent. The pictures hang in two spacious, well lighted rooms. They number one hundred and seventy-four works, from the brushes of great modern masters. In the entrance hall hangs a portrait of Vanderbilt I, founder of the dynasty.

The Americans, having no king in our sense of the word, make the most of those they have. To read the pedigrees published in full every time a death occurs in one of these rich families, is highly entertaining. A Mrs. Astor died while I was in America, and, after the enumeration of her charms and virtues, came the list of John Jacobs from whom her husband had sprung. The Astors were all John Jacobs apparently, and were mentioned as John Jacob I, John Jacob II and John Jacob III. The line does not go back

very far, John Jacob I having gone to America as a poor emigrant early in this century, I believe, and laid the foundation of the present grandeur of his house by trading in furs.

It will not do to inquire too closely into the way in which some of America's millionaires have amassed wealth.

As for the colossal fortunes of railway kings, it is well known how thousands of small ones go to make them, how the rich man's palace is too often built with the stones of hundreds of ruined homes.

There is no other name than "king" used in speaking of the few great financiers, who hold the bulk of the railway stock in America. But they are not the only ones. There are oil kings, copper kings, silver kings, and I know not what other majesties in America, and when you see the power possessed by these, and the numberless trusts, combinations and pools, you wonder how the Americans, who found one king one too many, should submit so patiently to being governed by scores.

"GOD SAVE THE QUEEN."

Marshall P. Wilder's Book.

Every American who has been to England is expected to tell when he comes home what he thinks of the queen. I saw her majesty on Jubilee day; she didn't stop her carriage to speak to me, but I forgive her; 'twas her jubilee—not mine. When I've governed a great country respectfully for fifty years I won't stop my carriage in the procession for anybody; if any one wants to speak to me that particular day let them come up to the house when the show is over. As I said, I saw her majesty, and I was so much impressed that I raised my hat as high as my arm would let me. Just think of it a moment, fellow-citizens who have seen presidents rise and fall once in four years; here was a woman who for half a century had been head of the most populous civilized nation in the world, yet except for an air of modest dignity—"the divinity that doth hedge a king"—looked as honest, unassuming, kindly, womanly, and good as any decent fellow's darling mother.

"God save the queen."

"Them's my sentiments," as the man said when he hung up a printed prayer on the wall one cold winter evening, and pointed at it before he jumped into bed.

ADMIRAL PORTER lately held a state dinner in Washington, and Ah Sin, a Chinese servant was assigned to duty in attendance at the door. In his country a visitor's rank is indicated by the size of the card, and a huge yellow one means the presence of a prince. The small bits of pasteboard received but scant courtesy from Ah Sin, but when the gas collector presented his bill the celestial's demeanor underwent a change. The long yellow slip captured Ah Sin, and with profound salaams he bowed the astonished gasman into the presence of the amazed family and the irate head of the navy.

THE PENNSYLVANIA AT THE EXPOSITION.

The *Railroad Gazette* says; The Pennsylvania Railroad has responded to the call of the promoters of the Paris Exhibition and sent an exhibit which will illustrate some of the peculiarities of American railroading. The following is a list of the exhibit:

Section of passenger car.
 Passenger car truck.
 Freight car truck.
 Section of box car, Janney coupler.
 Section of gondola car, wrought iron coupler.
 Pair of wheels on axle.
 Worn out wheel with high mileage.
 Wheel spoiled in casting.
 Wheel broken to show strength and chill.
 Section of standard rail and rail joints.
 Book of photographs.
 Book of specifications.
 Cast iron wheel in flask, with piece cut out, showing method of casting.

The cast iron chilled wheel exhibit will perhaps, be of more interest to the railroad man on the continent than any other feature of this exhibit. We hope that other railroads have shown the spirit of the Pennsylvania, and have responded to the call for exhibits of actual practice. It is not yet too late to add to the American exhibit and as it is most desirable that our railroad engineers who visit Paris be enabled to call the attention of foreign engineers to the commendable features of American railroad operation, it is to be hoped that we shall, as a country of vast mileage, show our confidence in our railroad devices and send representative exhibits of the best American methods of construction and operation.

ABOUT ten years ago some wealthy young women formed an anti-marrying club, each member pledging herself not to marry under penalty of a fine of 1,000 marks. The club started with twenty-three members, and soon had thirty-one. Then an epidemic of marrying broke out, and the marks began to pour into the treasury as the fines were paid. This year at the general meeting there was but one member left, and she had 28,000 marks remaining of the paid up fines. By advice of the ex-members, this sum was divided into two parts, one to go to the Berlin hospitals and the other to the last member.

THE national debt of France is the most colossal of the globe. Egypt owes \$500,000,000, however, thanks to the coaching of France and England, imposed upon only 7,000,000 people. Mexico owes only about \$170,000,000, with more people than Egypt. The Dutch debt is 1,000,000,000 of florins; the Portuguese debt \$500,000,000; the Russian debt now \$2,500,000,000; the Italian debt of all kinds cost \$100,000,000 a year; little Greece seems to have a public debt of \$80,000,000; the British owe about \$950,000,000; the Danes about \$75,000,000; the Belgians \$430,000,000.—*Gath in Cincinnati Enquirer*.

A POOR WOMAN'S CONTRIBUTION.

Cincinnati Post.

One of the most touching letters received in regard to the Indiana sufferers comes from Moscow, O. If only the rich would give of their abundance as the poor have given of their pitance, we would send tomorrow enough to give every one of the 5,885 one good full meal at least. The letter comes from a hard working woman.

"Seeing the sad accounts of the sufferings of the miners and their poor wives and little ones, I am almost moved to tears. One can hardly believe that in this world of plenty these poor working people must suffer for daily food. I am poor and get a little money by selling the products of my garden. My two small children asked me to send the money they made yesterday and to-day, 27 cents, to the sufferers. I trust the mite will sustain one or two for a day. We have lived on very little, and don't know how soon our turn will come.

"May God's blessings go with this mite! I wish it was \$100."

WILL SOON WEAR PAPER CLOTHING.

The Manufacturer.

It is by no means improbable that paper will yet supersede cotton and woolen cloth as the clothing material of the people. One establishment in the West is already doing an extensive business in manufacture of paper clothing, and the fabric is said to equal that of any other class of goods in style and durability. For blankets, piano coverings and similar purposes, the paper fabrics are an established success. They are light and serviceable. Paper palls, dishes and canes are familiar to almost everybody. Paper boards for making houses, paper boats, paper water-pipes, column pipes, tanks, and a thousand other new uses are becoming a very important article in manufacturing, and its products are being exported from this country to every part of the globe.

CATS.

The most extraordinary will ever made was probated in Nashville, Tenn., last week. Mrs. Mary Ann Schaub, an aged German lady, died. She had surrounded herself by a number of dogs and cats and had accumulated property valued at about \$6,000, and this she leaves in trust for two of her favorite dogs. The animals are of the commonest breed. She provides that a sufficient sum shall be reserved from her personalty to maintain these dogs in comfort as long as they live, and especially orders one bed and clothing for their occupancy. A young lady whom she adopted some years ago is made secondary beneficiary upon the condition that she will live in the house and care for these dogs for a period of eight years.

It is stated that a pint of water thrown into a red-hot boiler has 75,000 times the explosive power of a pound of powder.

WHAT MIGHT BE DONE.

What might be done if men were wise—
 What glorious deeds, my suffering brother
 Would they unite
 In love and right
 And cease their scorn of one another.

Oppression's heart might be imbued
 With kind drops of loving kindness;
 And knowledge pour
 From shore to shore
 Light on the eyes of mental blindness.

All slavery, warfare, lies and wrongs,
 All vice and crime might die together;
 All land and corn
 To each man born
 Be free as warmth in summer weather.

The meanest wretch that ever trod,
 The deepest sunk in guilt and sorrow
 Might stand erect
 In self-respect
 And share the teeming wealth to-morrow.

What might be done? This might be done,
 And more than this, my suffering brother—
 More than the tongue
 E'er said or sung
 If men were wise and loved each other.

—Charles Mackay.

HARD HIT ON THE FIELD.

Peculiar Sensations Which Many a Brave Man
 Has Experienced.

Detroit Free Press.

We had been held in reserve for five long hours, while cannon thundered and muskets crackled spitefully along the front, a mile away. A procession of dead and wounded had filed past us until we were sick with horror. Shot, and shell, and bullets had fallen upon us behind the woods, until the dry, dead grass bore many a stain of blood.

"Attention! Forward—guide right—march!"

Our brigade was going in at last, and there was a look of relief on the face of every officer and man as we got the word:

"Guide right—front—forward—march!"

As we swung clear of the woods a gust of wind raised the smoke for a minute, and I saw the plain in our front blue with dead and wounded. Away beyond them was a line of earthworks, and I had one swift glimpse of a thin, blue line kneeling behind the cover.

"Steady! Right dress! Double quick—march!"

The air is alive with the ping of bullets and the whiz of shot and shell. We bend our heads as if breasting a fierce gale laden with icy pellets. There is a wild cry—a shriek—a groan, as men are struck and fall to the earth, but no one heeds them, no one hesitates. It is a hurricane of death, but we felt a wild exultation in breasting it. Men shout, curse, sing, swing their hats and cheer.

We are driving through the smoke cloud when there is a flash of fire in front. I seemed to rise into the air and float hither and thither, and the sensation is so dreamy and full of rest that I wish it could last forever. It is suddenly broken by the sound of my own voice. Is it my voice? It sounds strange and afar off to me. Why should

I cheer and curse by turns? What has happened?

Ah, now I come back to earth again. Above and around me is the smoke—the earth trembles under the artillery—men are lying about and beside me. Where is the brigade? Why did I drop out? I am lying on my back, and I struggle to sit up and look around. I rise to my knees—weave this way and that—topple over and struggle up again. There is red, fresh blood on the grass—on my hands—on my face. I taste it on my lips as my parched tongue thrusts itself out in search of moisture.

Who is groaning? Who is shrieking? Who is cheering? And why should I laugh and exult? Have we held the line against a grand charge? Did we scatter and decimate the legions hurled against us? Have we won a great victory to be flashed over the country and cause the bells to ring with gladness? Let me think. Give me time to remember how it all happened. Strange that my thoughts should be so confused, and the desire to sleep be so strong upon me when I should be up and doing. I will shake it off. I will spring up and follow after the brigade. Here—

"How do you feel?"

My eyes are wide open and I am lying on a cot in a large room. I see people walking about—other people lying on cots like my own.

"I feel all right. Why?"

"You were hit hard in the fight four days ago, my boy."

"So there was a battle?"

"Yes."

"And I was wounded?"

"Had your left arm shattered by a piece of shell, and we had to amputate it."

THEY'RE A QUEER LOT.

The Metropolis.

Lord Fife, who married the eldest and ugliest daughter of the prince of Wales, comes of a queer family. The cable has told us how three of his sisters have been divorced and married again. His mother was a very stout and handsome lady, who used to wake up in the middle of the night and devour chicken and champagne, which were placed upon a table at her bedside. She was liberal in her views and furnished a house in Kensington Gardens for Edmund Yates, then a popular novelist. When she died suddenly, her husband, old Earl Fife, found the bills for the furniture, and, like a true Scotsman, closed his eyes to their suggestiveness and merely requested Yates to pay them to him. Perhaps this hurt more than scandal. At any rate, no eulogy of Lady Fife appears in the "Reminiscences" of Edmund Yates.

A DOUBLE-ENDER APHORISM.

Says a New York paragrapher: "A majority of our rich men are not educated men." This will also read just as truly the other way.—*Rome Sentinel.*

SASSING HUSBANDS.

"A woman has a right to 'sass' her husband."

"A man who has lived for six years with a woman who has a tongue like a bell clapper has had a full share of punishment."

The Solomon who utters these decisions, which have a smattering of common sense, if not of law, says the *Philadelphia Record*, is big bluff Magistrate Bob Smith. His correct name is Robert R. Smith, but he is addressed by his full name only by utter strangers. From one end of the city to the other he is known as "Bob."

"Bob doesn't care so much for the law, but he goes in for justice. The place for him is in the Common Pleas or in the Supreme Court. We want less law and more justice these days, and that's just where he's strong," said one of the habitués of police headquarters yesterday.

This opinion is shared by all the frequenters of Fifth and Chestnut, and each year adds to the luster which the upright justice's decisions have given to the Central Station ermine. He has been holding court there on and off for nearly fifteen years, and previous to that he dispensed even-handed justice as an alderman. No magistrate is so well known in Philadelphia, and the fame of his decisions and judicial utterances has been carried to distant States. The magistrate is of sturdy frame, with a ruddy face and bright eyes, and he speaks in a sharp, off-hand way that carries terror to the evil-doer. He has passed the half-century mark by several years, but carries his age with a careless, easy grace, and still delights in red neckties and buttonhole bouquets.

The especial antipathy of the Judge is a wife-beater or a husband who has in other ways been remiss in his martial relations. His language to such offenders is severe. "You big, hulking brute," he said to one of these creatures a while ago, "it's a pity the whipping-post was ever abolished. Fellows like you ought to be tied up and lashed."

The justice is an ardent advocate of the restoration of the whipping post for certain offenses committed by men, and it has been said that he also favors a return to the ducking stool as a method of punishment for women of unruly tongues. He looks upon a common scold as being almost as bad as a wife-beater.

"Now shut up and get out of here, all of you!" he has sometimes to say when a lot of wrangling women get to squabbling and bandying words in the sacred precincts of his court. "I've heard all I want to hear from you. Skip now, or I'll put all under bail."

But the most recent decisions of the magistrate have won for him the undying love of womanhood. He has decided that it is a woman's right to "sass" her husband. The occasion of this queer decision arose from a suit brought by an up-town woman against her husband.

"He beat me until I was black and blue," the woman testified.

"What did you do that for, you brute?" said the justice.

"She sassed me," replied the husband.

"Well, a woman has a right to sass her husband," retorted Justice Smith. "Find \$1,000 bail. Madam, you go home and leave this fellow to me."

The ink had scarcely dried on the decision in this case when another attracted the attention of the justice. A woman with rather a lively tongue appeared against a man she called her husband. The fellow was as meek as Moses, and about twenty-five years older than the woman. She started off with her story at a 150-words-a-minute gait.

"Hold on!" cried the magistrate.

"He's a beast," said the woman.

"How long have you been married to that tongue?" asked the justice.

"Six years," replied his meekness in the dock.

"You've been punished enough. Open the gate and let him go," said Smith.

If there is one point more than another upon which the justice prides himself it is his memory of the faces of criminals and others who have stood before him at the bar of justice.

"How long since you served time?" he thunders at a culprit whom he thinks he has seen before his court.

"Why, Judge, I never served time," the trembling wretch answers, in all probability.

"Hold up your 'forks'" (the criminal's slang for hands up.)

Taken by surprise, the prisoner often holds up his hands, showing conclusively that he understands the jargon, and is in all probability a criminal. The crooked class all fear the justice, and would sooner meet a caged lion. He can address hundreds of them by their first names, and when he does not know it he frequently pretends that he does in a spirit of pleasantry.

Beginning life as a machinist, Judge Smith in these later years has turned his attention to agriculture, and is famous as a gentleman farmer at North Wales, on the North Penn railroad. He carries into farming the same direct methods that have distinguished him as a justice, and sometimes uses his knowledge of farming with great effect in his court.

"So you are a farm hand, are you?" he has been known to say to some unfortunate brought before him at Fifth and Chestnut streets, and who has given that as his occupation. "Well, now, how would you irrigate a field of rutabagas?"

This generally has the effect of breaking up the supposed farm hand, and the judge smiles triumphantly to Clerk Moffett at his unmasking of such deception.

REFORM YOUR IMPERFECTIONS.

However good you may be you have faults; however dull you may be, you can find out what some of them are; and, however slight they may be, you had better make some—not too painful, but patient—efforts to get quit of them.—*John Ruskin.*

DEDICATED TO SOUTHERN GOVERNORS.

Two mighty men of high degree
Went hunting for a lively flea,
And when at last they found him
They called their armed retainers out,
And leading each his vallant rout,
They vowed they would surround him.

"And if he jumps on me," one said,
"By all the gods, he's good as dead!"
And, blustering, said the other:
"If he shall jump on me, eheu!
That dastard act he'll dearly rue,
And wish he'd had no mother!"

Then leaped the flea; they both turned pale;
They startled armies, turning tail,
Fled, each in divers ways.
"He bit you, sir," one leader said;
"Had he bit me he had been dead
And numbered all his days."

The other when the flea was gone
Again his vallant air put on,
And issued proclamation.
"If anyone shall catch that flea
I'll crush him wheresoe'er he be!"
This to a laughing nation.

*Atlanta Constitution.***RUSSIAN WINTER PALACE.****How the Imperial Edifice Appears from an Artistic Point of View.**

The initiative of the Russians in art and in civilization is limited. Hitherto they have displayed greater aptitude for copying than for original conception, and even for their copies they have had recourse to western artists, particularly to Italian architects like Quarenghi, Rossi, and Count Rastrelli. The last is responsible both for the outside and the inside of the Winter Palace. This enormous structure was begun in 1732, finished in 1762, partly burned in 1837, but rebuilt in 1839 from the original drawings. It is a broad rectangular block, four stories, or about eighty feet, high, with a frontage of 455 feet in length and a breadth of 350 feet, one facade parallel with the navy, another looking toward the admiralty, the third facing the vast Alexander Place, and the fourth (blind) facade backing up to and adjoining Hermitage Palace, with which it communicates by means of a covered bridge. The proportions of this palace are not very commendable; the style of architecture is very bombastic rococo; the decoration is overcharged with statues, caryatides, flower pots, grenades and trumpery accessories; the cheap stucco surface of its facades—mercilessly broken up by pilasters, waterspouts and windows, so that the eye nowhere finds repose—is washed with a brownish red terra cotta color picked out with a lighter tone of yellow. The iron roof is painted red. The outside of this palace is absolutely without charm or merit of any kind; its only claim to merit is its immensity, which, by the way, according to Russian notions, is a very considerable claim. The interior is a saddening example of the bad taste which seems to characterize crowned heads of all nations, whether the Russian czar, the Turkish sultan, the German emperor, or the British

sovereign. The ornamentation is for the most part in rampageous rocaille style, bright burnished gold on whitewash or white imitation marble. Our pen absolutely refuses to describe the sham splendor of the imperial apartments, with their modern French polished furniture, vile wood carving, their massive screens, glazed with purple glass, their wall hangings of yellow and white or rose and green satin. The malachite room, the Pompellan room, the Mauresque bath room, likewise failed to transport us with admiration. The corner which pleased us best was Peter the Great's throne-room, whose walls were hung with soft red velvet embroidered with golden eagles. The St. George's Hall, a parallelogram, 140 feet by 60 feet, adorned with Corinthian columns of real white marble with gilt bases and capitals, is also a fine room, perhaps the finest in the whole palace. The White Hall, the Golden Hall and the Nicholas Hall are chillingly white show rooms, which require the animation of the court ceremonies and balls and the glitter of lights and diamonds in order to give them a picturesque interest. Finally we may notice the state entrance to the palace from Neva Quay, called the Ambassadors' Stairs, of white Carrara marble, and the vestibule, richly decorated and gilded with renaissance ornaments and statuary. This staircase and the St. George's Hall are the only two parts of the Winter Palace that present an aspect of real grandeur and majesty.

AN ELECTRIC MOUNTAIN RAILWAY.

One of the most interesting achievements in modern engineering is the electric mountain railway recently opened to the public at the Burgenstock, near Lucerne. The rails describe one grand curve formed upon an angle of 112 degrees, and the system is such that the journey is made as steadily and smoothly as upon any of the straight funicular lines. The Burgenstock is almost perpendicular—from the shore of Lake Lucerne to the Burgenstock is 1,330 feet, and it is 2,860 feet above the level of the sea. The total length of the line is 938 metres, and it commences with a gradient of 32 per cent. which is increased to 58 per cent. after the first 400 metres, this being maintained for the rest of the journey. A single pair of rails is used throughout, and the motive power, electricity, is generated by two dynamos, each of twenty-five horse power, which are worked by a water wheel of nominally 125 horse power, erected upon the river Aar at its mouth at Buochs, three miles away, the electric current being conducted by means of insulated copper wires. The loss in transmission is estimated at 25 per cent.

NO REASON WHY HE SHOULD,

"What's the matter, little boy?"

"That feller hit me."

"Well, I wouldn't cry if I were you."

"'Course you wouldn't, 'cause you're big enough ter lick him."—*Life*.

IN DREAMTOWN.

Eben Ruxford.

I'd know when bedtime came, dears, if all the
clocks stood still,
And the sun should keep on shining above the
green old hill;
For it's then the little children no longer care
for play,
But want to go to Dreamtown, a thousand miles
away.

How do they go to Dreamtown? They shut
their eyes, and lo
Across the moonlit valleys and o'er the hills
they go;
And quite before they know it, so the wise
people say,
They're in the Dreamtown country, a thousand
miles away.

What do they do in Dreamtown? ho, everything
that's nice,
There sweet things are so plenty they never
have a price.
You've but to take and eat them, and those who
go there say
There is no place like Dreamtown, a thousand
miles away.

They tell of Mince Pie Island, and Roasted
Turkey Hill,
Where they go when they get hungry, as folks
in Dreamtown will;
And you've just to take your choice, dears, at
least so I've heard say,
Of all good things in Dreamtown, a thousand
miles away.

There's a grove where fire-crackers grow in
bunches on the trees,
And a mill that grinds out marbles, and such
like things as these.
And everybody helps himself to all he wants,
they say;
For that's the rule in Dreamtown, a thousand
miles away.

There's nothing that you wish for when you are
wide awake
That isn't found in Dreamtown. They tell me
that they take
The biggest kind of sugar-plums, and dolls are
picked each day
From every bush in Dreamtown, a thousand
miles away.

Good-night, my drowsy darlings. The sleepy
eyelids close,
And straight to this strange country each little
traveler goes,
When morning-glory trumpets are blown at
break of day
You'll all come back from Dreamtown, a thou-
sand miles away.

OLD PEOPLE IN CHILI.

Remarkable Lack of Veracity Displayed in the Last
Census.
Chicago Herald.

The recent census of Chili, shows a remarkable
percentage of centenarians. The total popula-
tion of the republic is 2,500,000. Of this number
nearly 500 persons profess to have lived more
than 100 years each. While the number of old
ones is excessive, the great age claimed in indi-
vidual cases taxes the credulity to the straining
point. One man coolly returned his age as 150,
and this would make it very probable that he is
the oldest man in the world. Next to him comes

a woman aged 138; two women and one man re-
port themselves as 135, 132, 130, 127, each have a
representative, while there are seven 135 years
old. Below that age the numbers mount rapidly,
showing twenty-eight persons of the age of 120,
twenty-seven aged 115, and no less than ninety-
one aged 110. The returns carry the evidence of
their unreliability on their face. No accom-
plished and really able liar ever names round
figures. He is always exact as to details. These
Chilian romancers have not this northern ac-
complishment; most of them measure their ages
by decades or by half decades. Twenty-eight,
for example, are set down at 120, while but two
are given to 119 and only one to 117; ninety-one
are put at 110, while but eleven reach 109. Our
own census bears witness to the untrustworthy-
ness of the testimony of the ignorant to their age,
but two out of 100,000 white persons giving their
ages as above 100, while forty-five out of 100,000
colored persons claim that distinction. A fish
story from Chili would be an interesting bit of
reading.

AMERICAN FEDERATION OF LABOR.

Indianapolis News.

The first effort to combine the trades unions
into a national body, resulted in a meeting at
Baltimore on the 20th of August, 1866, at which
sixty labor organizations were represented, and
the National Labor Union was formed. Subse-
quent conventions of this body were held in '67,
'68, '69, '70, '71 and '72. In 1872, the organization
nominated a candidate for President of the
United States, which action caused dissensions
and caused the rapid disintegration of that once
powerful body. In 1881, at Pittsburg, the Federa-
tion of Organized Trade and Labor Unions of
the United States and Canada was organized.
Meetings were held at Cleveland in '82, New
York in '83, Chicago in '84, and Washington in
'85. Owing to the aggressions of the Knights of
labor, in 1886, at Columbus, Ohio, the organiza-
tion was greatly strengthened, and the name of
the "American Federation of Labor" was adopt-
ed. The next year, at Baltimore, 600,340 members
were represented. For the benefit of a writer in
Sunday's Sentinel, we quote from Mr. Gompers,
President of the Federation, as follows: "The
third convention of the American Federation of
Labor, * * * was held at St. Louis, De-
cember, 1888." The organization is having a
wonderful growth, and will more than fill the
breach caused by the wasting away of the Knights
of Labor.

A SCIENTIFIC GIRL.

"Charley, do you know what is meant by the
anatomical juxtaposition of two obicularis oris
muscles in a state of contraction?"

Charley (who prides himself on being scien-
tific—"Why, yes. In plain language it means a
kiss."

"What a chump I am! Miss Mosby asked me
what it meant last evening, and I had to give it
up."—*Chicago Herald.*

TO SOOLIVAN.

Och, Mister Soolivan,
Sure, ye're a mighty wan,
Faith, an' ye seem to run
Mostly to fists!

But with a jag on you,
Down on ther avenoo,"
Whin ye've a pint or two
Under yer chist!

Arra, ther papers say,
Yees ather actin' gay,
An' in yer playful way,
Raise a howl!

Whilra, ye murtherin' thug,
Betther a grizzly's hug
Than ye shed tap me mug,
Yis, be me sowl!

Acushla, now Sooly, dear,
Divvie a bit we'd keer
Af ye got out of' here,
Whist! d'ye moind!

Carry yer jags away,
Save 'em for Boston Bay,
Thin every one'll say
Faix, but he's koind!

—Chicago Herald.

A SENSIBLE IRISHMAN.

He Went to the Health Bureau and Demanded
Some Health.

San Francisco Report.

"Bees this the hilt office?" inquired a hardened looking citizen with a gin countenance of Clerk Williams this morning.

"Yes, sir," was the reply.

"Well, thin, Oi want some hilt. For the last twenty years Oi have been takin' a drap too much till Oi'm bruk in mol constatushun. Please fix me up."

"If you want to be vaccinated, we'll attend to you, sir."

"It's vaccination you'd give me, is it? Well, Oi've been vaccinatin' me stummick wid bad whisky for many a year, and the treatment is not beneficial. No, sir; I want yees to give me hilt again."

"My dear sir, we can't do it. It's not our business."

"Thin ye dhraw salary for chatin' the public. Oi'm a taxpayer. Gimme hilt."

"Can't."

"Wat?"

"Can't."

"Thin by the coat tail of St. Patrick I'll spile yours by using ye to dust the flure and furniture," and he began hastily to remove his tattered coat.

"Hi! there, doctor, bring in that last small-pox patient!" shouted the clerk.

There was a wild shriek of terror, the coatless form of the health seeker vanished through the door, and an instant latter he was making railroad time down Market street.

The small-pox case, it is proper to say, did not appear.

KNEW WHAT HE WAS ABOUT.

Why a Detroit Man Did Not Whip His Dog After All.

A well-known resident of Detroit is the possessor of a brown spaniel, to which he is very much attached. He related the following story to a *Free Press* representative, which contains "good and sufficient reasons" for his attachment: One winter night," said the gentleman, "several hours after my wife and I had retired, I was partially awakened by 'Joker,' who had jumped up on the bed and placed his fore paws on my chest. I pushed the dog off onto the floor and turned over to go to sleep again. He repeated his first performance and again I pushed him off. After that, instead of jumping on me, he pushed his nose under my head three or four times, and sprang back quickly to prevent my hitting him. At last I was thoroughly awake and I jumped out of bed to whip 'Joker' for bothering me. I had no sooner started to walk across the room than I staggered and fell to the floor like a drunken man. It seemed as though I were suffocating. I was frightened to death, in spite of the stupor that overcame me, with great effort I managed to crawl to the window and open it. When the cold fresh air struck me it seemed as though something had exploded right next to my ears. As soon as I was sufficiently revived I rushed over to wake up my wife. I found her unconscious. I carried her over to the window immediately, where the fresh air restored her. Upon investigation I found that we had been breathing coal gas, which was escaping from a stove in the next room. So you see my wife and I think a great deal of 'Joker' and wouldn't undertake to get along without him."

A SINCERE MOURNER.

Among John Bright's sincerest mourners in this country was Edward Finch, a mule spinner at Providence, R. I. While a Corporal in a British regiment Finch fell under the displeasure of a superior officer, a vindictive young sprig of nobility, who finally had him tried by court-martial and sentenced to be flogged. Finch's brave young wife hurried to London and told her story to Mr. Bright, who used his influence with the War Department so successfully that the soldier was released. Later Mr. Bright furnished him the means for obtaining his discharge, and Finch and his family came to this country.

HENRY GEORGE SUSTAINED.

Miss Culture—"What do you think of Henry George's single tax idea?"

Miss Gushington—"Well, I see no reason why he should not tax single men, but I don't think he ought to tax single women—it isn't our fault."—*New York Weekly*.

An order for 500 refrigerator cars will soon be placed by the Louisville & Nashville.



This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Dues and Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

SEPTEMBER, 1889.



Assessment Notice for September.

OFFICE OF GRAND LODGE, B. OF L. F. }
TERRE HAUTE, IND., September 1, 1889. }

ASSESSMENT No. 6, \$2.00.

To Receivers of Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified of the death and disability of the following members who were entitled to all the benefits of the Order, viz:

CLAIM No. 116. Charles Stack, of S. M. Stevens Lodge, No. 150, was declared totally disabled by Loss of Leg, April 12, 1889.

CLAIM No. 117. Perry Cunningham, of Royal Gorge Lodge, No. 59, died of Consumption, May 18, 1889.

CLAIM No. 118. Edward Flynn, of Chicago Lodge, No. 95, died of Meningitis, June 30, 1889.

CLAIM No. 119. Charles E. Tyler, of Hinton Lodge, No. 236, was killed by railroad Accident, July 4, 1889.

CLAIM No. 120. Edward C. Pore, of Youghiogheny Lodge, No. 322 died of Consumption, July 5, 1889.

CLAIM No. 121. M. J. James, of Fall River Lodge, No. 336, was killed by being Struck by a Switch Target, July 5, 1889.

CLAIM No. 122. Daniel W. Collins, of Pilot Lodge, No. 124, was killed in a Collision, July 8, 1889.

CLAIM No. 123. Charles A. Smith, of Adopted Daughter Lodge, No. 3, died from Injuries received in a collision July 13, 1889.

CLAIM No. 124. Charles M. Jackson, of Confidence Lodge, No. 102, died of Consumption, July 15, 1889.

CLAIM No. 125. William M. Walling, of Sattilla, Lodge, No. 325, was killed in a Collision, July 18, 1889.

CLAIM No. 126. George T. Douglass, of Macon Lodge, No. 246, was killed by railroad Accident, July 21, 1889.

An Assessment of Two Dollars (\$2.00) has been levied for the payment of the above claims and the Receiver is required to forward said amount for each member, whose name appears on the rolls September 1, 1889, as provided in Section 52 of the Constitution, said remittance to reach the Grand Lodge not later than September 20th, 1889. Any Lodge failing to make returns as above provided will stand suspended from all the benefits of the Order, as per Section 54 of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. & T.

Acknowledgments.

CHICAGO, ILL., July 27, 1889.

To the Officers and Members of Chicago Lodge, No. 95, of the Brotherhood of Locomotive Firemen:

GENTLEMEN:—Please accept through me the sincere and heartfelt thanks of myself and family for the kindness and respect shown to my deceased son, James Gallahan. I also thank you for chartering cars for the funeral. Believe me, your kindness will ever be held in grateful remembrance by his bereaved family.

Yours gratefully, his mother,
MRS. GALLAGHAN.

BUTTE CITY, MONT., August 1, 1889.

MR. EDITOR:—Through your valuable Magazine I wish to thank the members of J. K. Gilbreath Lodge, No. 264, for their great and unceasing kindness to my dear son, W. L. Clark, during his brief illness, which terminated so suddenly on the third of March, and will add, I think the B. of L. F. a great boon to all within its fold. Received draft for insurance with many thanks

Yours truly,

CHARLOTTE M. CLARK.

CANMORE, N. W. TER., June 29, 1889.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN:—It is with sincere thanks that I acknowledge the receipt of a draft for \$1,500 the full amount due on the policy of my late son, Charles A. Fidler. I also wish to thank the members of Gold Range Lodge, No. 311 and Cascade Lodge, No. 312, for the kindness shown me and my family in my late bereavement. May heaven's blessings fall upon the members of your noble Order is the wish of,

MRS. MARGARET FIDLER.

LAFAYETTE, IND., July 9, 1889.

To the Officers and Members of the B. of L. F.:

DEAR SIRS AND BROTHERS:—I desire to return thanks for payment of a draft for \$1,500, which I received on the 5th day of July, and I also wish to thank all the members of Tippecanoe Lodge, No. 36, for their kindness to me in my bereavement, and for their respect to my husband after his death. May God bless every member and every Lodge throughout the land, for they are noble, kind-hearted and true men. May God bless and protect you all is the wish of one in sorrow.

I remain yours,

MRS. FANNIE HEWES.

PHILIPSBURG, PA., July 22, 1889.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN:—We beg to acknowledge the receipt of fifteen hundred dollars (\$1500) from F. A. Davis, of Altoona Lodge, No. 257, B. of L. F., of which lodge our son, Edward M. Swartz, who died March 25, 1889, was a member. We also wish to express our sincere thanks to the members of Altoona Lodge who attended his funeral and lent us their aid, and also to the other orders and societies which showed their sympathy by attending the funeral. These friendly demonstration of regard for our dear son's memory did much to comfort us in our sore affliction.

JOHN G. AND M. J. SWARTZ.

Beneficiary Statement.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., August 1, 1889. }

To Subordinate Lodges:

SIRS AND BROTHERS: The following is a statement of the Beneficiary Fund, for the month ending July 31, 1889:

RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	68	135	202	269	330				
2	69	134	203	270	337				
3	70	137	204	271	338				
4	71	138	205	272	339				
5	72	139	206	273	340				
6	73	140	207	274	341				
7	74	141	208	275	342				
8	75	142	209	276	343				
9	76	143	210	277	344				
10	77	144	211	278	345				
11	78	145	212	279	346				
12	79	146	213	280	347				
13	\$164	80	147	214	348				
14	81	148	215	282	349				
15	82	149	216	283	350				
16	83	150	217	284	351				
17	84	151	218	285	352				
18	85	152	219	286	353				
19	86	153	220	287	354				
20	87	154	221	288	355				
21	88	155	222	289	356				
22	89	156	223	290	357	\$164			
23	90	157	224	291	358				
24	91	158	225	292	359				
25	92	159	226	293	360				
26	93	160	227	294	361				
27	94	161	228	295	362				
28	95	162	229	296	363				
29	96	163	230	297	364				
30	97	164	231	298	365				
31	98	165	232	299	366				
32	99	166	233	300	367				
33	100	167	234	301	368				
34	101	168	235	302	369				
35	102	169	236	303	370				
36	103	170	237	304	371				
37	104	171	238	305	372				
38	105	172	239	306	373				
39	106	173	240	307	374				
40	106	174	241	308	375				
41	107	175	242	309	376				
42	108	176	243	310	377				
43	110	177	244	311	378				
44	136	178	245	312	379				
45	112	179	246	313	380				
46	80	180	247	314	381				
47	114	181	248	315	382				
48	115	182	249	316	383				
49	116	183	250	317	384				
50	232	184	251	318	385				
51	118	185	252	319	386				
52	119	186	253	320	387				
53	120	187	254	321	388				
54	121	188	255	322	389				
55	122	189	256	323	390				
56	123	186	257	324	391				
57	121	191	258	325	392				
	125	192	259	326	393				
	126	193	260	327	394				
	127	194	261	328	395				
6	128	195	262	329	396				
6	129	196	263	330	397				
	130	197	264	331	398				
	131	198	265	332	399				
65	132	199	266	333	400				
66	133	200	267	334					
67	134	201	268	335					

Balance on hand July 1, 1889 \$28,910 75

Received during the month 1,938 00

Balance on hand August 1, 1889 . . . \$30,848 75

Respectfully submitted,
EUGENE V. DEBS, G. S. AND T.

Grand Lodge.

F. P. SARGENT Grand Master
Terre Haute, Indiana.

J. J. HANNAHAN Vice Grand Master
Box 655, Englewood, Ill.

E. V. DEBS Grand Secretary and Treasurer
Terre Haute, Indiana.

E. V. DEBS Editor and Manager of Magazine
Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

F. P. McDONALD Chairman
617 North Fourth St., St. Joseph, Mo.

C. C. SUTHERLAND Secretary
Goodland, Kansas.

C. A. WILSON . 141 Pacific Ave., Jersey City, N. J.

GRAND EXECUTIVE BOARD.

HARRY WALTON Chairman
430 Wyoming St., West Philadelphia, Pa.

W. F. HYNES Secretary
935 Eleventh St., Denver, Col.

J. J. LEAHY . . 2627 Fremont St., Philadelphia, Pa.

SIDNEY VAUGHN . 5 Draper St., Toronto, Ontario

C. J. SINGLETON L. Box 835, Mattoon, Ill.

Subordinate Lodges.

1. DEER PARK; Port Jervis, N. Y.

Meets in Union Hall at 2 P. M., every Sunday.

James Fordyce, 13 Church st Master

William Uhlman, 18 Crawford St. Secretary

William Uhlman, 18 Crawford St Collector

Charles E. Barkman, 101 Pike St Receiver

W. H. Decker, 143 Pike St Magazine Agent

2. SPARTAN; Monon, Ind.

Meets in Odd Fellows' Hall 1st and 3d Sundays at
2 P. M.

Thos. F. Doran Master

Chas. N. Hill Secretary

Arthur M. Holmes Collector

Eli J. Shields Receiver

Thos. F. Doran Magazine Agent

3. ADOPTED DAUGHTER; Jersey City, N. J.

Meets in Germania Hall, 140 Newark ave., 2d and
4th Sundays at 2 P. M.

C. W. Martin, 467 Grove St Master

D. W. J. Mahoney, 421 Summit Ave Secretary

J. B. Sweet, 125 Academy St Collector

Thos. Kenie, 7046 Jersey Ave. Receiver

J. H. Voorhis, 421 Summit Ave Magazine Agent

4. GREAT EASTERN Portland, Maine.

Meets in B. of L. E. Hall, 53 Temple St. 1st and
3d Sunday.

F. H. Pember, 89 Lincoln St Master

C. D. Getchell, 9 Brattle St Secretary

A. E. Dennison, 23 Merrill St Collector

F. A. Hull, 47 Hanover St Receiver

F. Howard Pember, 89 Lincoln
St Magazine Agent

5. CHARITY; St. Thomas, Ontario.

Meets in Engineer's Hall every Tuesday at 7:30
P. M.

A. N. Darragh, Box 1273 Master

C. W. Dyer, Box 1273 Secretary

James Ballentyne, Box 1273 Collector

Geo. W. Fenwick, Box 1273 Receiver

Joseph R. Odell, Box 1273 Magazine Agent

- 6. PRIDE OF THE WEST; DeSoto, Mo.**
Meets in K. P. Hall, 2d and Boyd Sts., every Monday at 2 P. M.
F. W. Gratiot, Box 298 Master
Alexander Williams, L Box 212 Secretary
Michael Rabbitt, Box 18 Collector
Wm. H. Wonder, Box 4 Receiver
Alex. Williams, L Box 212 Magazine Agent
- 7. POTOMAC; Washington, D. C.**
Meets 2d and 4th Sundays in McCaulley's Hall, between 2d and 3d Sts., Pennsylvania avenue, southeast.
R. M. Smith, 129 Carroll St., S. E. Master
H. A. Wilvert, 17 Virginia Ave., S. W. Secretary
John F. Robey, 442 2d St., S. W. Collector
Wm. C. Jasper, 509 S Capitol St., S. W. Receiver
John F. Robey, 442 2d St., S. W. Magazine Agent
- 8. RED RIVER; Denison, Texas.**
Meets in Brakemen's Hall, Main St., 1st and 3d Saturdays at 7 P. M., and 2d and 4th at 2 P. M.
Jerry Scott, 800 Shepherd St Master
A. M. Rager, 418 Austin Ave Secretary
T. W. Weaver, 700 W Munson St Collector
J. M. Cramer Receiver
Jerry Scott, 800 Shepherd St Magazine Agent
- 9. FRANKLIN; Columbus, Ohio.**
Meets at 64½ N High St., first Monday and third Tuesday evenings.
F. W. Arnold, Box 53 Master
C. C. Colt, 996 Pennsylvania Ave Secretary
N. T. Beynon, 240 22d St Collector
F. J. Kistler, 212, 214 South High St Receiver
Leonard Lawrence, 860 Arsenal Ave Magazine Agent
- 10. FOREST CITY; Cleveland, Ohio.**
Meets at 182 Ontario St., 1st and 3d Sundays at 1:30 P. M.
August H. Buse, 42 Michigan St Master
A. G. Laubscher, Seward St., West Cleveland Secretary
A. G. Laubscher, Seward St., West Cleveland Collector
T. P. Curtis, 41 W. Madison St Receiver
A. G. Laubscher, Seward St., West Cleveland Magazine Agent
- 11. EXCELSIOR; Phillipsburg, N. J.**
Meets in Grimer's Hall, 2d and 4th Sundays at 2 P. M.
Abraham T. Vannatta Master
C. A. Stevenson, Box, 106 Secretary
Elvin Teel Collector
J. W. Sinclair, L Box 96 Receiver
E. F. Stevenson Magazine Agent
- 12. BUFFALO; Buffalo, N. Y.**
Meets at 198 Seneca St., every Tuesday at 8 P. M.
J. J. Knauff, 238 Fifth St Master
H. T. Maloney, 41 Fifth St Secretary
W. J. Minor, 507 Eagle St Collector
J. J. McNamara, 178 Miami St Receiver
Jno. S. Bauld, 237 Elk St Magazine Agent
- 13. WASHINGTON; Jersey City, N. J.**
Meets in Masonic Hall, cor. Maple St. and Pacific Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M.
George E. Hull, 336 Communipaw Ave Master
Henry Kline, 123 Van Horn St Secretary
Edward F. Jones, 106 Pacific Ave Collector
Wm. Lewis, 151 Whiton St Receiver
Edward Rhodes, 151 Whiton St Magazine Agent
- 14. EURKA; Indianapolis, Ind.**
Meets at 34 W Washington St., fourth floor, every Tuesday at 8 P. M.
Wm. M. Linderman, I. B. & W. Shops Master
Wm. F. Smith, 680 E Washington St Secretary
E. J. Kline, 631 North West St Collector
W. J. Hugo, 79 N. Noble St Receiver
H. Zink, Vandallia Yard Office Magazine Agent
- 15. ST. LAWRENCE; Montreal, Canada.**
Meets in St. Charles Club Room, Point St. Charles, every alternate Sunday.
James Murphy, 63 Mullen St Master
James Ashcroft, 240 Magdalen St., Point St. Charles, Montreal Secretary
Samuel Edwards, 118 Grand Trunk St., Point St. Charles Collector
H. J. Clarke, 154 Charron St., Point St. Charles, Montreal Receiver
Richard Burke, 60 Mullins St Magazine Agent
- 16. VIGO; Terre Haute, Ind.**
Meets 2d and 4th Wednesdays, at 7:30 P. M.
Frank Dupell, 922 N 9th St Master
J. F. O'Reilly, 624 N 5th St Secretary
Henry Baidersdorf, 203 N 12th St Collector
C. A. Bennett, 1004 N 8th St Receiver
Ralph Sherburne, 602 N 8th St Magazine Agent
- 17. PINE RIDGE; Chadron, Neb.**
Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M.
O. E. Collins Master
L. V. Bowman Secretary
G. P. Maki Collector
J. E. Platner Receiver
D. H. Coyle Magazine Agent
- 18. WEST END; Slater, Mo.**
Meets in I. O. O. F. Hall every Saturday night.
Charles McMillan Master
L. H. Howard Secretary
Eugene Rogers Collector
George W. Michel, Box 145 Receiver
F. S. Adams Magazine Agent
- 19. TRUCKEE; Wadsworth, Nevada.**
Meets every Friday at 7 P. M.
J. B. Cunningham Master
Tom. J. Gillen Secretary
Chas. T. Short, Box 8 Collector
Jas. Richardson Receiver
Chas. T. Short, Box 8 Magazine Agent
- 20. STUART; Stuart, Iowa.**
Meets in Engineer's Hall every Monday at 7:30 P. M.
J. W. Taylor, Box 172 Master
George C. Wells, Box 117 Secretary
George Morse, Box 400 Collector
Alfred Hibbard, L Box 25 Receiver
Pat Quinn, Box 183 Magazine Agent
- 21. INDUSTRIAL; St. Louis, Mo.**
Meets at 902 South 4th St., 2d and 4th Tuesday at 8 P. M.
Wm. Merkle, 810 Chambers St Master
Chas. O. Ord, 1707 Popin St Secretary
Eli Gielas, 944 Chouteau Ave Collector
Wm. C. Linck, 1422 Dodler St Receiver
Wm. C. Linck, 1422 Dodler St Magazine Agent
- 22. CENTRAL; Urbana, Ill.**
Meets in I. O. O. Hall, 2d and 4th Sundays.
Lawrence Sullivan, 885 W. Washington St. Master
George Richter Secretary
Alexander McLennan Collector
Daniel O'Connor, 93 Decator St., Indianapolis, Ind Receiver
George Brash Magazine Agent
- 23. PHENIX; Brookfield, Mo.**
Meets 2d and 4th Tuesdays at 7:30 P. M. in Odd Fellow's Hall, cor. Brook and Main Sts.
Joshua Proctor Master
John S. Ott, Box 381 Secretary
C. M. Propst, Box 64 Collector
John S. Ott, Box 381 Receiver
A. P. Josselyn Magazine Agent
- 24. GREAT WESTERN; Parsons, Kansas.**
Meets in I. O. O. Hall, on Johnson Ave., every Wednesday at 2:30 P. M.
Charles W. Maier, Box 514 Master
I. B. Melville Secretary
Thos. M. Hodges Collector
Lot. Brandenberg Receiver
Wm. J. Mathis, Box 569 Magazine Agent

25. CONNECTING LINK; Boone, Iowa.

Meets 1st and 3d Sundays at 2 P. M.
 Aaron Starke, Box 349 Master
 Geo. McCormack, Box 590 Secretary
 Geo. McCormack, Box 590 Collector
 A. M. Sourwine, Box 339 Receiver
 N. Burlingame Magazine Agent

26. ALPHA; Baraboo, Wis.

Meets in B. of L. E. Hall, 2d and 4th Mondays
 Henry Popjoy Master
 Frank Melcher Secretary
 Henry Popjoy Collector
 Frank R. Melcher Receiver
 E. M. Terry Magazine Agent

27. HAWKEYE; Cedar Rapids, Iowa.

Meets in Room 13, O'Hara's Block, 2d Sunday at
 2:30 P. M., and 4th Mondays at 7:30 P. M.
 J. E. Collins, 20 8th St., N. Master
 Jos. R. Byerly, 403 G Ave., West Secretary
 J. L. Jennings, 323 G Ave., West Collector
 Fred. McArdle, 353 G Ave., West Receiver
 C. G. Jones, 91 S 2d St. Magazine Agent

28. ELKHORN; North Platte, Neb.

Meets in Masonic Hall, 1st and 3d Sundays.
 W. H. Ryan Master
 Wm. L. Kingelty Secretary
 Lewis C. Clark Collector
 Frank D. Winn, L Box 232 Receiver
 W. C. Stevenson, Box 15 Magazine Agent

29. CERRO GORDO; Mason City, Iowa.

Meets 1st and 3d Tuesday evening of each month,
 corner Second and Main Sts.
 Charles O. Burkhart, Box 147 Master
 J. H. Fulton, Box 706 Secretary
 Max Newbowers Collector
 J. H. Fulton, Box 706 Receiver
 S. A. Trine, Box 391 Magazine Agent

30. CEDAR VALLEY; Waterloo, Iowa.

Meets in Select Knights' Hall, Sycamore and 4th
 streets, 1st and 3d Sundays at 2 P. M.
 W. E. Penn Master
 R. A. Corson, Box 1154 Secretary
 H. A. Smith Collector
 R. A. Corson, Box 1154 Receiver
 J. A. Mulkern, 26 5th St., Dubuque,
 Iowa Magazine Agent

31. R. B. CENTRE; Atchison, Kansas.

Meets 2d and 4th Sundays in Woodman's Hall,
 cor. 6th and Kansas Ave.
 H. L. Clark, cor. Roberts and Commer-
 cial Sts. Master
 S. S. Hamrick, 1008 Main St Secretary
 Chas. Bennington, 14th and Santa Fe St. Collector
 John O'Connor, 1303 Main St Receiver
 Frank Short Magazine Agent

32. BORDER; Ellis, Kansas.

Meets in K. of P. Hall every Tuesday at 3 P. M.
 Levi M. Stoner, Box 192 Master
 J. L. Clark, Box 115 Secretary
 J. L. Clark, Box 115 Collector
 George McClure, Box 205 Receiver
 Harry Stigall Magazine Agent

33. SUCCESS; Trenton, Mo.

Meets in Engineer's Hall, over Union Bank, 1st
 and 3d Mondays at 2 P. M., and 2d and 4th
 Mondays, at 7:30 P. M.
 Thomas E. Torpey Master
 F. M. McReynolds, Box 178 Secretary
 Chas. W. Gallup Collector
 Wm. C. Gallup Receiver
 C. H. Torpey Magazine Agent

34. CLINTON; Clinton, Iowa.

Meets in Engineer's Hall, 4th St., 1st and 3d Sun-
 days at 2:30 P. M.
 Frank A. Kinch, 522 7th Ave Master
 J. M. Wheeler, 515 Comanche Ave Secretary
 Frank A. Kinch, 522 7th Ave Collector
 Thomas E. Bulen, 235 7th Ave Receiver
 Jos. F. Butler, 1703 5th Ave Magazine Agent

35. AMBOY; Amboy, Ill.

Meets in Khrel's Hall, 1st and 3d Sundays.
 W. J. Wells, Box 435 Master
 James Lavell, Box 480 Secretary
 T. W. Monahan, Box 458 Collector
 James Lavell, Box 480 Receiver
 James P. Duggan Magazine Agent

36. TIPPECANOE; Lafayette, Ind.

Meets in Red Men's Hall, at 2 P. M., Sundays.
 Charles Ernst, 164 Salem St., over U. S.
 Express Co Master
 Albert H. Kelley, 88 Green St. Secretary
 M. E. Clark, 82 Green St. Collector
 W. R. Johnson, 110 S 4th St. Receiver
 Jos. F. Spears, 14 Walnut St. Magazine Agent

37. NEW HOPE; Centralia, Ill.

Meets in Engineers' Hall, every Thursday at 8 P. M.
 H. G. Cornick, Box 151 Master
 W. D. Holton, Box 244 Secretary
 W. D. Holton, Box 244 Collector
 C. W. Styles Receiver
 T. J. Prickett Magazine Agent

38. AVON; Stratford, Ontario.

Meets in Foresters' Hall, 1st and 3d Sundays at 2
 P. M.
 John Turton Box 318 Master
 J. T. Burke, Box 318 Secretary
 William O'Brien, Box 318 Collector
 George Nursey, Box 318 Receiver
 S. J. Spencer, Box 318 Magazine Agent

39. TWIN CITY; Rock Island, Ill.

Meets in Engineer's Hall, 2d and 4th Sundays
 at 2 P. M.
 J. C. Kane, 2701 6th Ave. Master
 Daniel H. Moroney, 8th Ave. & 27th St. Secretary
 John F. Carney, 2225 Vine St. Collector
 Daniel H. Moroney, 8th Ave. & 27th St. Receiver
 James Griffin, cor. 9th Ave. and 27th
 St. Magazine Agent

40. BLOOMING; Bloomington, Ill.

Meets at 910 W Chestnut street, Tuesdays at 7:30
 P. M.
 Wm. Ryan, 603 W. Graham St. Master
 P. L. Cutler, 707 W Locust St. Secretary
 P. L. Cutler, 707 W Locust St. Collector
 Ed. W. Spreen, 608 N Mason St. Receiver
 Thomas Powderly, 1208 Western Ave.,
 Magazine Agent

41. ONWARD; Dickinson, N. Dakota.

Meets in Odd Fellow's Hall, every Thursday at
 7:30 P. M.
 Archie Campbell Master
 O. A. Doskey, Box 17 Secretary
 Samuel Rutson Collector
 John C. Benedict Receiver
 W. R. Williams, Box 32 Magazine Agent

42. ELMO; Madison, Wis.

Meets in Sharp's Hall, Mifflin St., 2d and 4th Sun-
 days at 2:30 P. M.
 Alfred H. Tyler, 312 Lake St Master
 W. J. Parsons, 520 W Main St. Secretary
 John Harrington, 520 W Main St. Collector
 Byron B. Wilber, 901 Johnson St. Receiver
 Frank Lawrence, 614 Mifflin St. Magazine Agent

43. ST. JOSEPH; St. Joseph, Mo.

Meets in I. O. O. F. Hall, 10 Pacific St., 1st and 3d
 Thursdays.
 F. O. Porter, N. E. Cor. 13th and Penn St. Master
 James Hyndman, 2216 S Sixth St. Secretary
 James Hyndman, 2216 S Sixth St. Collector
 W. E. Sullivan, 2303 S Sixth St. Receiver
 W. E. Sullivan, 2303 S Sixth St. Magazine Agent

44. F. W. ARNOLD; East St. Louis, Ill.

Meets in Jackiesch Hall, corner Missouri and Main Sts., alternate Tuesdays at 7:30 P. M.
 Phil. C. Cramer, Box 68 Master
 J. P. Collins, Box 236 Secretary
 Wallace Reeve, Box 498 Collector
 J. P. Collins, Box 256 Receiver
 C. E. Long, Box 354 Magazine Agent

45. ROSE CITY; Little Rock, Ark.

Meets in Quapaw Hall every Monday night.
 George Emery, 1009 North St. Master
 Ed. Chamberlain, Box 174, Argenta, Ark. Secretary
 William Smith, 206 S. Cross St. Collector
 George Emery, 1009 North St. Receiver
 Ed. Chamberlain, Box 174, Argenta, Ark. Magazine Agent

46. CAPITAL; Springfield, Ill.

Meets in Engineers' Hall, 217 South 5th St., 1st and 3d Sundays, at 2 P. M.
 A. Cunningham, 1125 N Fifth St. Master
 J. C. Bittinger, 901 E Capitol Ave. Secretary
 Wilson Somerville, 705 S 9th St. Collector
 D. C. Webster, 1117 S. 8th St. Receiver
 E. W. Anderson, 1007 Cook St. Magazine Agent

47. TRIUMPHANT; Chicago, Ill.

Meets in Prosperity Hall, N. E. corner State and 18th Sts., 1st Monday evening and 3d Sunday afternoons.
 Lawrence Murphy, 1474 Indiana Ave. Master
 George Porter, 1749 Indiana Ave. Secretary
 George Porter, 1749 Indiana Ave. Collector
 Ben. Busch, 1537 Michigan Ave. Receiver
 Thos. O'Connor, 1240 Indiana Ave. Magazine Agent

48. W. F. HYNES; Peoria, Ill.

Meets in G. A. R. Hall, 105 S. Adams St., 2d and 4th Saturdays at 7:30 P. M.
 George C. Watt, 617 1st St. Master
 J. V. Johnson, 412 Spencer St. Secretary
 W. A. McMillan, 206 State St. Collector
 George C. Watt, 617 1st St. Receiver
 John Watt, 617 First St. Magazine Agent

49. J. M. RAYMOND; Decatur, Ill.

Meets in Engineers' Hall, E. Eldorado St., 2d and 4th Sundays at 3 P. M.
 E. J. Wilkins, 1330 E. William St. Master
 Dan Dineen, 537 N Broadway Secretary
 Charles Hockery, 1613 E. William St. Collector
 A. H. Sutton, 975 N Water St. Receiver
 E. J. Wilkins, 1330 E William St. Magazine Agent

50. GARDEN CITY; Chicago, Ill.

Meets in Brown's Hall, S. W. cor. 47th and State Sts., 1st and 3d Saturdays at 7:30 P. M.
 Calvin M. Wolcott, 5001 State St. Master
 P. R. Brislen, 4700 Wabash Ave. Secretary
 C. D. Dickerman, 5142 Dearborn St. Collector
 T. G. Perry, 4911 Butterfield St. Receiver
 James T. Lee, 4404 Butterfield St. Magazine Agent

51. FRISCO; North Springfield, Mo.

Meets in G. A. R. Hall, Station A, Springfield, every Wednesday at 2 P. M.
 John S. Carson, Station A, Springfield Master
 Michael Gaffney, Station A, Springfield Secretary
 Geo. A. Hasler, Station A, Springfield Collector
 John S. Carson, Station A, Springfield Receiver
 L. S. Wolfe, Box 408 Magazine Agent

52. GOOD WILL; Logansport, Ind.

Meets in Firemen's Hall, corner 4th and Market Sts., every Sunday at 2 P. M.
 Charles Truman, 1318 Spear St. Master
 W. A. McDonald, 1216 Smead St. Secretary
 John T. Maloy, 715 W Ottawa St. Collector
 M. W. Jamison, 105 Market St. Receiver
 J. A. Holland, N. Sycamore St. Magazine Agent

53. EMPORIA; Emporia, Kansas.

Meets in A. O. U. W. Hall, corner 6th Ave. and Commercial St., 1st and 3d Monday at 1:30 P. M.
 A. E. Pearce, Box 1201 Master
 J. T. Williams, 121 Congress St. Secretary
 John McGaha, Moline, Kan. Collector
 John C. Hadley, 22 Pine St. Receiver
 Edward Fitch, Strong City Magazine Agent

54. ANCHOR; Moberly, Mo.

Meets in Supplies Bros. Hall, Tuesdays at 7 P. M.
 James A. Robertson Box 34 Master
 R. P. Corrigan, Box 682 Secretary
 M. Sullivan, Box, 1551 Collector
 R. P. Corrigan, Box 682 Receiver
 M. Sullivan, Box 1551 Magazine Agent

55. BLUFF CITY; Memphis, Tenn.

Meets at No. 16 Johnson Ave., 2d and 4th Thursday evenings.
 Jacob Fuchs, L. & N. Shops Master
 Jacob Wagner, L. & N. Shops Secretary
 Jacob Wagner, L. & N. Shops Collector
 A. S. Klyce, L. & N. Shops Receiver
 J. E. McFadden, 196 Johnson Ave. Magazine Agent

56. BANNER; Stanberry, Mo.

Meets in B. L. Hall, every Saturday at 7:30 P. M.
 W. E. Baldwin, L. Box 400 Master
 Charles H. Runyan Secretary
 Joseph J. Smith, Box 51 Collector
 T. A. Newcomb Receiver
 Joseph J. Smith, Box 51 Magazine Agent

57. BOSTON; Boston, Mass.

Meets in Odin Hall, 47 Hanover St., 1st and 3d Sundays of each month.
 F. F. Derby, Fitchburg R. R. Engine House
 Charlestown, Mass. Master
 T. H. Haines, Ocean View St., Winthrop, Mass. Secretary
 A. W. Spurr, 66 Hammond St. Collector
 T. H. Haines, Ocean View St., Winthrop, Mass. Receiver
 H. E. Stevens, 5 Davis St. Magazine Agent

58. SACRAMENTO; Rocklin, Cal.

Meets in Masonic Hall, every Monday and Thursday at 1:30 P. M.
 Elmer E. Greeley Master
 C. B. Cottrell Secretary
 A. C. Thyle Collector
 George B. Clark Receiver
 Frank J. Peacock Magazine Agent

59. ROYAL GORGE; South Pueblo, Colo.

Meets in B. of L. F. Hall, cor. High St. and Union Ave., every Monday at 7:30 P. M.
 A. M. McMurray, Box 458 Master
 S. R. Sexton, Box 330 Secretary
 C. S. Walker, 124 Mechanic St., Pueblo Collector
 M. C. Donnelly, 619 E 3d St., Pueblo Receiver
 John T. DeJersey, No. 601 B St., Pueblo Magazine Agent

60. UNITED; Philadelphia, Pa.

Meets in Dover Hall, Marshall St., above Susquehanna Ave., 1st and 3d Sundays.
 James Wertz, 2013 N 3d St. Master
 Howard Reeder, 1943 Lawrence St. Secretary
 James Wertz, 2013 N 3d St. Collector
 B. F. Pettit, Marshall St. Receiver
 Chas. H. Rehnner, 529 Butler St.,
 Franklinville, Pa. Magazine Agent

61. MINNEHAHA; St. Paul, Minn.

Meets in Druid's Hall, corner Jackson and 7th St., 2d and 4th Sundays.
 James V. Piper, corner Jackson St., and Como Ave. Master
 P. McLaughlin, 103 Sycamore St. Secretary
 H. E. Kemp, 223 Granite St. Collector
 Theo. T. Hart, 709 Tuscarora St. Receiver
 J. F. Mullany, Cor. Como Ave. and Jackson St. Magazine Agent

62. VANBERGEN; Carbondale, Pa.

Meets in Odd Fellows' Hall, cor. 7th and Church
Sts., 2d and 4th Sundays at 1 P. M.,
Geo. P. Berry Master
U. S. Van Dermark, Box 41 Secretary
W. H. Brokenshire Collector
A. M. Banks, Box 479 Receiver
D. N. Swan Magazine Agent

63. HERCULES; Danville, Ill.

Meets in K. of H. Hall, West Main St., 1st and
3d Sundays.
H. J. Bohn, 501 E. Main St Master
Wm. Corbitt, 911 N. Hazel St Secretary
E. E. Partlow, 713 N. Hazel St Collector
B. M. Manion, 202 Collett St Receiver
T. A. Hudson Magazine Agent

64. SIOUX; Sioux City, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at 2:30
P. M.
D. L. Davenport, 1521 E. 6th St Master
Chas. Forsyth, St. James, Minn Secretary
Sidney Weir, 506 Iowa St Collector
James Griffin, 419 Clark St Receiver
H. G. Stowell, 1117 Seventh St Magazine Agent

65. FORT RIDGELY; Waseca, Minn.

Meets in Engineers' Hall, 1st and 3d Sundays.
F. Gillan, Box 235 Master
F. Chamber, Box 50 Secretary
J. Evans, Box 488 Collector
G. Bennett, Box 3 Receiver
M. J. Fitzpatrick, 821 W. 5th St., Wino-
na, Minn Magazine Agent

66. CHALLENGE; Belleville, Ontario.

Meets in B. of L. F. Hall, Station St., 2d and 4th
Sundays at 2:30 P. M.
Victor Wensley, Box 51, Belleville Station Master
T. C. Curtis, Box 80, Belleville Station Secretary
W. E. Elliott, Belleville Station Collector
T. E. Elliott, Belleville Station Receiver
R. Snell, Belleville Station Magazine Agent

67. DOMINION; Toronto, Canada.

Meets in I. O. O. F. Hall, 2d and 4th Sundays, at
2:30 P. M.
John Ross, Clarence Square Master
Sidney Vaughan, 5 Draper St Secretary
James Pratt, 172 Huron St Collector
Sidney Vaughan, 5 Draper St Receiver
Robert Reid, 31 Leonard Ave. Magazine Agent

68. EAU CLAIRE; Altoona, Wis.

Meets 2d and 4th Sundays at 2 P. M.
J. S. McCauley, Box 24 Master
Richard Hall Secretary
Patrick E. Keating, Box 62 Collector
E. W. Brogan Receiver
Charles Dinneen Magazine Agent

69. ISLAND CITY; Brockville, Ontario.

Meets in the Merrill Block, every Thursday at
7:30 P. M.
J. B. Hislop, Box 620 Master
George Purvis, Box 620 Secretary
J. G. Goodison, Box 206 Collector
W. J. Dowell, Box 183 Receiver
Francis Flanagan Magazine Agent

70. LONE STAR; Longview, Texas.

Meets in I. O. O. F. Hall, every Tuesday at 2
P. M.
J. H. Doan, Box 411 Master
Charles H. Weller, Box 411 Secretary
Albert N. Oden, Box 411 Collector
T. E. Watts, Box 411 Receiver
W. S. Slayter, Box 421 Magazine Agent

71. SUSQUEHANNA; Oneonta, N. Y.

Meets in B. of L. E. Hall, 2d and 4th Sundays at
3 P. M.
J. E. Owens Master
W. W. Kowe, 45 Clinton St Secretary
Howard Wickham Collector
Irvin Baker, 38 Grove St Receiver
James Walters, 82 W. Broadway Magazine Agent

72. WELCOME; Camden, N. J.

Meets at 2d and Federal Sts., 1st and 3d Sundays.
Geo. W. Tush, 236 Senate St Master
James L. Gibbs, Collingswood, N. J. Secretary
Geo. W. Austermuhl, 437 Mickle St Collector
James L. Gibbs, Collingswood, N. J. Receiver
G. W. Austermuhl, 437 Mickle St. Magazine Agent

73. BAY STATE; Worcester, Mass.

Meets at Stationary Engineer's Hall, 302 Main St.,
2d and 4th Sundays.
James W. Mead, 75 Prospect St Master
Charles A. Smith, Box 739 Secretary
J. J. Cunningham, 29 Prescott St Collector
Charles A. Smith, Box 739 Receiver
W. N. Holland, 9 Cutler St Magazine Agent

74. KANSAS CITY; Argentine, Kan.

Meets in K. of P. Hall, alternate Thursdays.
Thomas Donahue, Box 421 Master
Edwin J. Pearce, Box 421 Secretary
G. B. Campbell, Box 421 Collector
Edwin J. Pearce, Box 421 Receiver
G. B. Campbell, Box 421 Magazine Agent

75. ENTERPRISE; Philadelphia, Pa.

Meets in Erickson's Hall, 3947 Lancaster Ave.,
2d and 4th Sunday afternoons
W. W. Jones, 1403 N. 52d St Master
C. W. Reeves, 750 N 36th St., West Phila-
delphia Secretary
John Finley, 3804 Fairmount Ave Collector
C. W. Reeves, 750 N 36th St., West Phila-
delphia Receiver
J. T. Findley, 3804 Fairmount Ave Magazine Agent

76. NEW ERA; Breckenridge, Minn.

Meets in Masonic Hall, 2d and 4th Sundays at 2
P. M.
Wm. Pannon, Box 67 Master
W. C. Hall Secretary
Harry Pearce Collector
W. W. Hurd Receiver
Wm. Pannon, Box 67 Magazine Agent

77. ROCKY MOUNTAIN; Denver, Colo.

Meets in Neef's Hall, 15th St., every Thursday at
7:30 P. M.
Thos. N. Worth, 2813 Blake St Master
W. F. Brundage, 1216 Larimer St Secretary
D. L. Marrs, 445 Beecher Ave., N side Collector
W. F. Brundage, 1216 Larimer St Receiver
H. M. Johns, 2837 Arapahoe St. Magazine Agent

78. GOLDEN EAGLE; Sedalia, Mo.

Meets in Hart's Hall, E 13th St., every Thursday
at 7 P. M.
Frank Boltinghouse, 1103 E. Third St Master
J. P. Alcorn 1,223 Engineer St Secretary
E. F. Fleck, 1,000 E. Third St Collector
Henry Auleitner, 1113 E. 5th St. Receiver
G. H. Lyons, 318 Engineer St Magazine Agent

79. J. M. DODGE; Roodhouse, Ill.

Meets in Engineer's Hall, 1st and 3d Mondays
and 2d and 4th Sundays.
John Underwood Master
Charles E. Stone Secretary
Charles E. Stone Collector
Frank I. Carr Receiver
J. A. Wells Magazine Agent

80. SELF HELP; Aurora, Ill.

Meets over 26 and 28 Broadway, every 2d Sunday
John S. Slick, 447 Main St Master
P. G. Springer, 47 Downer Place Secretary
Geo. J. Waters, 202 5th St Collector
Frank G. Boomer, 95 LaSalle St Receiver
Chas. Kelly, 308 Fox St Magazine Agent

81. PINE CITY; Brainerd, Minn.

Meets in I. O. O. F. Hall, 6th St., South, 2d and
4th Sundays 2 P. M.
W. J. Bain, Box 1,763 Master
George Watts, Box 1831 Secretary
George F. Watson Collector
Rowland Arundel, Box 1545 Receiver
S. W. Green, L Box 1878 Magazine Agent

82. NORTHWESTERN; Minneapolis, Minn.

Meets 2d Saturday evening and 4th Sunday afternoon of each month, at 88 and 70 8th St., S.
 Ernest B. Mayo, 424 1st Ave. South . . . Master
 W. E. Richmond, 820 N Girard Ave . . . Secretary
 Robert J. Watson, 716 4th Ave. North . . . Collector
 W. E. Richmond, 820 N Girard Ave . . . Receiver
 Ernest B. Mayo, 424 1st Ave. S. . . Magazine Agent

83. TBINITY; Fort Worth, Texas.

Meets in B. of L. F. Hall every Wednesday, at 8 P. M.
 I. M. Dean, Box 406 . . . Master
 George H. Tucker, Box 406 . . . Secretary
 I. M. Dean, Box 406 . . . Collector
 J. M. Russ, Box 406 . . . Receiver
 J. S. Whitley, Box 406 . . . Magazine Agent

84. CALHOUN; Battle Creek, Mich.

Meets in Whitcomb's Block, N Jefferson St., 2d and 4th Sundays at 2:30 P. M., and 1st Monday at 7:30 P. M.
 E. C. Wilder, 50 South Ave . . . Master
 James Burgess, 64 Cliff St . . . Secretary
 Frederick Voss, 103 Green St . . . Collector
 E. C. Wilder, 50 South Ave . . . Receiver
 R. E. James, 106 3rd St. . . Magazine Agent

85. FARGO; Fargo, N. Dakota.

Meets 2d and 4th Mondays at 8 P. M. in I. O. O. F. Hall, corner Robert St. and 2d Ave.
 W. W. Sturman, Box 825 . . . Master
 Wash. Terrett, 17 16th St. . . Secretary
 Wash. Terrett, 17 16th St. . . Collector
 Eugene McAuliffe, 114 9th St., S . . . Receiver
 Thos. A. Kelly, . . . Magazine Agent

86. BLACK HILLS; Laramie City, Wyoming.

Meets in K. of L. Hall, Friday evening at 7:30.
 George W. DeForest, Box 455 . . . Master
 William N. Roth, Box 346 . . . Secretary
 George W. DeForest, Box 455 . . . Collector
 William N. Roth, Box 346 . . . Receiver
 George M. Harris . . . Magazine Agent

87. SUMMIT; Rawlins, Wyoming.

Meets in I. O. O. F. Hall, 1st and 3d Thursdays, at 7:30 P. M.
 Thomas F. Croake, Box 87 . . . Master
 Ed. Smyth . . . Secretary
 J. B. Robinson . . . Collector
 T. F. O'Donnell . . . Receiver
 Myles Scallan . . . Magazine Agent

88. MORNING STAR; Evanston, Wyoming.

Meets in I. O. O. Hall, Thursdays at 7:30 P. M.
 J. C. Bowman . . . Master
 Kenneth G. McLean, Box 150 . . . Secretary
 William L. Gray . . . Collector
 J. C. Bowman . . . Receiver
 Samuel Carpenter . . . Magazine Agent

89. CHEHAW; Montgomery, Ala.

Meets every Sunday at 3 P. M. in K. of P. Hall, over National Bank, Commerce St.
 E. L. Cranford, 207 Holt St . . . Master
 D. C. Hair, Box 435 . . . Secretary
 E. L. Cranford, 207 Holt St . . . Collector
 J. F. Sugg . . . Receiver
 E. L. Cranford, 207 Holt St . . . Magazine Agent

90. SAN DIEGO; San Bernardino, Cal.

Meets in A. O. U. W. Hall, every Sunday at 7:30 P. M.
 Jas. C. Sharp, Box 704 . . . Master
 R. S. Compton, Box 645 . . . Secretary
 Wm. Fleming, Box 645 . . . Collector
 J. M. Walker, Box 645 . . . Receiver
 J. E. Culey, Box 645 . . . Magazine Agent

91. GOLDEN GATE; San Francisco, Cal.

Meets corner Valencia and 16th Sts., 1st Sunday at 1 P. M. and 3d Tuesday at 7 P. M.
 John A. Center . . . Master
 Chas. A. Crites, 203 16th St. . . Secretary
 Ed. F. Dougherty . . . Collector
 Chas. A. Crites, 203 16th St. . . Receiver
 F. W. McCune, 230 Shotwell St. . . Magazine Agent

92. FRONTIER CITY; Oswego, N. Y.

Meets 2d and 4th Sundays in Frontier City Hall, Jefferson Block.
 Charles H. Spath, 39 W Talman St . . . Master
 John F. Schilling, 74 W. Second St. . . Secretary
 James Whalen, 230 W. 7th St. . . Collector
 James Whalen, 230 W. 7th St. . . Receiver
 S. C. Forsyth, 166 W Utica St. . . Magazine Agent

93. GATE CITY; Keokuk, Iowa.

Meets in Horn's Hall, corner 8th and Main St., 2d and 4th Sundays at 2 P. M.
 John Cronin, corner B and Bluff St . . . Master
 A. J. Ebersol, 1213 Bank St. . . Secretary
 John Burns, 513 Des Moines St. . . Collector
 E. J. Kelly, 519 Ridge St. . . Receiver
 Henry Montgomery, Cegterville, Magazine Agent

94. CACTUS; Tucson, Arizona.

Meets in B. of L. F. Hall, corner Tool Ave. and Pennington St., every Tuesday at 7:30 P. M.
 W. W. Walker, Box 218 . . . Master
 H. W. Braundt, Box 218 . . . Secretary
 W. E. Buller, Box 218 . . . Collector
 J. W. Hudson, Box 218 . . . Receiver
 W. D. Anderson, Box 218 . . . Magazine Agent

95. CHICAGO; Chicago, Ill.

Meets at 237 Milwaukee Ave., 2d Tuesday at 8 P. M., and last Sunday of each month, at 9:30 A. M.
 D. M. Leavitt, 36 Temple St. . . Master
 Vernon L. Culver, 174 N Halstead St. . . Secretary
 J. F. Cantlon, 142 Front St. . . Collector
 E. W. Wallbaum, 188 Milston Ave. . . Receiver
 Wm. R. Stuart, 174 N Halstead St. Magazine Agent

96. ALEXIA; Wellsville, Ohio.

Meets 1st and 3d Sundays in B. of L. E. Hall, Main St.
 G. Leibtag, Box 695 . . . Master
 Joseph Quinn, Box 695 . . . Secretary
 L. M. Lockhart, Box 695 . . . Collector
 Joseph Quinn, Box 695 . . . Receiver
 John Leibtag, Box 695 . . . Magazine Agent

97. ORANGE GROVE; Los Angeles, Cal.

Meets in Engineer's Hall, at 512 San Fernando St., every Tuesday at 7:30 P. M.
 Ed. Whitney, 46 Ann St. . . Master
 H. C. Forsyth, 22 Railroad St. . . Secretary
 Wm. T. Curl, 636 San Fernando St. . . Collector
 Ed. Whitney, 46 Ann St. . . Receiver
 A. V. Blackburn, 35 Railroad St. Magazine Agent

98. PERSEVERANCE; Terrace, Utah.

Meets in Engineers' Hall every Tuesday.
 S. E. Canady . . . Master
 H. J. Grubman . . . Secretary
 Fred Frolich . . . Collector
 Edward G. White . . . Receiver
 H. J. Grubman . . . Magazine Agent

99. ROCHESTER; Rochester, N. Y.

Meets in K. of H. Hall at No. 33 Market St., every Friday evening.
 E. E. Pruyn, 41 1st Ave . . . Master
 W. P. Couch, 331 University Ave. . . Secretary
 George Kingsley, 22 Upton Park . . . Collector
 George Kingsley, 22 Upton Park . . . Receiver
 W. H. Rice, 9 Norwood St. . . Magazine Agent

100. ADAIR; Bowling Green, Ky.

Meets in Wright's Hall, corner Main and Adams Sts., every Monday at 2 P. M.
 Jas. M. Claypool . . . Master
 William Coleman . . . Secretary
 Woods L. Miller, Box 446 . . . Collector
 Richard A. Potter . . . Receiver
 Richard A. Potter . . . Magazine Agent

101. ADVANCE; Creston, Iowa.

Meets in Firemen's Hall, 222 Pine St., every Sunday at 2 P. M.
 John Igoo, Box 246 . . . Master
 Frank E. Giltner . . . Secretary
 Frank E. Giltner . . . Collector
 John Igoo, Box 246 . . . Receiver
 Frank Strunce . . . Magazine Agent

102. CONFIDENCE; East Des Moines, Iowa.

Meets in I. O. O. F. Hall, S. E. cor. 6th St. and Grand ave., alternate Sundays at 2 P. M.
 R. E. Nash, 1412 Grand ave. W. Master
 W. L. Carss, 849 W 13th St. Secretary
 C. C. Woodard, N. W. cor. Locust and Penn ave. Collector
 F. S. Payne, 115 6th St. Receiver
 W. L. Carss, 848 W 13th St. Magazine Agent

103. FALLS CITY; Louisville, Ky.

Meets in Colgan's Hall, corner 10th and Walnut Sts., every Thursday at 2 P. M.
 Isaac Honaker, L. C. & L. Shops Master
 Christ. Kettner, 710 18th St. Secretary
 John B. Reynolds, 1017 18th St. Collector
 Christ. Kettner, 710 18th St. Receiver
 John B. Reynolds, 1017 13th St. Magazine Agent

104. "OLD KENTUCK;" Ludlow, Ky.

Meets in M. J. Connelly's residence, 106 Oak St., 1st and 3d Thursdays at 7:30 P. M.
 Frank Robertson Master
 M. J. Connelly Secretary
 Charles Heimberger Collector
 Frank Robinson Receiver
 Charles Heimberger Magazine Agent

105. PROGRESS; Chillicothe, Ill.

Meets in B. of L. E. Hall every Thursday evening at 7:30 P. M.
 F. W. Petterson Master
 James Strahan Secretary
 J. M. Lindemon Collector
 Frank D. Fenn, Box 1353 Receiver
 C. G. Nelson, 926 S. Seminary St. Magazine Agent

106. KEY CITY; Dubuque, Iowa.

Meets in Dotts Hall 2d and 4th Sundays at 2 P. M.
 Joseph Chaloupka, 1470 Cedar St. Master
 Henry Quade 446 High St. Secretary
 Joseph Chaloupka, 1470 Cedar St. Collector
 Laverett Douglass, 993 Garfield Ave. Receiver
 Edward A. Forster 438 High St. Magazine Agent

107. ECLIPSE; Gallon, Ohio.

Meets in Zimmerman's Hall every Wednesday night.
 August Gerhart, Box 196 Master
 P. D. Gregg, Box 667 Secretary
 Chas. D. Hoyt, Box 183 Collector
 Thomas Wilson, Box 497 Receiver
 George Canaan, Box 386 Magazine Agent

108. PIONEER; Chama, New Mexico.

Meets in D. & R. G. Passenger Depot, every Thursday at 7:30 P. M.
 Wm. J. Brown Master
 Edward Bradley Secretary
 Frank Wilson Collector
 R. T. Pearson Receiver
 John A. Simon Magazine Agent

109. PEACE; St. Louis, Mo.

Meets in Summit Hall, corner Ewing Ave. and Market St., 2d and 4th Fridays of each month at 7:30 P. M.
 W. J. Murphy, 314 Montrose Ave. Master
 J. L. Pate, 2919 Caroline St. Secretary
 Charles Durnell, 1303 S. Compton Ave. Collector
 J. L. Pate, 2919 Caroline St. Receiver
 J. L. Pate, 2919 Caroline St. Magazine Agent

110. OLD GUARD; Bucyrus, Ohio.

Meets in Engineers' Hall, cor. Sandusky & Mansfield St., every 2d and 4th Sundays at 2 P. M.
 J. R. Gordon, L. Box 235 Master
 C. P. Collins, Corning, O. Secretary
 William Fitzmaurice Collector
 W. C. Bruce Receiver
 C. P. Collins, Corning, O. Magazine Agent

111. BEACON; Mattoon, Ill.

Meets in K. of L. Hall, Sunday at 2:30 P. M.
 P. J. Skagel Master
 W. P. Fitzgerald, L. Box 846 Secretary
 F. W. Neidheiser, Box 605 Collector
 Paul Rider, Box 744 Receiver
 George S. Norris, Box 952 Magazine Agent

112. EVENING STAR; Mt. Vernon, Ill.

Meets in Odd Fellow's Hall, 1st and 3d Tuesdays at 7:30 P. M.
 S. R. Wild Master
 John C. Branham Secretary
 John C. Branham Collector
 S. R. Wild Receiver
 G. T. Colvin Magazine Agent

113. CLARK-KIMBALL; Pocatello, Idaho.

Meets in Masonic Hall every Monday at 7:30 P. M.
 W. J. Ingling Master
 John H. Hiller Secretary
 John H. Shannon Collector
 Frank Walton, Allerdice, Mont. Receiver
 H. F. Christman Magazine Agent

114. MAGIC CITY; Cheyenne, Wyoming.

Meets in Engineers' Hall, Idleman's Block, every Wednesday at 8 P. M.
 Michael Walch Master
 Thomas O. Jones, Box 250 Secretary
 Thomas O. Jones, Box 250 Collector
 Ernest Heenan, 1010 Central Ave. Receiver
 James J. Keelan Magazine Agent

115. GULF CITY; Galveston, Texas.

Meets 1st and 3d Wednesdays in the Temple of Honor.
 H. L. Briggs, Cor. 8th and Market Sts. Master
 Jno. Buckley, 19th and O½ Sts. Secretary
 Wm. Powell, 39th St. & Broadway Collector
 H. L. Briggs, Cor. 8th and Market Sts. Receiver
 Wm. Powell, 9th St. and Broad-
 way Magazine Agent

116. ST. CLAIR; Fort Gratiot, Mich.

Meets in Engineers' Hall, 1st and 3d Sundays at 1:30 P. M.
 William Dingwall, 2004 Stone St., Port Huron, Mich. Master
 R. J. Gee, 1604 Poplar St., Port Huron Secretary
 R. J. Gee, 1604 Poplar St., Port Huron Collector
 E. G. Hubbard, Box 127 Receiver
 J. J. Jackson, 2202 Stone St., Port Huron, Mich. Magazine Agent

117. BEAVER; London, Ontario.

Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.
 S. T. Fletcher, 221 Maitland St. Master
 R. Hornsby, 154 Clarence St. Secretary
 S. T. Fletcher, 221 Maitland St. Collector
 John Dickson, 367 Simcoe St. Receiver
 Robert Lister, 411 Hill St. Magazine Agent

118. STAR OF THE EAST; Richmond, Quebec.

Meets in Pearson's Hall, Main St., opposite Skating Rink, 1st and 3d Sundays at 2 P. M.
 R. A. Leonard Master
 Geo. A. Pearson, Richmond Station Secretary
 Geo. A. Pearson, Richmond Station Collector
 John Kelly, Richmond Station Receiver
 Geo. A. Pearson, Richmond Station, Magazine Agent

119. COLONIAL; River du Loup, Quebec.

Meets Wednesday and Thursday nights, alternately, in English School Room.
 Wm. Carmichael, River du Loup Station Master
 Louis D. Poulin, L. C. Ry. Station Secretary
 Louis D. Poulin, L. C. Ry. Station Collector
 W. H. Rougeau, River du Loup Station Receiver
 W. H. Rougeau, River du Loup Station Magazine Agent

120. FORTUNE; Syracuse, N. Y.

Meets in C. M. B. A. Hall, Cor. Fayette and Salina Sts., 1st and 3d Sundays at 3 P. M. and 2d and 4th Tuesdays at 7 P. M.
 E. F. McNulty, 266 W. Fayette St. Master
 Simon Mangan, 175 Otisco St. Secretary
 L. G. Rousson, 16½ Richmond St. Collector
 F. H. Livingston, 59 Jackson St. Receiver
 A. D. Collins, 312 Putnam St. Magazine Agent

- 121. FELLOWSHIP; Corning, N. Y.**
Meets in Odd Fellows' Hall, 1st and 3d Sundays of each month at 3 P. M.
James P. Roody Master
Isalah D. Wolcott, 2 Magee St Secretary
Isalah D. Wolcott, 2 Magee St Collector
E. E. Everts, 159 E Erie Ave Receiver
Chas. J. Boylan Magazine Agent
- 122. FEDERATION; Pana, Ill.**
Meets in Woodmen's Hall, every Sunday at 2:30 P. M.
Wm. J. Miller Master
W. D. Stokes, L Box 13 Secretary
Charles Rokey Collector
Thos. H. Crowner Receiver
A. C. Reif Magazine Agent
- 123. OVERLAND; Omaha, Neb.**
Meets in K. of P. Hall, 1402 Douglass St., every Wednesday at 8 P. M.
J. T. Fitzmorris, 1314 California St Master
E. S. Emmons, 1820 Mason St Secretary
J. T. Fitzmorris, 1314 California St Collector
Albert Cole, 636 S 17th St Receiver
William A. Cummings, 1306 S 12th St Magazine Agent
- 124. PILOT; Perry, Iowa.**
Meets in Odd Fellows' Hall, 2d and 4th Sundays at 9:30 P. M.
H. A. Draper Master
Wm. L. Johnston, Box 554 Secretary
H. C. DeGroat Collector
B. W. Zille Receiver
E. G. Benson Magazine Agent
- 125. GUIDE; Marshalltown, Iowa.**
Meets in B. of L. F. Hall, 15 S Center St., 2d and 4th Sundays.
W. M. Gallup, 512 S 3d St Master
J. P. Boyce, 103 W Nevada St Secretary
J. S. Smedes, 307 S Center St Collector
J. M. Larimer, 307 S 3d Ave Receiver
J. O. Rose, 410 W Church St Magazine Agent
- 126. COMET; Austin, Minn.**
Meets in Hays' Hall, 1st and 3d Mondays and 2d and 4th Sundays.
B. C. Henry Master
E. E. Talmadge Secretary
James Martin Collector
W. A. Brassard Receiver
C. J. Erickson Magazine Agent
- 127. NORTHERN LIGHT; Winnipeg, Manitoba.**
Meets in Assinaboine Hall, 133 Ross St., 1st Tuesday and 3d Wednesday evening.
J. G. Johah, 226 McWilliams st Master
H. English, 76 Williams St Secretary
G. M. Vansickle, 37 Isabel St Collector
Thomas Reese, 20 Gunnell St Receiver
George M. Vansickle, 31 Isabel St. Magazine Agent
- 128. LANDMARK; Glendive, Montana.**
Meets in Coleman's Hall, every Tuesday at 7 P. M.
Geo. M. Brown Master
C. C. Smith, Box 58 Secretary
B. F. Brown Collector
James McKenzie, Forsyth Receiver
J. C. Sorenson Magazine Agent
- 129. MINERAL KING; Escanaba, Mich.**
Meets in B. of L. E. Hall 2d and 4th Sundays at 1 P. M.
Richard Letcher, Box 123 Master
James S. Hill, L Box 116 Secretary
George H. Valentine, Box 541 Collector
J. S. Rogers, Box 622 Receiver
William Finnegan Magazine Agent
- 130. GUIDING STAR; Milwaukee, Wis.**
Meets in Engineers' Hall, 2d and 4th Sundays at 2 P. M.
Thomas Dwyer, 335 Jackson St Master
Bernard J. Fahl, cor. 34th and Wells St. Secretary
Frank E. Search, 436 Barclay St Collector
Con. S. McAuliffe, 561 Washington St Receiver
James D. Dwyer, 335 Jackson St. Magazine Agent
- 131. GOLDEN RULE; Stevens Point, Wis.**
Meets in Redfield's Hall, 2d and 4th Sundays at 2:30 P. M.
A. R. Johnson, Box 211 Master
George L. Gearhart Secretary
A. R. Johnson, Box 8 Collector
R. J. Luxan, Box 396 Receiver
R. J. Luxan, Box 396 Magazine Agent
- 132. MARVIN HUGHITT; Eagle Grove, Iowa.**
Meets in Odd Fellows's Hall, 1st and 3d Sundays 2:30 P. M.
Harry G. Pool, Box 386 Master
W. R. Hammond, Box 408 Secretary
Stephen E. Calkins, Box 49 Collector
John H. Howell Receiver
E. G. Bates, Tama Magazine Agent
- 133. SPRAGUE; Sprague, Washington, Ty.**
Meets in Engineers' Hall, 2d and 4th Sundays at 7 P. M.
J. D. Irby, Box 10 Master
H. A. Moore, Box 62 Secretary
A. E. Bowman, Box 10 Collector
Geo. E. Kendall Receiver
J. C. Smith Magazine Agent
- 134. EASTMAN; Farnham, Quebec.**
Meets in Foster's Hall, every Sunday at 3 P. M.
W. C. Barney Master
H. E. Cowan Secretary
J. H. Cunningham Collector
E. W. Gibson Receiver
Louis Lepine Magazine Agent
- 135. NEW YEAR; El Paso, Texas.**
Meets in Firemen's Hall, 1st and 3d Tuesdays at 7 P. M.
Colin McArthur Master
Jas. E. Handibo, Box 184 Secretary
Wm. Rader Collector
Colin McArthur Receiver
W. P. Sirsion Magazine Agent
- 136. J. SCOTT; Lindsay, Ontario.**
Meets in S. O. E. Hall, alternate Saturdays at 8 P. M.
Thos. R. Wilkinson, Box 454 Master
Archie McArthur, Box 454 Secretary
Archie G. Edmunds, Box 454 Collector
John A. Watson, Box 454 Receiver
Jos. Kelcher, Box 454 Magazine Agent
- 137. PROTECTION; Eldon, Iowa.**
Meets in K. of P. Hall, 2d and 4th Sundays at 2:30 P. M.
C. W. Friend Master
J. T. Hull, Box 196 Secretary
Geo. Wright, Box 674 Collector
A. Shunterman, Box 423 Receiver
Geo. W. Wright, Box 674 Magazine Agent
- 138. UNION; Freeport, Ill.**
Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.
W. C. Ingraham Master
Harry Stanley Secretary
Lewis Rame, 6 State St. Collector
George Showalter Receiver
George Showalter Magazine Agent
- 139. MT. WHITNEY; Tulare, Cal.**
Meets in Schultz's Hall, 1st and 3d Sundays and 2d and 4th Fridays at 2 P. M.
W. P. Barrett Master
George E. Landes, Box 31 Secretary
G. G. Hutchings Collector
George E. Landes, Box 31 Receiver
Frank Zuber Magazine Agent
- 140. MOUNT OUBAY; Salda, Colo.**
Meets in Fraternity Hall every Monday at 7:30 P. M.
A. G. Archer Master
W. S. Brewster Secretary
J. W. Hardy, L Box 599 Collector
Henry Wise, L Box 599 Receiver
N. A. Worden, Box 130 Magazine Agent

141. A. G. PORTER; Fort Wayne, Ind.

Meets in B. of R. B. Hall at 27 Calhoun St., every Wednesday at 7:30 P. M.
 A. J. Kohler, 461 Calhoun St. Master
 Patrick C. Lupton, 33 E Williams St. Secretary
 J. H. Westerman, 20 Buchanan St. Collector
 W. R. Fredericks, 415 S Lafayette St. Receiver
 Frank C. Smith, 46 Elm St. Magazine Agent

142. SAFETY; Toledo, Ohio.

Meets in Johnson's Hall, 1st and 3d Sundays at 1:30 P. M., and 2d and 4th Thursdays at 7 P. M.
 Albert S. Mead, Air Line Junction. Master
 B. J. Ross, Penn. Engine House. Secretary
 S. W. Nesper, 406 Broadway. Collector
 Fred. E. Bittman, 713 S Erie St. Receiver
 B. I. Ross, Penn. Eng. House. Magazine Agent

143. E. C. FELLOWS; West Oakland, Cal.

Meets in Pythian Hall, 1056 Broadway, every Monday, at 8 P. M.
 T. S. Davis, 1,232 Meinal Ave., Alameda. Master
 R. H. Potts, 1792 7th St. Secretary
 T. J. Roberts, 1,830 William St. Collector
 C. Sellander, 963 Fourth Ave. E. Receiver
 C. Sellander, 963 4th Ave., East Oakland, Cal. Magazine Agent

144. SUGAR LOAF; Campbellton, New Brunswick.

Meets in Patterson's Hall, I. C. R. Depot, 2d Sundays at 9 A. M., and 4th Sunday afternoons.
 William A. Thompson. Master
 William Hamilton. Secretary
 James Thompson. Collector
 John Deveraux. Receiver
 William Smallwood. Magazine Agent

145. DAVY CROCKET; San Antonio, Texas.

Meets in Jonas' Hall, 601 Austin St. every Tuesday at 8 P. M.
 Pat. Smith, 313 Burleson St. Master
 Edward Beere, Cor. Cherry and Burleson Sts. Secretary
 Edmond Lowe, cor. Sherman and Hackberry Sts. Collector
 Edward Beere, cor. Cherry and Burleson Sts. Receiver
 J. D. Kennedy, 906 Ave. D. Magazine Agent

146. BAYOU CITY; Houston, Texas.

Meets 1st and 3d Mondays at 7 P. M., and 4th Mondays at 2 P. M.
 John F. Broughton, S. P. Shops. Master
 J. P. Monaghan, N. W. cor. Vine and Shea Sts. Secretary
 J. P. Monaghan, N. W. cor. Vine and Shea Sts. Collector
 D. M. Moody, 109 Elysian St. Receiver
 D. M. Moody, 109 Elysian St. Magazine Agent

147. MIDLAND; Temple, Texas.

Meets every Monday at 8 P. M.
 R. Robinson, Box 105. Master
 L. J. Hudson, Box 105. Secretary
 Frank John, Box 105. Collector
 W. W. Short, Box 105. Receiver
 H. Sims, Box 105, Temple, Tex. Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.

Meets in K. of P. Hall, every Friday at 1:30 P. M.
 W. Bannan, Box 416. Master
 S. F. James, Box 416. Secretary
 C. W. Rankin. Collector
 M. E. Stafford, Box 498. Receiver
 David Tipton, Box 416. Magazine Agent

149. JUST IN TIME; New York, N. Y.

Meets at 110 East 125th St., 2d and 4th Saturdays at 8 P. M.
 James F. Hough, 1424 Ave. A. Master
 P. A. Donahue, 311 W 55th St. Secretary
 Robert T. Roscoe, 1858 3d Ave. Collector
 Albert H. Hawley, 2,344 Eagle Ave. Receiver
 Charles Johnson, 451 E 119th St. Magazine Agent

150. S. M. STEVENS; Marquette, Mich.

Meets in Mack's Hall, cor. Washington and 3d Sts., 2d and 4th Sundays at 2 P. M.
 Fred. E. Fletcher, 212 Garden St. Master
 Wm. Charlesworth, 240 W. Washington St. Secretary
 John Munroe. Collector
 Wm. D. Reany, 416 W Washington St. Receiver
 Wm. J. Turner. Magazine Agent

151. MAPLE LEAF; Hamilton, Ontario.

Meets 1st and 3d Sundays at 2:30 P. M.
 Alexander McGilvery, 98 Elgin St. Master
 Wm. Perkins, 150 Wellington St. Secretary
 Wm. Broughton, 18 Inchbury St. Collector
 William F. Baines, 180 Queen St. Receiver
 William Broughton, 14 Inchbury St., S. Magazine Agent

152. NORTH POLE; West Bay City, Mich.

Meets in Royal Arcumn Hall, 1st and 3d Sundays.
 W. A. Maguire. Master
 Frank E. Ayers, Box 104. Secretary
 Frank Potter. Collector
 S. C. Robertson. Receiver
 Frank E. Ayers, Box 104. Magazine Agent

153. H. C. LORD; Fort Scott, Kansas.

Meets in K. of P. Hall, corner 2d and Main Sts.
 W. B. Lane, 202 Hill St. Master
 J. B. Martin, 401 S. Broadway. Secretary
 H. L. Wright, 11 S. Barbee St. Collector
 C. T. Helman, 114 N Broadway. Receiver
 J. M. Parmley, 624 1st and Hill Sts. Magazine Agent

154. McKEEN; Chanute, Kansas.

Meets in Masonic Hall, on 2d and 4th Sundays 2 P. M.
 R. W. Cameron, Box 141. Master
 Ed. K. Brehl. Secretary
 J. E. Flint, Box 819. Collector
 M. A. Lea, Box 77. Receiver
 James M. Jones. Magazine Agent

155. J. F. BINGHAM; New York, N. Y.

Meets in Schrader's Hall, 147 W 32d St., 1st Saturday at 8 P. M., and 3d Thursday at 10 A. M.
 Ed. S. Wetherbee, 417 W 48th St. Master
 William J. Campbell, 2546 8th Ave. Secretary
 William J. Campbell, 2546 8th Ave. Collector
 C. C. McGrane, 183 Conover St., S. Brooklyn
 William P. Green, 119 Prospect St., Long Island City, N. Y. Magazine Agent

156. NECHES; Palestine, Texas.

Meets in Engineers' Hall every Saturday night.
 L. T. Branham, Box 256. Master
 O. A. Stetzel, Box 256. Secretary
 T. C. Imrie, Box 256. Collector
 R. F. Wright, Box 256. Receiver
 J. C. Potter Box 256. Magazine Agent

157. ECHO; Peru, Ind.

Meets in Echo Hall 1st and 3d Sundays at 2 P. M., and 2d and 4th Tuesdays at 7 P. M.
 B. E. Flaherty. Master
 H. P. Matthews, L Box 201. Secretary
 H. P. Matthews, L Box 201. Collector
 B. E. Flaherty. Receiver
 G. H. Smith. Magazine Agent

158. STANDARD; Detroit, Mich.

Meets at No. 47 Monroe Ave., up stairs, 2d and 4th Sundays at 1:30 P. M.
 Alban Doane, W Detroit St. Master
 A. Edmiston, 298 Riopelle St. Secretary
 Louis Groscaup, 251 Labrosse St. Collector
 Ed. Heidenrich, 124 Hastings St. Receiver
 Peter Sewell, 190 Orleans St. Magazine Agent

159. W. H. THOMAS; Nashville, Tenn.

Meets in Simmons' Hall, cor. Summer and Union Sts., every Monday at 9 A. M.
 G. Kunding, N. C. & St. L. Round House. Master
 D. J. Singleton, 471 Humphrey St. Secretary
 J. H. Ballentine, N. C. & St. L. Round House. Collector
 J. L. Enoch, 241 Foster St., E Nashville. Receiver
 L. Sudekum, cor. Market and Chestnut Sts. Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.

Meets in A. O. U. W. Hall, 3d and Main Sts., 2d and 4th Sundays at 2 P. M.
 W. H. Boleman, 509 William St. Master
 R. T. Skinner, 1,508 Walnut St. Secretary
 E. F. Stiker, 1,611 Division St. Collector
 F. W. Hunter, 1,044 Main St. Receiver
 John Z. Fairchild, 516 Upper 11th St.,
 Magazine Agent

161. HERALD; Burlington, Iowa.

Meets in Knights of Pythias Hall cor. Third and Jefferson sts., every other Sunday at 2 P. M.
 J. A. Richards, 1117 S 8th St. Master
 W. A. Flannery, 1212 N 8th St. Secretary
 S. W. Bowser, cor Port and Linn Sts. Collector
 J. D. Hawksworth, 2003 Madison St. Receiver
 W. A. Flannery, 1212 N 8th St. Magazine Agent

162. PROSPECT; Elkhart, Ind.

Meets in B. of L. F. Hall, 505 Main St., every Tuesday night 7:30, and 1st Sunday at 2 P. M.
 W. W. Howard, 1200 S Main St. Master
 J. C. Doty, Harrison St. Secretary
 G. D. Shupert, 200 Prairie St. Collector
 D. F. Wagner, 326 Jefferson St. Receiver
 Charles White, 1008 S Main St. Magazine Agent

163. ETNA; Pine Bluff, Ark.

Meets in Masonic Hall, every Friday at 7 P. M.
 Tim Corder, Box 210 Master
 Dewitt Hope, Box 56 Secretary
 D. B. Rathfon, Box 56 Collector
 D. B. Rathfon, Box 56 Receiver
 John Maher, 707 E 3d Ave Magazine Agent

164. EEL RIVER; Butler, Ind.

Meets Tuesday nights in I. O. O. F. Hall, on Broadway.
 Geo. E. Crider Master
 C. E. Blair Secretary
 John J. Derek, Box 202 Collector
 John J. Derek, Box 202 Receiver
 Ed. Eldridge Magazine Agent

165. ROBERT ANDREWS; Andrews, Ind.

Meets in Firemen's Hall every Monday at 7 P. M.
 J. E. Brombaugh Master
 O. M. Leedy Secretary
 George B. Richardson Collector
 Albert I. Routh Receiver
 J. N. Wright Magazine Agent

166. WM. HUGO; Huntington, Ind.

Meets in Engineer's Hall every Wednesday at 7 P. M.
 C. M. Keller, Box 619 Master
 J. P. McConley Secretary
 John S. Dolan, Box 915 Collector
 C. E. Wallace, L Box 933 Receiver
 A. W. Beaver, Box 529 Magazine Agent

167. MOUNT HOOD; The Dalles, Oregon.

Meets in K. of P. Hall, 1st and 3d Wednesdays at 2 P. M., and 2d and 4th at 7 P. M.
 John Anderson Master
 C. E. Vellin Secretary
 Chas. Bryan Collector
 James W. Ashton Receiver
 H. P. Smith, L Box 347 Magazine Agent

168. GUARD RAIL; North La Crosse, Wis.

Meets in B. of L. F. Hall, 129 Rose St., 1st and 3d Sundays at 2 P. M., and 2d and 4th Mondays at 7:30 P. M.
 Fred. Stirmemann Master
 J. E. Wells, Avon St. Secretary
 George Brewer, 403 cor. Avon and Gould St., LaCrosse, Wis. Collector
 Thos. Cawley, 521 Mill St. Receiver
 Frank Krause, Box 206, Portage, Wis. Magazine Agent

169. H. G. BROOKS; Hornellsville, N. Y.

Meets in Washington Hall, Broad St., every Monday at 7:30 P. M.
 H. H. Sweet, 51 Elm St. Master
 V. C. Randolph, 79 River St. Secretary
 A. H. Spencer, 18 Elm St. Collector
 A. H. Spencer, 31 Elm St. Receiver
 C. S. Graham, 181 S Division St. Magazine Agent

170. PRAIRIE; Huron, Dakota.

Meets in Odd Fellows' Hall on 2d and 4th Sundays at 3 P. M.
 George E. White, 357 E 3d St. Master
 A. H. Gartfield, 511 Beach St. Secretary
 Thos. C. Saulters Collector
 Frank Booth, Room 1, Houghton blk. Receiver
 William A. Brown Magazine Agent

171. SUNBEAM; Truro, Nova Scotia.

Meets in Caledonia Hall 2d Saturdays and 4th Thursdays.
 John J. Ferguson Master
 Thos. W. Hennessy, Box 167 Secretary
 Peter Fraser Collector
 Jas. A. Sproull, Box 167 Receiver
 R. A. Sutherland, Box 173 Magazine Agent

172. P. G. LAWRENCE; Ottawa, Ontario.

Meets alternate Sundays in Manchester Hall, cor. Sparks and Wellington Sts.
 George Hawley, 44 Lorne Ave Master
 J. G. Armstrong, Richmond Lodge Secretary
 H. McAuley, C. P. R. R. Shops Collector
 Hugh Handyside, Hintonbury, via Ottawa, Ont. Receiver
 Mills Foster, 544 Wellington St. Magazine Agent

173. PACIFIC; Winslow, Arizona.

Meets in B. of L. F. Hall, every Sunday at 7:30 P. M.
 Simeon Frost Master
 Isaac C. Heustis Secretary
 John C. Bull, Williams, Ariz Collector
 C. F. Evans, Gallup, New Mexico Receiver
 Elmer E. Ward, Albuquerque, New Mex Magazine Agent

174. HARRISBURG; Harrisburg, Pa.

Meets cor. 3d and Cumberland Sts., Sible's Hall, 2d and 4th Sundays at 1 P. M.
 Ed. E. Ewing, cor. Front and Boas Sts. Master
 H. O. Motter, 1720 1/2 N Third St. Secretary
 H. J. Roberts, 503 Riley St. Collector
 William Blessing, 422 Riley St. Receiver
 H. S. Gingrich, 1413 Wallace St. Magazine Agent

175. TAYLOB; Newark, Ohio.

Meets in O. R. C. Hall at 12 1/2 N 2d St., every Wednesday at 7 P. M.
 Ben. Tobin, 228 Indiana Ave Master
 James Kelsey, 348 E. Main St. Secretary
 Willis Stone, Gay St., E. Collector
 C. D. Tomlinson, 351 Clinton St. Receiver
 C. D. Tomlinson, 351 Clinton St. Magazine Agent

176. MAIN LINE; Clinton, Ill.

Meets in Warner's Hall, 1st and 3d Wednesday evenings.
 A. G. Turley, Box 65 Master
 W. F. Gorman, Box 295 Secretary
 W. F. Gorman, Box 295 Collector
 C. H. Porter, Box 41 Receiver
 C. H. Porter, Box 41 Magazine Agent

177. SUNSET; Marshall, Texas.

Meets in Firemen's Hall, every Thursday at 7:30 P. M.
 Geo. M. Lovett Master
 H. W. Worthington, Box 184 Secretary
 Geo. C. Sparks, Box 184 Collector
 M. H. Neal, Box 184 Receiver
 H. M. Worthington, Box 184 Magazine Agent

178. SALT LAKE; Salt Lake City, Utah.

Meets in Emporium Hall Tuesdays, at 8 P. M.
 Leonard W. Kessler, 223 N 3d St. W. Master
 W. J. Butler Secretary
 F. A. Featherston Collector
 W. C. Wightman, 50 N 3d St., W. Receiver
 J. F. Keim, 704 W. 1st St. Magazine Agent

179. BEE-HIVE; Lincoln, Neb.

Meets in K. of P. Hall, 2d and 4th Sundays, at 3 P. M.

J. W. Barber, University Place Master
J. K. Robinson, 718 H St Secretary
J. W. Barber, 901 N 15th St Collector
J. K. Robinson 718 H St Receiver
E. L. Fuller, Box 632 Magazine Agent

180. THREE STATES; Cairo, Ill.

Meets cor. 12th St. and Washington Ave., 1st and 3d Saturday evenings.

M. J. Kiley, 602 Jefferson Ave Master
Frank Jaekell, 519 15th St Secretary
David Meehan, I. C. R. R. Shops Collector
M. J. Kiley, 692 Jefferson Ave Receiver
Robert Stevenson, 438 8th St Magazine Agent

181. WELLINGTON; Palmerston, Ontario.

Meets in Odd Fellows' Hall, 1st and 3d Sundays at 2 P. M.

Wilson Munro Master
James Combs Secretary
Alexander Dunbar Collector
James Nicholson Receiver
Alexander Dunbar Magazine Agent

182. GOOD INTENT; Erie, Pa.

Meets in Firemen's Hall, Zuck's Block, every Sunday at 2 P. M.

H. E. Hinkler, Miles' Grove Master
W. G. King, 133 W. 15th St Secretary
A. H. Gifford, 221 W 18th St Collector
William Fitzmorris, 135 W 18th St Receiver
Charles Fitzmorris, 63 W 13th St, Magazine Agent

183. LAKE SHORE; Collinwood, Ohio.

Meets in Engineers' Hall alternate Thursdays at 7 P. M.

W. H. Jayred Master
W. H. Cross Secretary
W. T. Wade, 49 Maplewood Ave Collector
H. I. Miller, Box 154 Receiver
D. A. Carver, Box 301 Magazine Agent

184. LIMA; Lima, Ohio.

Meets 1st and 3d Sundays in Irish Hall.

E. L. Melhorn Master
M. R. Lacy Secretary
Joseph Bowsher, 496 S Tanner St Collector
John E. Myers, 734 Broadway Receiver
S. H. Hartsing, 328 N Pierce St Magazine Agent

185. FIDELITY; Delphos, Ohio.

Meets in Beyer's Hall every Sunday at 2 P. M.

J. B. Grover, Box 143 Master
L. S. Lytle, Box 311 Secretary
J. T. McGee, Box 311 Collector
C. L. Webster, Box 311 Receiver
J. B. Grove, Box 143 Magazine Agent

186. CHAMBERLIN; Chicago, Ill.

Meets in Walther's Hall, 3884 State St., 1st and 3d Sundays of each month.

J. E. Callaghan, 2538 Butterfield St Master
Jas. Manning, Wabash Roundhouse, 41st St Secretary
John Nolan, 3829 Butterfield St Collector
Jas. Everett, 4219 School St Receiver
Sherman Alsop, 4235 School St Magazine Agent

187. LITTLE GIANT; Charleston, Ill.

Meets in Firemen's Hall, 1st and 3d Sundays at 2:30 P. M.

John W. Parson Master
M. Hudleson Secretary
Frederick L. Patton Collector
John W. Parson Receiver
W. H. DeShane Magazine Agent

188. S. S. MERRILL; Chicago, Ill.

Meets cor. Western Ave. and Indiana St., 1st and 3d Sundays at 2 P. M.

E. P. Tobias, 39 Fairfield Ave Master
Walter Karch, Maplewood Ave Secretary
Chas. Benjamin, 49 Maplewood Ave Collector
L. L. Gay, 1069 Fulton St Receiver
Fred Myers, 829 Austin Ave Magazine Agent

189. BALDWIN; Ft. Howard, Wis.

Meets in Narris' Block, Green Bay, Wis., 2d and 4th Sundays.

H. L. Nichols Master
D. E. Hogan, L Box 152 Secretary
Jay Parkinson, Box 373, Green Bay, Wis., Collector
Martin Sheehy Receiver
George Shequin Magazine Agent

190. FERGUSON; Mitchell, Dakota.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M.

Emmet Wentworth, Box 102, Sanborn, Ia., Master
Albert D. Perry, Box 727 Secretary
Oscar W. Mervin, Box 189, Sanborn, Ia. Collector
Oscar W. Merwin, Box 189, Sanborn, Iowa Receiver
Edward Smith, Sanborn, Iowa Magazine Agent

191. CUSTER; Livingston, Montana.

Meets in Thompson's Hall every Wednesday at 7:30 P. M.

Wm. T. Field Master
George N. Martin, L Box 16 Secretary
C. E. Huffman Collector
Forrest Bullard, Box 51 Receiver
Forrest Bullard, Box 51 Magazine Agent

192. MT. TACOMA; Tacoma, Washington Ter.

Meets in Mason Block, 1st and 3d Thursdays and 4th Sunday at 7:30 P. M.

Fred. L. Dexter, 1713 D St Master
John Cartwright, Box 222 Secretary
Frank S. Stevens, 1201 A. St. Collector
Phillip Green, 1516 Pacific Ave Receiver
William F. Lawton, 1702 Jefferson St Magazine Agent

193. J. B. MAYNARD; East Portland, Oregon.

Meets in Ross's Hall, 2d and 4th Sundays, at 2 P. M.

W. Hays, Albina Master
J. F. McQuade, Box 287 Secretary
E. J. Stroud, Box 287 Collector
D. J. Byrne, Box 287 Receiver
Wm. A. Ransom, Box 287 Magazine Agent

194. BONANZA; Missoula, Montana.

Meets in K. of P. Hall every Monday night.

E. L. Hollister, Box 124 Master
Charles S. Cranston, Box 107 Secretary
Chas. Wiley Collector
Chas. E. Carrington Receiver
Chas. S. Liggett, Box 195 Magazine Agent

195. RE-ECHO; Montpelier, Idaho.

Meets in Montpelier Hall, Fridays at 7:30 P. M.

Michael Malone Master
Chas. C. Hammond Secretary
Peter Layng Collector
James Duffy Receiver
Martin King, Glenn's Ferry Magazine Agent

196. CLOUD CITY; Leadville, Colo.

Meets in B. of L. F. Hall, 125 E 6th St., every Friday at 8 P. M.

Chas. E. Phelan, Box 330 Master
S. W. Burdick Box 330 Secretary
George Loughton, Box 330 Collector
John Nelson, Box 330 Receiver
Harry C. Newell, 214 E 10th St Magazine Agent

197. RIVERSIDE; Savannah, Ill.

Meets 1st and 3d Sunday of each month.

James Bailey Master
Ira M. Hurless, Box 79 Secretary
Leonard Hulbert Collector
James Bailey Receiver
F. L. Collier, Sabula, Iowa Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.

Meets 1st and 3d Sundays.

V. C. Fitzsimmons, 50 1/2 State St Master
H. P. Bayley, 15 State St Secretary
W. T. Clark, cor. Hester St. & Ford ave. Collector
W. Y. Dennis, 15 State St Receiver
H. G. Ferris Magazine Agent

199. MAHONING; Youngstown, Ohio.

Meets every 2d Thursday evening and 4th Sunday afternoon in Union Veteran's Hall, Federal St.

David Heinzelman, 313 Henrietta St Master
W. B. Wiseman, 1101 Oak St Secretary
Wm. J. Reese, 1235 Emma St Collector
W. B. Wiseman, 1101 Oak St Receiver
A. C. Clemens, 947 Sheehy St Magazine Agent

400. FAITH; Meridian, Miss.

Meets in Engineers' Hall every Thursday evening at 7:30 P. M.

J. M. Adams, 401 31st Ave. Master
W. H. Armstrong, L Box 470 Secretary
John H. Woodruff, 3129 5th St Collector
Simon Baker, 423 41st Ave Receiver
Simon F. Baker Magazine Agent

401. FRIENDLY HAND; Jackson, Tenn.

Meets every in K. of P. Hall Saturday at 7 P. M.,

J. D. Bledsoe Master
James Gaffany Secretary
W. J. Teague Collector
Robert McKinley Receiver
J. L. Jones Magazine Agent

402. SCIOTO; Chillicothe, Ohio.

Meets in Clough's Hall, 1st Sunday at 2:30 P. M., and 3d Monday at 7 P. M.

Sinnet A. Barker 495 2d St Master
Lewis R. Gettle, jr., 86 N Sugar St Secretary
Wm. Cutter, Box 320 Collector
J. H. Brandenburg, 143 Hearn St Receiver
C. W. Sanders, Box 1231 Magazine Agent

403. GARFIELD; Garrett, Ind.

Meets in C. A. R. Hall, every Friday at 7:30 P. M.

M. W. Smith, Box 169 Master
S. P. Phillips, Box 36 Secretary
J. M. Whitman, Box 26 Collector
V. B. Moughlor, Box 27 Receiver
H. Wohlford Magazine Agent

404. COTTON BELT; Jonesboro, Ark.

Meets in Stacy Hall, every Wednesday at 7:30 P. M.

Geo. B. Youch, L. D. R Master
L. D. Roberts, L Box 165 Secretary
William E. Dixon Collector
L. D. Roberts, L Box 165 Receiver
J. H. Lambert, Box 100 Magazine Agent

405. FLOWER OF THE WEST; Topeka, Kansas.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.

C. M. Riddle, 406 Branner St. Master
Thos. Norwood, 129 Jefferson St Secretary
E. H. Howell, 400 Chandler St Collector
Christ. McGinnis Receiver
John Mullins, 16 State St. Magazine Agent

406. FORT PICKERING; Memphis, Tenn.

Meets in Miller's Hall, Cor. 5th and Jackson Sts., 1st and 3d Saturdays at 7:00 P. M., 2d and 4th Sundays at 7:30 A. M.

D. L. Forsyth, 83 market St. Master
Chas. A. Crane, 85 Florida Ave Secretary
J. E. Smithers, 58 Florida Ave Collector
J. J. Smith, K. C. M. & B. Rnd House Receiver
John D. Franklin, K.C.M.&B. Round House Magazine Agent

407. LOYAL; Meadville, Pa.

Meets in Arcanum Hall, 1st and 3d Thursdays and 2nd and 4th Wednesdays.

S. H. First, 771 N Main St Master
F. H. Nichols, 1025 Water St Secretary
Thomas Newberry, 357 E Center St Collector
George A. Oster, 223 Pine St Receiver
H. J. Prenatt, 783 Garden St Magazine Agent

408. KEYSTONE; Susquehanna, Pa.

Meets in Doran's Hall every Sunday afternoon.

John Hile Master
W. P. Emery, Box 877 Secretary
C. Anderson, Box 337 Collector
W. P. Emery, Box 877 Receiver
C. A. Allen Magazine Agent

409. SARATOGA; Whitehall, N. Y.

Meets in Bree's Hall, alternate Sundays.

W. R. Combs, Box 56 Master
J. W. Farrar, Box 361 Secretary
Henry W. Collins, Box 274 Collector
W. R. Combs, Box 56 Receiver
Mike Bradshaw Magazine Agent

410. 18-K; Schenectady, N. Y.

Meets in McCamus Hall every other Thursday.

John W. Vrooman, Box 497 Master
C. R. Weekes, Box 497 Secretary
John W. Vrooman, Box 497 Collector
J. E. VanVranken, Box 497 Receiver
C. R. Weekes, Box 497 Magazine Agent

411. ONOKO; South Easton, Pa.

Meets in Bragg's Hall, 1st and 3d Sundays at 2 P. M.

Stewart Bowers, 946 Wilkesbarre st Master
C. L. McKee, 209 S 5th St., Easton Secretary
James R. Morris, 711 Wilkesbarre St Collector
A. J. Mickley, 725 Berwick St Receiver
E. A. Seek, 823 Berwick St Magazine Agent

412. EMPIRE; Watertown, N. Y.

Meets in Good Templars' Hall, 2d and 4th Sundays.

T. H. Lynch, 101 Factory St Master
Geo. D. Ackerson, 42 Coffeen St Secretary
S. G. Wells, 28 Meadow St Collector
F. C. Nichols, 90 Arsenal St Receiver
W. A. Graham, 90 Arsenal St Magazine Agent

413. WEST SHORE; Syracuse N. Y.

Meets in Doolittle Hall, Pine St., alternate Sundays.

James H. Allison, 103 Henderson St Master
Carl E. Blanchard, 256 Gertrude St Secretary
Patrick Conlon, 410 Renvice Ave Collector
Edward Davis, 103 Henderson St Receiver
J. L. Sullivan, 103 Henderson St Magazine Agent

414. OBIOLE; Baltimore, Md.

Meets in Lehman's Hall, 861 Garden St., 2d and 4th Sundays.

Jno. H. Baker, 1707 Maryland Ave Master
Carl E. Blanchard, 442 Federal St Secretary
Geo. F. Shuman, 515 3d Ave., Hampden City Collector
Frank B. Hall, 308 E Lanvale St Receiver
 Magazine Agent

415. EAST ALBANY; East Albany, N. Y.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.

Victor D. Rhodes, 439 Broadway Master
J. W. Reed, 105 2d St Secretary
Wm. A. Buckber, 55 John St Collector
Chas. J. Wrieker, 17 Glenn St Receiver
W. A. Buckbee, 65 Third St. Magazine Agent

416. BLACK RIVER; Lorain, Ohio.

Meets in K. of P. Hall, 2d and 4th Sundays at 12 o'clock noon.

J. M. Hines Master
John J. Wright Secretary
J. C. Croub Collector
Thomas Burns Receiver
John W. Graybill, Bridgeport Magazine Agent

417. HEADLIGHT; Brazil, Ind.

Meets in K. P. Hall, 2d and 4th Sunday alternoons.

Elmer P. Collins Master
Thos. Shanahan Secretary
Henry Barnett Collector
Elmer P. Collins Receiver
Charles Davis Magazine Agent

418. PIKES PEAK; Colorado City, Colo.

Meets every Sunday at 12:30 P. M.

J. B. Blocker Master
Wm. Michie Secretary
Wm. Cole Collector
Richard Griffiths Receiver
William Walker Magazine Agent

419. SMOKY CITY; Allegheny, Pa.

Meets cor. Bidwell and Pennsylvania Aves. every Monday at 2:30 P. M.

Ed. Irwin, 303 Allegheny Ave Master
Geo. R. Fletcher, 307 Allegheny Ave Secretary
Samuel Overlander, 36 Bidwell St Collector
H. B. Shaffer, 237 Franklin St Receiver
Clarence Dixon, 90 Arsenal St Magazine Agent

420. PROVIDENT; Sunbury, Pa.

Meets in Masonic Hall, 3d St. 1st and 3d Sundays, at 1 P. M.

A. C. Mitchell Master
J. H. Kemperling, Box 212 Secretary
H. W. Shoffstall, Box 212 Collector
C. C. Bowen, Box 212 Receiver
Hector Hughes, Box 212 Magazine Agent

221. HURON; Point Edward, Ontario.

Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.

William H. Forbes Master
J. W. Gray, L Box 39 Secretary
F. Burgess Collector
J. McMillan Receiver
D. Morrison Magazine Agent

222. WEBSTER; Fort Dodge, Iowa.

Meets in G. A. R. Hall, Child's Block. 1st and 3d Sundays at 2 P. M.

Jacob A. Fessler Master
O. G. Anderson, Box 49 Secretary
M. McVicker Collector
Homer M. Rhodes, Box 499 Receiver
Joseph Kelly Magazine Agent

223. POTTAWATOMIE; Wamego, Kan.

Meets in Odd Fellow's Hall Sundays at 2 P. M.

James Kennedy Master
C. J. Burkholder Secretary
Bina S. Quick, 784 Porter Ave., Kansas City Collector
Jas. M. Sanders Receiver
Jas. M. Sanders Magazine Agent

224. T. C. BOORN; St. Cloud, Minn.

Meets in Odd Fellow's Hall 2d and 4th Sundays at 3 P. M.

Abe Vogel, L Box 944 Master
J. A. Dickinson, L Box 1128 Secretary
John Mournan Collector
Abe Vogel, L Box 944 Receiver
Marcellus Hill, Box 527 Magazine Agent

225. SUPERIOR; Fort William West, Ontario.

Meets in Smith's Hall every Monday night.

Harry Poole Master
Wm. Reid Secretary
Isaac Maxwell Collector
William Blannerhassett Receiver
Burton Wheatley Magazine Agent

226. MAGNOLIA; Corsicana, Texas.

Meets 2d and 4th Wednesdays. 2d at 1 P. M. and 4th at 7 P. M.

J. H. Dunkin, 1,017 E Sixth Ave Master
W. M. Nicol, L Box 230 Secretary
J. Barry, H. & T. C. R. R. Shops Collector
W. M. Nicol, L Box 230 Receiver
W. L. Blount, 112 W 4th Ave Magazine Agent

227. MAGNET; Binghamton, N. Y.

Meets in Stevens' Hall, North Chenango St. 1st Wednesday and 4th Saturday at 7:30 P. M.

Theo. Haskins, 3 Birdsell St Master
T. W. Campion, 42 Robinson St Secretary
Robert Rothrock, Cemetery St Collector
Theo. Haskins, 3 Birdsell St Receiver
G. B. Warner, 80 Lewis St Magazine Agent

228. ACME; Scranton, Pa.

Meets in G. A. R. Hall, No. 332 Lackawana Ave. 1st and 3d Sundays at 2 P. M.

R. S. Gillingham, 128 10th St., Hyde Park Master
Wm. H. Brutzman, 329 Franklin Ave. Secretary
Albert J. Thomas, 317 S Hyde Park Ave. Collector
Hyde Park Receiver
Ed. H. Beldin, 1239 Academy St., Hyde Park Receiver
Wm. Frothingham, 342 Franklin Ave. Magazine Agent

229. RICKARD; Utica, N. Y.

Meets in Post Bacon Hall 2d and 4th Sundays at 2 P. M.

J. J. Quirk, cor. Mary and Albany Sts Master
Chas. A. Pease, 102 Broad St Secretary
John A. Weigand, 32 Hubble St Collector
Chas. A. Pease, 102 Broad St Receiver
J. G. Agans, Box 383, Canastota, N. Y. Magazine Agent

230. ALBANY CITY; Albany, N. Y.

Meets at Ichman Hall, 206 Washington Ave., 1st, 3d and 5th Mondays, at 7:30 P. M.

William H. Bagley, 541 Clinton Ave Master
Courtland Maher, 11 Prospect Ave Secretary
Luke F. Kelly, W. Albany Collector
Jas. J. Gill, 94 Livingstone, Ave. Receiver
L. C. Montague, 15 Hunter Ave, Magazine Agent

231. DELAWARE; Wilmington, Delaware.

Meets in G. A. R. Hall, corner 3d and King Sts., 1st and 3d Sunday at 2:30 P. M.

Geo. F. Fagan, 407 S. Jackson St Master
G. H. Larimore, 918 Poplar St Secretary
L. L. Sargent, 618 W 4th St Collector
E. M. Sargent, 618 W 4th St Receiver
Jacob Z. Orr, 104 Poplar St. Magazine Agent

232. LUCKY THOUGHT; Middletown, N. Y.

Meets in K. of H. Hall 2d and 4th Sundays of each month, at 1 P. M.

D. H. Smith Master
Fred. H. Davis, 17 Sprague Ave Secretary
H. B. Weedon, 281 North St Collector
C. E. Ward, 79 Wisner Ave Receiver
James T. Hare Magazine Agent

233. GLAD TIDINGS; Moncton, New Brunswick.

Meets in Victoria Hall 1st Saturday evening and 3d Sunday afternoon.

Henry Snider, Box 376 Master
W. C. Hunter Secretary
William H. Gay Collector
Alfred Wood, Box 376 Receiver
Geo. W. Speer Magazine Agent

234. NORTH BAY; North Bay, Ontario.

Meets in B. of L. F. Hall, alternate Tuesdays.

John Mitchell Master
Adam Beattie Secretary
James Davine Collector
John Clemenson Receiver
Adolphus Christink Magazine Agent

235. THREE BROTHERS; Pittsburg, Pa.

Meets at cor. 26th St. and Penn Ave., alternate Sundays, at 2 P. M.

R. O. Perron, 2343 Penn Ave Master
J. G. Gray, Banksville Secretary
William J. Adams, Jones Ave., above 28th St Collector
Henry B. Duff, 2,552 Penn Ave Receiver
Henry B. Duff, 2,552 Penn Ave Magazine Agent

236. HINTON; Hinton, West Virginia.

Meets in Masonic Hall every Saturday at 7:30 P. M.

W. E. Lyons Master
J. P. Lear Secretary
S. L. Ballenger Collector
R. P. Boyd Receiver
W. F. Lyons Magazine Agent

237. CENTRAL PARK; Central Park, Ill.

Meets in Stephens' Hall, 300 Chenango St., 2d Wednesday and 4th Saturday.

M. J. Kennedy, 519 W. Ohio St., Chicago Master
Wm. Hartigan Secretary
David Leavitt Collector
Thaddeus Chew Receiver
C. W. Warren Magazine Agent

238. PLAIN CITY; Paducah, Ky.

Meets every Wednesday at 7:30 P. M.

J. P. Wesley, 1,105 Broadway Master
W. E. Paley, J. 15 Broadway Secretary
J. A. McGinn, 1,115 Broadway Collector
C. F. Swanson, 716 Court St Receiver
J. S. Hollingsworth, No. 1105 Broadway Magazine Agent

239. BUCKEYE; Delaware, Ohio.

Meets in Reed & Powell's Hall 2d and 4th Sundays at 1 P. M.

Benjamin Dettleback, 381 E Central Ave. Master
T. E. Maloney, 219 E Central Ave Secretary
John Hirsch, 216 E Central Ave Collector
F. S. Volk, 16 Hammond St Receiver
John Keefe, Central Ave Magazine Agent

240. GILBERT; Jackson, Mich.

Meets 1st and 3d Monday at 7:30 P. M., and 2d and 4th Monday at 2:30 P. M.

George Hastings, cor. Orange and Grove Ave Master
M. A. Henry, 327 Quarry St Secretary
R. J. Black, N. Elm Ave Collector
M. A. Henry, 327 Quarry St. Receiver
Edward J. Coy, 523 E Main St. Magazine Agent

- 241. MOUNTAIN CITY; Hazleton, Pa.**
Meets in Liberty Hotel, Laurell St., 2d and 4th
Sundays at 1:30 P. M.
John Gleam, Box 300 Master
P. C. Hagerty, 314 E. Broad St Secretary
P. C. Hagerty, 314 E. Broad St Collector
Andrew Krapf, 269 N Church St Receiver
P. C. Hagerty, 314 E. Broad St Magazine Agent
- 242. LIBERTY; Elmira, N. Y.**
Meets in Redmen's Hall, 1st and 3d Sundays at 2
P. M.
John Finlay, Jr., 505 Fulton St Master
Harry F. Millins, 851 Magee St Secretary
J. B. Carpenter, 714 E Oak St Collector
Judson Hungerford, 325 Norton St Receiver
Daniel Keefe, 360 W 5th St Magazine Agent
- 243. J. H. SELBY; Texarkana, Texas.**
Meets 1st and 3d Friday evenings over National
Bank, State line.
J. S. Evans, Tyler, Eylan Master
W. F. Rowe, Box 210, Texarkana, Ark Secretary
Jos. D. Burns, Bonham, Tex Collector
C. J. Neff, Texarkana, Ark Receiver
W. F. Rowe, Box 210, Texar-
kana, Ark Magazine Agent
- 244. T. P. O'ROURKE; Chicago, Ill.**
Meets at cor. 14th and Jefferson Sts. 1st Thursday
at 8 P. M., and 3d Sunday 2:30 P. M.,
E. Atkins, 180 Maxwell St Master
Charles Naylor, 5520 Wentworth Ave Secretary
S. Atkins, 180 Maxwell St Collector
Louis Zunkle, 251 W 14th St Receiver
Elmer E. Crawford, 5390 School
St Magazine Agent
- 245. GEORGIA; Savannah, Ga.**
Meets in Firemen's Hall, Sorrell Building, cor.
of Bull and Bay Sts., every Thursday at 7:30 P.
M., and 3d Sunday at 2:30 P. M.
J. R. Stelts, 60 W. Broad St Master
Adam Hutton, 271 Bull St Secretary
Adam Hutton, 271 Bull St Collector
John Murphy, Gaillard St., 3 doors from
Burroughs St Receiver
Chas. Z. McArthur, 91 Gordon St., Magazine Agent
- 246. MACON; Macon, Ga.**
Meets in M. & W depot every Sunday.
G. Skinner, 870 Second St Master
T. E. Jordan, 704 Third St Secretary
A. Dewees, 1425 Fourth St Collector
P. Almy, 704 Third St Receiver
Chas. W. Senter, 704 Third St Magazine Agent
- 247. KENNESAW; Atlanta, Ga.**
Meets in K. of P. Hall, every Sunday at 2 P. M.
M. Baird, 194 Powers St Master
C. C. Adamson, 178 Luckie St Secretary
C. L. Bixby, care Atlanta Cotton Mill Collector
Chas. W. Fisher, 106 E Simpson St Receiver
Ed. L. Milan, care W. & A. R. R. Magazine Agent
- 248. WESTERN RESERVE; Ashtabula, Ohio.**
Meets in G. A. Hall, 1st and 3d Sundays at 1:30
P. M.
William Rose Master
John C. Epy, Box 305 Secretary
Dan. L. Cook Collector
Wm. M. McGregor Receiver
Frank Bolmer, Harbor Magazine Agent
- 249. CALUMET; South Chicago, Ill.**
Meets in Engineers' Hall, South Chicago 2d Sun-
day at 7:30 P. M., and 4th Sunday at 7:30 P. M.
William Muldoon Master
Alexander Melville Secretary
Ernest Ingram Collector
Alexander Melville Receiver
John Hannon Magazine Agent
- 250. GOLDEN LINK; Wilkesbarre, Pa.**
Meets in P. O. S. of A. Hall, 1st and 3d Sundays.
A. Kelley, Ashley, Pa Master
Peter Becker, 15 Ralph St Secretary
H. H. Diggorry, Box 130, Kingston, Pa Collector
Charles VanWhy, Box 73 Ashley Pa Receiver
Elmer E. Butz, Ashley, Pa Magazine Agent
- 251. LEHIGH; Mauch Chunk, Pa.**
Meets in Stahl's Hall, Upper Mauch Chunk, 1st
and 3d Sundays.
Wm. H. Spencer, Box 275 Master
John McAlister, Box 275 Secretary
Lafayette Wildonner, Box 275 Collector
Charles Roberts, Box 275 Receiver
Wm. H. Spencer, Box 275 Magazine Agent
- 252. COLUMBIA; Columbia, Pa.**
Meets in Fendrich's Hall, 2d and 4th Sundays at
1 P. M.
J. C. Strawbridge, 709 Locust St Master
Lafayette Fridy, Box 662 Secretary
Joseph Dennison, 640 Chestnut St Collector
Martin M. Hinkle, 711 Walnut St Receiver
H. A. Bennett, Box 531 Magazine Agent
- 253. TRENTON; Trenton, N. J.**
Meets in Bayard Post, No. 8, G. A. R. Room, 24 E
State St., 1st and 3d Sundays of each month.
Chas. W. Scott, 24½ Grant Ave Master
Robert Stackhouse, 697 Broad St Secretary
Thos. A. Decator, 45 Hart Ave Collector
Frank P. Parsons, 175 Brunswick Ave Receiver
Jno. R. Todd, 202 Academy St. Magazine Agent
- 254. CLIMAX; Missouri Valley, Iowa.**
Meets in Masonic Hall, 2d and 4th Sundays at 7:30
P. M.
W. T. Mahoney Master
A. F. Dickinson Secretary
H. F. Reineohl, Box 524 Collector
P. J. Farrell Receiver
L. T. Nelson, Box 230 Magazine Agent
- 255. CANAL CITY; Arkansas City, Kan.**
Meets in Odd Fellow's Hall, 1st and 3d Wednes-
day nights.
James M. Zorn Master
W. S. Ballou Secretary
C. W. Chapman Collector
Samuel S. Small Receiver
Charles Stuart Magazine Agent
- 256. HIGH LINE; Como, Colo.**
Meets in McFarlin Hall, every Thursday at 7:30
P. M.
Joe McMahon Master
M. D. Finn, Box 113 Secretary
J. B. Clark Collector
G. A. Milroy, Box 14 Receiver
G. A. Milroy, Box 14 Magazine Agent
- 257. KIT CARSON; Baton, New Mexico.**
Meets in Engineers' Hall, on 1st St., every Sun-
day at 2 P. M.
John W. Cullen Master
Alfred R. Cullen, 611 Nevada Ave.,
Trinidad, Colo. Secretary
Charles Miller, Box 56 Collector
James McPherson, Box 173 Receiver
Jas. F. Campbell, Box 173 Magazine Agent
- 258. RENO; Nickerson, Kansas.**
Meets in Odd Fellows' Hall every Thursday even-
ing at 7:30.
Edward Norton Master
C. W. Arnold, L Box 29 Secretary
John W. Green Collector
Fred Shirk Receiver
Oliver Newland Magazine Agent
- 259. D. J. CHASE; Ashland, Wis.**
Meets in K. of P. Hall, Allen Block, 2d and 4th
Tuesdays at 8 P. M.
William Buckley, 409 Prentice Ave Master
Harry J. Hognu Secretary
Ferd Godfrey, Box 929 Collector
William Buckley, 409 Prentice Ave Receiver
J. M. Rummel, Merchant's Hotel, Magazine Agent
- 260. CALIFORNIA; Sacramento, Cal.**
Meets in Red Men's Hall, Masonic Building, 6th
and K Sts., every Monday at 7:30 P. M.
Jas. McCulloch, Box 107 Master
Ralph Smith, Box 107 Secretary
Dan McIntyre, Box 107 Collector
Dan McIntyre, Box 107 Receiver
G. E. Hanford, 1730 O St. Magazine Agent

261. MAGDALENA; San Marcial, New Mexico.

Meets in Masonic Hall, 1st Sunday and 3d Tuesday.

W. G. Mathews, Box 52 Master
John J. McInnis Secretary
Charles McDonald Collector
Chas. A. Martin Receiver
Charles A. Martin Magazine Agent

262. QUEEN CITY; West Toronto Junct., Ont.

Meets in Carlton Hall 1st and 3d Thursdays at 8 P. M., and 2d and 4th Thursdays at 8 P. M.

Fred. A. Sproul Master
John T. Nerlson, jr Secretary
William Hyndman, Box 61 Collector
James Mahoney Receiver
T. R. Bain Magazine Agent

263. ALAMO; Taylor, Texas.

Meets in Alamo Hall every Thursday at 2 P. M.

Samuel D. Moore Master
E. P. Curtis, Box 72 Secretary
John C. Askew Box 10 Collector
W. S. Carter, Box 10 Receiver
John McElroy Magazine Agent

264. J. K. GILBREATH; Butte City, Montana.

Meets in Brunnett's Hall, South Butte, Mont., every Thursday at 8 P. M.

E. E. Sweeney, 27 Wyoming ave., S Butte . . . Master
J. Hatter, 114 Wyoming ave., S Butte . . . Secretary
John Alexander, 22 Wyoming ave., South Butte . . . Collector
J. S. Sweeney, 27 Wyoming Ave South Butte . . . Receiver
Mac. Haskins, 27 Wyoming St., South Butte . . . Magazine Agent

265. GRAND RIVER; Grand Rapids, Mich.

Meets in I. O. O. F. Hall, 1st and 3d Sunday at 2:30 P. M.

E. E. Decker, 447 S Division St Master
George Schaefele, 23 Sycamore St Secretary
H. L. Brown, 427 Cass St Collector
L. A. Ogden, 233 Center St Receiver
F. E. Mason, No. 83 Grandville Ave. Magazine Agent

266. JOHN HICKEY; South Kaukauna, Wis.

Meets 1st and 3d Tuesdays at 7:30 P. M., and 2d and 4th Sundays at 1:30 P. M., in Duggan Hall.

W. H. Buntin Master
Fred. J. Mayberry Secretary
R. B. Nichols, Box 120 Collector
M. Purdy Receiver
R. B. Nichols, Box 120 Magazine Agent

267. ENDEAVOR; Algiers, La.

Meets in Castle Hall every Thursday at 7:30 P. M.

M. H. Brown, 78 Webster Ave Master
A. G. Donely, 88½ Pacific Ave Secretary
A. H. Flynn, 87 Pacific Ave Collector
Wm. T. Douner, 93½ Allx St Receiver
P. J. LeSueur, 56½ Verret St Magazine Agent

268. CLIFTON HEIGHTS; New Albany, Ind.

Meets in Hadden's Hall, cor. State and Market Sts., 1st and 3d Sundays at 2 P. M.

Harry McDougall, 78 W 2d St Master
J. B. Goedecker, E. 3d and Oak Sts Secretary
George M. Kohe, 239 Poplar St Collector
J. S. Keane, 106 W Main St Receiver
George L. Stein, 37 W 3d St Magazine Agent

269. O. K.; Cincinnati, Ohio.

Meets in Eagle Hall, S. W. cor. 8th St., and Central Ave., 1st and 3d Sundays.

J. S. Shehan, 1110 W 6th St Master
Fred. C. Steininger, 847 George St Secretary
E. Hathorn, Loveland Collector
George W. Snyder, 56 Storrs St Receiver
David Dingle, 41 Pike St., Covington, Ky Magazine Agent

270. MINNEAPOLIS; Minneapolis, Minn.

Meets in A. O. U. W. Hall, 2006 Cedar Ave. South, 1st Sunday of at 1:30 P. M., and 3d Saturday at 7:30 P. M.

Oliver Johnson, 821 11th Ave. S Master
Patrick Perusse, 115 Cedar Ave. S Secretary
R. F. Humphrey, 22d St., between Cedar and 19th Ave. S Collector
George Cavanaugh, 2426 Fort Ave Receiver
Wm. Henderson, 2809 26th St S Magazine Agent

271. BYRAM; Port Morris, N. J.

Meets at Wm. Weiler's residence, 1st and 3d Sundays at 2 P. M.

Thos. F. Ayers Master
William Weiler, Box 25 Secretary
Chas. E. Force Collector
William Weiler, Box 25 Receiver
M. T. Dickerman, Box 31 Magazine Agent

272. WILSON; Junction, N. J.

Meets in Wells' Hall, 1st and 3d Sundays.

John S. Eveland Master
Jeremiah Desmond Secretary
James P. Butler Collector
John B. Everett Receiver
John S. Eveland Magazine Agent

273. DENVER; Denver, Colo.

Meets every Monday night in P. O. S. of A. Hall cor. 14th and Arapahoe Sts.

R. M. Huntington, 562 Santa Fe St Master
John P. Dale 1140 12th St Secretary
R. B. Hind, 1024 S. 7th St Collector
John P. Dale, 1140 12th St Receiver
Geo. Cordingly, 1354 S. 10th St Magazine Agent

274. JACKSON; Clifton Forge, Va.

Meets in Odd Fellows' Hall, 2d and 4th Mondays at 9:00 A. M.

R. R. Johnson Master
C. F. Jordan Secretary
R. B. Donovan Collector
A. P. Witt, Staunton, Va Receiver
James C. Eades Magazine Agent

275. LEE; Richmond, Va.

Meets in Druid's Hall, cor. 17th and Main Sts., 1st and 3d Sundays at 1:30 P. M.

W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va Master
B. F. Johnson, C. & O. Round House Secretary
W. A. DeMaine, C. & O. Round House Collector
W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va Receiver
W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va Magazine Agent

276. REGINA; Vancouver, B. C.

Meets in Sullivan's Hall, 1st and 3d Wednesdays.

Fred. Clutterbuck, Box 624 Master
Angus Morton, Box 428 Secretary
Jas. E. Elwood, North Bend Collector
Robert Bunt Receiver
James Little Magazine Agent

277. ALABAMA; Mobile, Ala.

Meets in B. of L. E. Hall, 2d Sunday at 1 P. M.

O. E. Adams, L. & N. Shops Master
T. W. Kerns, L. & N. Shops Secretary
T. W. Kerns, L. & N. Shops Collector
C. W. Bernard, L. & N. Shops Receiver
R. E. Williams, M. & O. R. R., Okolona, Miss Magazine Agent

278. ANDERSON; Vicksburg, Miss.

Meets 1st and 3d Tuesdays at 2 P. M., and 2d and 4th Fridays at 7 P. M.

H. V. Nevill, 98 Mulberry St Master
B. K. Carter, 98 Mulberry St Secretary
D. P. Weaver, 98 Mulberry St Collector
C. H. Prince, 98 Mulberry St Receiver
E. R. Wright, 98 Mulberry St Magazine Agent

280. OZARK; Thayer, Mo.

Meets alternate Sundays in Boyd's Hall.

W. W. Buttler Master
Chas. D. Crane Secretary
L. Buchanan Collector
Jacob Myers Receiver
Mat Frith Magazine Agent

281. MISSION; Yoakum, Texas.

Meets in K. of P. Hall, 1st and 3d Sundays at 2:30 P. M.

Geo. J. Flynn Master
Rupert D. Corey Secretary
Rupert D. Corey Collector
Jerry T. Day Receiver
Alph. L. McLendon Magazine Agent

282. BURNSIDE; Mt. Carmel, Ill.

Meets in B. of L. E. Hall, Main St., between 4th and 15th Sts., 1st and 3d Sundays at 2:30 P. M.
 J. T. Worsham Master
 Calvin Minnear Secretary
 Grant Lafferty Collector
 Harry Standing Receiver
 J. T. Worsham Magazine Agent

283. LACKAWANNA; Great Bend, Pa.

Meets in Red Men's Hall, 2d Sunday at 9:30 A. M., and 4th Sunday 3 P. M.
 F. J. May, Box 139, Halstead, Pa. Master
 E. Edenger, Box 67 Secretary
 W. B. Trowbridge, Halstead, Pa. Collector
 H. P. Trowbridge, Halstead, Pa. Receiver
 S. H. Wells, Halstead, Pa. Magazine Agent

284. ELM CITY; New Haven, Conn.

Meets in Elk's Hall, 852 Chapel St., 1st and 3d Sunday at 2 P. M.
 Levi H. Rude, 54 DeWitt St. Master
 Ed. A. Ferrell, 150 Rosette St. Secretary
 John Scannell, Box 1124 Collector
 William A. Frie, 46 Arthur St. Receiver
 Charles A. Baldwin, 243 Greenwich Ave. Magazine Agent

285. CHARTER OAK; Hartford, Conn.

Meets in Bliss Hall, cor. Pratt and Main Sts., 2d and 4th Sundays.
 Robert H. Osmond, 55 Allen Place Master
 Emery E. Bill, 1524 Broad St. Secretary
 Henry Vanderburg, East Hartford Collector
 Henry L. Stearns, 4 Wooster St. Receiver
 J. H. Osmond, 55 Allen Place Magazine Agent

286. SAGINAW VALLEY; East Saginaw, Mich.

Meets in B. of L. E. Hall, 2d and 4th Sundays at 2 P. M.
 John C. Kull, 625 James St. Master
 Will F. Carle, 609 N Washington Ave. Secretary
 Will H. Moore, 110 Kirch St. Collector
 John C. Kull, 625 James St. Receiver
 Will F. Carle, 609 N Washington Ave. Magazine Agent

287. ALTOONA; Altoona, Pa.

Meets in Ramey's Hall, 12th St., 2d and 4th Sundays at 2 P. M.
 Chas. H. Ross, 416 Fifth Ave. Master
 W. E. Burket, 2008 10th Ave. Secretary
 E. K. Gerhard, 1903 Union Ave. Collector
 F. A. Davis, 1903 Union Ave. Receiver
 W. E. Burket, 2008 10th Ave. Magazine Agent

288. EMMET; Eatherville, Iowa.

Meets in Masonic Hall, 1st Tuesday and 3d Monday at 7:30 P. M.
 A. S. Houlthouser, Box 5 Master
 P. J. Sullivan, Box 48 Secretary
 A. S. Houlthouser, Box 5 Collector
 R. S. Robinson, Box 102 Receiver
 Frank Little, Box 62 Magazine Agent

289. MT. LOOKOUT; Chattanooga, Tenn.

Meets in Odd Fellows' Hall, over Third National Bank, 2d and 4th Sundays at 2 P. M.
 Raimon Segasser, 1383 Market St. Master
 J. C. Gilbreath, 618 Cowart St. Secretary
 J. A. Hartsock, 153 Cowart St. Collector
 Gerrie Vanarsdall, A. G. S. Rd House Receiver
 Samuel D. Doss, 214½ Montgomery Ave. Magazine Agent

290. MARION; Hannibal, Mo.

Meets in Emmet Hall, 2d and 4th Sundays at 2 P. M.
 William Edson Miles, 1101 Church St. Master
 John Kenna, 140 Market St. Secretary
 J. T. Hart, 412 Washington St. Collector
 William J. Kelly, 135 Riverside St. Receiver
 L. R. Bickel, 120 3d St. Magazine Agent

291. ATLANTIC; Brooklyn, N. Y.

Meets in Pythian Hall, 2d Saturday evening and 4th Sunday morning.
 Thomas H. Smith, 707 Madison St. Master
 Laurence Donchue, 216½ 22d St, S Brooklyn, L. I. Secretary
 Thomas J. Ricker, 40 Williams Ave, 28th ward Collector
 Thomas H. Smith, 707 Madison St. Receiver
 Ed. Locke, Sackman St. near Liberty Ave. Magazine Agent

292. POCAHONTAS; Poplar Bluff, Mo.

Meets in Masonic Hall, 1st and 3d Sundays at 1:30 P. M.
 C. N. Kidd Master
 F. H. Richards Secretary
 J. R. Phelps Collector
 M. C. Andrews Receiver
 Wm. A. Granneman Magazine Agent

293. LAFAYETTE; Marion, Iowa.

Meets in A. O. U. W. Hall, 1st and 3d Sundays at 8 P. M.
 H. J. Kimbell, Box 5 Master
 Henry A. Heberling, Box 646 Secretary
 Hugh A. Fagan Collector
 Henry A. Heberling, Box 646 Receiver
 Thos. D. Harrington Magazine Agent

294. OHIO RIVER; Huntington, W. Va.

Meets in Engineers' Hall, cor 3d Ave. and 8th St., 1st Saturday and 3d Thursday at 7 P. M.
 T. H. Rowley Master
 Lee A. D. Tate Secretary
 E. L. Newcomb Collector
 H. A. Wells Receiver
 E. A. T. Watkins, Box 262 Magazine Agent

295. U. S.; Davenport, Ia.

Meets in workmen's Hall cor. 4th and Brady Sts., 1st and 3d Sunday.
 Martin L. Mitchell, 801, Switz St. Master
 Geo. Daugherty, 814 W 4th St. Secretary
 Geo. Daugherty, 814 W 4th St. Collector
 Martin Gillin, 813 Switz St. Receiver
 F. W. Duncan, 506 Brady St. Magazine Agent

296. IRON RANGE; Duluth, Minn.

Meets in Miller's Hall, 2d and 4th Tuesdays at 7:30 P. M.
 A. F. Mulkenris, 1530 W Michigan St. Master
 Peter Crossen, 707 Garfield Ave. Secretary
 A. F. Mulkenris, 1530 W Michigan St. Collector
 F. Fredwell, Superior, Wis. Receiver
 Alfred Dahl, 2132 W 2d St. Magazine Agent

297. CLARK; Jeffersonville, Ind.

Meets in Beck's Hall, 2d and 4th Mondays.
 George T. Shirley Master
 C. E. Buehler Secretary
 W. J. Hannan, cor. 27th St. and Gifford Ave., Louisville, Ky. Collector
 B. M. Bennett Receiver
 M. S. Bennett Magazine Agent

298. SNOW FLAKE; Minot, North Dakota.

Meets 2d Saturday at 7 P. M., and 4th Saturday at 8 A. M.
 B. L. Ha dayaw, Box 46 Master
 Robert M. Gilkey, Box 119 Secretary
 H. Neute, Willeston Collector
 Geo. McLean Receiver
 John P. Sieber Magazine Agent

299. CENTRAL OHIO; Crestline, Ohio.

Meets in Jenner's Block every Sunday at 2:30 P. M.
 George W. Reed, Box 93 Master
 B. W. DeHaven Secretary
 Peter Heck Collector
 E. R. Colvin Receiver
 J. W. White Magazine Agent

300. HARBOR CITY; Michigan City, Ind.

Meets in I. O. O. F. Hall alternate Mondays at 2 P. M.
 W. H. Henry, Box 49 Master
 A. G. Hewitt, L. Box 84 Secretary
 A. G. Hewitt, L. Box 381 Collector
 Wm. H. Williamson, Box 153 Receiver
 Harry P. McLean, Box 831, Magazine Agent

301. GREEN MOUNTAIN; Lyndonville, Vt.

Meets in Engineers' Hall, 1st Sunday at 10 A. M., and 3d Friday at 7 P. M.
 Frank W. Thompson Master
 A. L. Howe Secretary
 S. J. Noreis Collector
 W. C. Baldwin Receiver
 W. C. Baldwin Magazine Agent

302. YOUGHIOGHENY; Connellsville, Pa.

Meets in Reisinger's Hall, Main St., 1st and 3d
Sundays at 2 P. M.
J. P. Smith, Box 281 Master
Louis Weihe, Box 365 Secretary
S. A. McPhee, Box 397 Collector
Louis Weihe, Box 365 Receiver
W. J. Keenan, Box 38 Magazine Agent

303. VILLA PARK; Streator, Ill.

Meets in Schlitz Hall, cor. Main and Vermillion
St., 2d and 4th Sundays at 2 P. M.
J. J. Corcoran, 6 Larue St. Master
James H. Nance, 118 N Everett St. Secretary
E. S. Manley, 35 S Sterling St. Collector
James H. Nance, 118 N Everett St. Receiver
E. S. Manley, 35 S Sterling St. Magazine Agent

304. THREE BRANCH; Argenta, Ark.

Meets in Faucett Hall every Tuesday evening at
7:30 P. M.
Sam'l Leesham Master
Chas. J. Jacks Secretary
R. S. Hunt Collector
H. F. Voss Receiver
W. R. Johnson Magazine Agent

305. UNWIN; Rat Portage, Ontario.

Meets in Garfield Hall every Wednesday evening.
William Burrage, Box 79 Master
Russell Woods Secretary
J. J. Sheridan Collector
Charles Unwin Receiver
James Wilson, Magazine Agent

306. GRANITE STATE; Concord, N. H.

Meets 2d Saturday at 7:30 P. M., and 4th Sunday
at 4 P. M., in Temple Hall, Sanborn Block.
E. B. Chandler, West Concord Master
M. F. Cleary, 26 Pearl St. Secretary
H. S. Mann, No. 15 Hill's Building Collector
H. W. Morrill, Box 381 Receiver
I. C. Muzzy, Bradford, N. H. Magazine Agent

307. HAMPDEN; Springfield, Mass.

Meets in Crescent Hall, 218 Main St., 1st and 3d
Sundays.
Chas. A. Chapin, B. & A. Engine House Master
J. A. Simons, Box 187, Merrick Secretary
John Fenton, 585 Chestnut St. Collector
E. M. Wilcox, Box 245, Merrick Receiver
Frank H. Gero, 140 Franklin St. Magazine Agent

308. SANTA ROSA; Porfiorio Diaz, Mexico.

Meets in B. of L. F. Hall every Sunday at 2:30
P. M.
John Holland, Box 109, Eagle Pass, Tex-
as Master
Frank B. Slater, Box 109, Eagle Pass,
Texas Secretary
E. T. Manning, Box 109, Eagle Pass, Tex. Collector
S. K. James, Box 109, Eagle Pass, Texas Receiver
S. R. James, Box 109, Eagle Pass, Tex-
as Magazine Agent

309. BARTHOLOMI; Long Island City, L. I., N. Y.

Meets 2d Mondays and 4th Saturdays in Schwal-
lenberg Hall.
George H. Stinman Master
John W. Brown, 181 Freeman St., Green
Point, L. I. N. Y. Secretary
John J. Galvin, 46 Clay St., Green Point,
L. I. N. Y. Collector
Hugh H. Riddle Receiver
W. J. Simon, 102 Third St. Magazine Agent

310. CHESTNUT RIDGE; Derry Station, Pa.

Meets alternate Mondays and Third Sundays in
Chosen Friends' Hall.
J. T. Cole Master
Ed. J. Marks Secretary
Eli L. Kistler Collector
H. B. Clark Receiver
J. T. Cole Magazine Agent

311. BELLE PLAINE; Belle Plaine, Iowa.

Meets 1st and 3d Sundays in B. of L. F. Hall.
Lewis A. North Master
J. H. McPeak Secretary
Wm. A. Kennedy Collector
Robert Rippin Receiver
Ed. L. Condon, L Box 34 Magazine Agent

312. MOUNT SHASTA; Dumasuir, Cal.

Meets in I. O. O. F. Hall 1st and 3d Sundays, and
2d and 4th Wednesdays, at 2 P. M.
Harry L. Walthier Master
F. W. Walraven Secretary
A. W. Cole Collector
Archie De LaMontanya Receiver
Archie De LaMontanya Magazine Agent

313. KAW VALLEY; Armourdale, Kansas.

Meets in Melville Hall, alternate Mondays at 7:30
P. M.
Oscar Kengott, 314 Colorado Ave., Kansas
City, Kan. Master
John M. Frain, 108 Missouri Ave., Kansas
City, Kan. Secretary
Wm. J. Myers, 9 N. 8th St., Kansas City Collector
E. C. Haddock, 120 N 5th St., Kansas
City, Kan. Receiver
Wm. J. Myers, 9 N 8th St., Kansas City.
Kan Mag. Agent

314. MUTUAL; Knoxville, Tenn.

Meets in Engineers' Hall, North Knoxville, 1st
and 4th Mondays, at 3:30 P. M.
J. C. Pickens Master
D. C. Thomas Secretary
William H. Booth, 5 E Depot St. Collector
W. T. Armstrong, 38 Florida St. Receiver
J. C. Pickens, 30 E Park St. Magazine Agent

315. TROY CITY; Green Island, N. Y.

Meets 1st and 3d Sundays in Odd Fellows Hall,
101 Hudson Ave.
C. H. Haverly, 65 Hudson Ave Master
H. A. Norton, 119 Hudson Ave Secretary
Willis J. Spafford, 2252 5th Ave., Troy Collector
J. M. Williams, 20 Ingalls Ave., Troy Receiver
H. A. Norton Magazine Agent

316. OMEGA; Buffalo, N. Y.

Meets in Siebert's Hall, cor. Jefferson and Bristol
Sts., every Tuesday at 8 P. M.
John M. Hannon, 88 Central Ave. Master
F. A. O'Neill, 792 Elk St. Secretary
P. J. Donovan, 780 S Division St. Collector
Joseph Kennedy, 811 Williams St. Receiver
P. J. Donovan, 780 S Division St., Magazine Agent

317. WELCOME HOME; Henderson, Ky.

Meets in I. O. O. F. Hall, every Saturday evening
at 7:30 P. M.
E. H. Zirekel Master
G. W. S. Austlin Secretary
Michael Duffy Collector
George A. Brown Receiver
C. M. Bronghton, L. St. L. & T. Ry. Magazine Agent

318. IRON CITY; Glenwood, 23d Ward, Pittsburg, Pa.

Meets in Speck's Block, cor. 2d St., and Hazle-
wood Ave., 1st and 3d Mondays at 7:30 P. M.
Edwin Gutzler, Glenwood, 23d Ward Master
R. C. Chamberlain, Glenwood, 23d Ward, Secretary
J. F. Wills, Glenwood, 23d Ward Collector
W. B. Knepper, Glenwood, 23d Ward Receiver
J. E. Fox, Glenwood, 23d Ward Magazine Agent

319. ORPHANS' HOPE; Dennison, Ohio.

Meets in I. O. O. F. Hall, every Tuesday at 6:30 P. M.
Harry R. Brown, Jr. Master
A. Harden Secretary
A. Harden Collector
J. H. Rowland Receiver
J. H. Rowland Magazine Agent

320. ARBITRATION; East St. Paul, Minn.

Meets in Wilde's Hall, cor. 7th and Bradley Sts.,
1st Sunday at 2 P. M., and 3d Wednesday at 7:30
P. M.
D. Lordan, 471 Jenks St., St. Paul Master
J. H. Salley, 833 Payne Ave., St. Paul Secretary
Wm. Dykeman Collector
Chas. L. Works Receiver
P. Copeland, 468 Case St., St. Paul, Magazine Agent

321. SNOW DRIFT; Chapeau, Ont.

Meets in B. of L. F. Hall, every Monday at 8 P. M.
Jas. D. McAdam Master
John H. Stern, Box 118 Secretary
Kenneth McRea Collector
Geo. B. Nicholson, Box 116 Receiver
Herbert D. Gay Magazine Agent

322. JULIEN; Dubuque, Iowa.

Meets cor. 19th and White Sts., 1st and 3d Sundays at 2:30 P. M.
 Geo. H. Kirkland, 2,351 Washington St. . . . Master
 Luke F. Brennan, 2,351 Washington St. . . . Secretary
 Ben. M. Snyder, 2,351 Washington St. . . . Collector
 Thos. O'Brien, 2,351 Washington St. . . . Receiver
 Ullman D. Luce, 769 W. 14th St., Chicago, Ill. . . . Magazine Agent

323. ANTHRACITE; Tamaqua, Pa.

Meets in Kern's Hall, 2d and 4th Sundays.
 Frank Andrew Master
 James McCabe Secretary
 William Schmauch Collector
 Michael J. Dintinger, Box 347 Receiver
 Joseph Mucklow Magazine Agent

324. SOUTHERN CROSS; Gainsville, Texas.

Meets in K. of P. Hall every Sunday at 7 P. M.
 Geo. W. Goldsby Master
 J. C. F. Kelley Secretary
 Frank Strobel Collector
 J. C. F. Kelley Receiver
 Frank Strobel Magazine Agent

325. SATILLA; Waycross, Ga.

Meets in Masonic Hall 2d and 4th Sundays at 2 P. M.
 Thos. M. Foran Master
 H. J. Smith, Box 24 Secretary
 H. B. Lee Collector
 Wm. L. Knox Receiver
 John W. Miller Magazine Agent

326. FOLWELL; Bradford, Pa.

Meet 1st and 3d Sunday evenings in G. A. R. Hall.
 G. P. Clough, 6 Allison St. Master
 C. H. Alger, 6 Allison St. Secretary
 G. E. Lovelace, 8 Webster St. Collector
 G. P. Clough, 6 Allison St. Receiver
 M. W. Maybee, 7 Pike St. Magazine Agent

327. SILVER MOUNTAIN; Needles, Cal.

Meets in B. of L. F. Hall every Saturday evening.
 Charles Diefenbaugh Master
 J. N. Brobant Secretary
 F. B. Hardy Collector
 Wm. C. Cox Receiver
 F. B. Hardy Magazine Agent

328. SPANISH PEAKS; La Junta, Colo.

Meets in Grand Army Hall, Mondays, at 2 P. M.
 John C. Cole Master
 Charles Gray Secretary
 Chas. S. Wolf Collector
 Leslie Jones Receiver
 Leroy W. Gilbert Magazine Agent

329. SOLOMON VALLEY; Downs, Kansas.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2:30 P. M.
 John Milheiser, Box 102 Master
 A. Dillon, L. Box 183 Secretary
 John Milheiser, Box 102 Collector
 R. J. Dunlap, L. Box 266 Receiver
 Gus Lind, Jamestown, Kan. Magazine Agent

330. RIVER VIEW; Kansas City, Kansas.

Meets in Melville Hall, 2d and 4th Sundays at 7:30 P. M.
 T. J. Birch, Station A, Kansas City, Mo. . . . Master
 Frank Vaughn, 619 Wyandott Ave., Armourdale Secretary
 G. W. Smith, 638 Highland Ave Collector
 E. D. Root, 919 6th St Receiver
 J. F. Casey, 617 W. 7th St., Kansas City, Mo. Magazine Agent

331. CHICAGO BELT LINE; Auburn Junction, Ill.

Meets in Foresters' Hall, Auburn Park, 1st and 3d Mondays at 8 P. M.
 John J. McCarthy, S Englewood Master
 J. D. Flood, Box 34, S Englewood Secretary
 T. J. Hogan, 714 Englewood Ave Collector
 J. D. Flood, Box 34, S Englewood Receiver
 Frederick Wall, S Englewood Magazine Agent

332. STONE MOUNTAIN; Augusta, Ga.

Meets alternate Sundays in hall corner of Broad and Jackson Sts.
 Wilkie B. Hawes, 819½ Brave St Master
 W. F. Clary, 530 Calhoun St Secretary
 James I. Roney, 320 Pine St Collector
 B. W. Furber, 1262 Broad St Receiver
 Chas. A. Jansen, Ga. R.R. Shops Magazine Agent

333. FAIRMOUNT; Philadelphia, Pa.

Meets in Erickson's Hall, 8947 Lancaster St., alternate Wednesdays at 8 P. M.
 H. C. Reagan, 3,319 Kockland St Master
 R. L. Tomlinson, 3837 Linwood St., W Philadelphia Secretary
 C. H. Maul, 830 N 40th St. Collector
 Harry C. Ewing, 830 N 40th St. Receiver
 Harry C. Ewing, 830 N 40th St. Magazine Agent

334. LONG DOUBLER; East Syracuse, N. Y.

Meets in A. O. U. W. Rooms every Tuesday night.
 George F. Allen Master
 George M. Shaffer Secretary
 E. J. Terry Collector
 Jas. H. Fitzgerald Receiver
 Joseph Gale Magazine Agent

335. SAINT ADOLPHUS; Hochelaga, Canada.

Meets in B. of L. F. Hall, 11 Moreau St.
 Alfred Pring, 8 Donegan St., Montreal Master
 A. Maynaes Secretary
 J. C. Currie Collector
 J. G. A. Brazeau, 83 Moreau St Receiver
 J. G. A. Brazeau, 83 Moreau St Magazine Agent

336. FALL RIVER; Neodesha, Kansas.

Meets in Pierce's Hall, 2d and 4th Saturdays.
 R. C. McClellan Master
 L. N. Baker, Box 178 Secretary
 Charles Koehler Collector
 R. C. McClellan Receiver
 Matthew J. James Magazine Agent

337. BIG FOUR; Kansas City, Mo.

Meets in Summerwell's Hall, 21st and Drupp Sts., alternate Tuesdays at 7:30 P. M.
 Homer Howard, 1210 Reservoir Ave Master
 Charles T. Largent, 1673 Madison Ave. Secretary
 A. A. Shaurum, 1,836 Mercer St Collector
 L. F. Stephens, 1,623 Madison Ave Receiver
 J. W. Leonard, 1641 Bellevue Ave., Magazine Agent

338. WEST BRANCH; Reno, Pa.

Meets in Spangler's Hall, cor. 6th St. and Huron Ave., alternate Sundays at 1:30 P. M.
 Frederick Kerby Master
 R. C. McFarland Secretary
 W. C. Robinson Collector
 G. B. McManigal Receiver
 James Campbell Magazine Agent

339. WHITE BREAST; Chariton, Iowa.

Meets in A. O. U. W. Hall, 2d and 4th Sundays.
 T. H. Sanford, Box 620 Master
 A. M. Williby, Box 387 Secretary
 James C. Beck, Box 349 Collector
 A. M. Williby, Box 387 Receiver
 M. Dunn Magazine Agent

340. STAR OF THE WEST; Newton, Kansas.

Meets in Odd Fellows' Hall, 1st and 2d Thursdays at 7:30 P. M.
 Chas. G. Druce, L. Box 169 Master
 John Hampson, 309 W. 4th St Secretary
 Thos. Breen Collector
 Chas. E. Jackson Receiver
 Charles T. Brant, L. Box 169 Magazine Agent

341. GOLD RANGE; Donald, B. C.

Meets in Firemen's Hall 1st and 2d Wednesdays, and 3d and 4th Sundays.
 Arthur Randall Master
 Francis H. Carson Secretary
 George B. Govett, Box 49 Collector
 James Falconer, Canmore, N. W. Ter Receiver
 H. J. McSorley Magazine Agent

342. CASCADE; Medicine Hat, North West Terr.

Meets in General Hall, 2d Wednesday and 4th Thursday.
 Wm. Lowe, Box 66 Master
 James Hawthorne, Box 66 Secretary
 William Rutherford, Box 66 Collector
 Leonard Dobbin, Box 66 Receiver
 Leonard Dobbin, Box 66 Magazine Agent

343. NEW STATE; Spring Hill, Montana.

Meets in Engineer's Hall every Wednesday at 2:30 P. M.
 M. C. Cavanaugh, Allerdice Master
 Wm. B. Dean, Box 66 Secretary
 Magnus Ouse, Box 66 Collector
 Albert E. Jones, Allerdice Receiver
 E. J. Marchbanks, Allerdice Magazine Agent

- 344. LAS ANIMAS; Trinidad, Colo.**
Meets in Odd Fellow's Hall, N. Commercial St., 1st and 3d Sundays at 1:30 P. M.
J. V. Dailey Master
E. E. Perry, Box 470 Secretary
John Perry, Box 470 Collector
J. E. Durden, 240 Oak St. Receiver
B. W. Hoage, Box 470 Magazine Agent
- 345. FRONT END; Paris, Texas.**
Meets 1st and 3d Saturday at 8 P. M.
W. H. Dickinson, Box 24 Master
L. F. Tobin, Box 24 Secretary
A. E. Hitt, care G. C. & S. F. Shops, Dallas Collector
James Lyons, Box 24 Receiver
J. N. Baliew Magazine Agent
- 346. FLOWER LAND; Pensacola, Fla.**
Meets in Odd Fellows' Hall every Monday at 3 P. M.
F. T. Martin, 107 E Wright St Master
Geo. B. McArthur, 201 Gregory St Secretary
Geo. S. Walker, 300 E Wright St Collector
James I. Sizer, 416 E Wright St Receiver
J. W. Christolm, 1012 E Laura St, Magazine Agent
- 347. OLD FORT; Dodge City, Kansas.**
Meets in I. O. O. F. Hall 1st and 3d Thursdays at 3 P. M.
William C. Fadel, Box 416 Master
James Youngblood, Box 416 Secretary
Augustus Falkner Collector
B. S. Williams, L Box 21 Receiver
James B. Carothers Magazine Agent
- 348. BLUE MOUNTAIN; La Grande, Oregon.**
Meets every Wednesday at 3 P. M. in K. of P. Hall.
Wallace Duryea Master
James Argyle Secretary
John Walker Collector
E. A. Stephens, L Box 18 Receiver
F. E. Herr, L Box 37 Magazine Agent
- 349. HUDSON RIVER; Union Hill, N. J.**
Meets in Concordia Hall, 2d Saturday at 8 P. M., and 4th Sunday at 2 P. M.
H. E. Hamblen, New Durham, N. J Master
S. S. Poole, New Durham, N. J Secretary
A. L. Milliken, New Durham, N. J Collector
Harry Poynton, New Durham N. J Receiver
Joe Lewis, New Durham, N. J Magazine Agent
- 350. JAMES DONNELLY; Perth Amboy, N. J.**
Meets in K. of P. Hall 2d and 4th sundays.
Joseph B. Hoffman Master
W. J. Ditzler Secretary
Levi M. Landis Collector
Theodore R. Mertz Receiver
Levi M. Landis Magazine Agent
- 351. HOME; White Haven, Pa.**
Meets in Runkey's Hall, 2d and 4th Sundays at 2 P. M.
James N. Deterline Master
Edward T. McNally Secretary
Amos Flowers Collector
Charles Prutzman Receiver
Charles Deal Magazine Agent
- 352. CHAMPLAIN; St. Albans, Vt.**
Meets in Engineer's Hall, 1st and 3d Sundays at 1:45 P. M., and 4th Mondays at 7:30 P. M.
John McAllister, 104 Lake St Master
Charles E. Preston Secretary
Frederick A. Mailloux Collector
C. P. Kelly, 89 Foundry St Receiver
George Hobart, 177 Main St Magazine Agent
- 353. MAABLE CITY; Rutland, Vt.**
Meets in E. A. U. Hall, 1st and 3d Sundays.
John Grady, 8 Pine St Master
C. F. Whitehouse, 77 River St Secretary
C. F. Underhill, 8 Pine St Collector
C. F. Underhill, 8 Pine St Receiver
Wm. H. Murray, 17 Franklin St. Magazine Agent
- 354. HOBOKEN; Hoboken, N. J.**
Meets in Burnett's Hall, cor. Bloomfield and 1st Sts., 2d Sundays at 2 P. M., and 4th Saturdays at 8 P. M.
John Curran, 222 Erie St., Jersey City, N.J. Master
John S. Kennan Secretary
Patrick Ash, South Orange, N. J Collector
Lewis E. Genong, Chatham, N. J Receiver
Hudson Blanchard, Boonton Magazine Agent

- 355. STONE CITY; Joliet, Ill.**
Meets in B. of L. F. Hall, 222 Jefferson St., 1st Tuesday at 7:30 P. M., and 3d Sunday at 2:30 P. M.
W. W. Brooker, 134 S Hickory St Master
John Malloy, 500 S Desplaines St Secretary
H. H. McPeck, C. S. F. & C. R. R. Collector
T. F. Hannan, 411 S Desplaines St Receiver
W. H. Brooker, 117 John St Magazine Agent
- 356. CHAUNCEY M. DEPEW; Albany, N. Y.**
Meets 1st and 3d Sundays at 2 P. M.
Frank C. Wilson Master
R. J. Lilly, 57 1st St Secretary
R. J. Lilly, 57 1st St Collector
E. J. Kelley, 94 Livingston Ave Receiver
F. Degroff, 160 Clinton Ave Magazine Agent
- 357. JUSTICE; Vanceboro, Maine.**
Meets in Plummer's Hall, Vanceboro and Main Sts., 2d and 4th Saturdays at 7:30 P. M.
John E. Shea Master
Whitfield Nobles Secretary
Clair J. Tabor, Woodstock, N. B Collector
R. A. Kennedy Receiver
E. L. Hagerman, Woodstock, N. B. Magazine Agent
- 358. COOKE; West St. Paul, Minn.**
Meets in I. O. O. F. Hall, cor. Fairfield and Dakota Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 2 P. M.
Christopher McKay, 154 Isabell St Master
W. R. Perrin, 1015 Washington Ave., South Minneapolis Secretary
W. R. Perrin, 1015 Washington Ave., South Minneapolis Collector
Peter Anderson, 1428 Washington Ave., S. Minneapolis Receiver
Fred. Whisten, West St. Paul Round House Magazine Agent
- 359. BIG FLINT; Wellington, Kansas.**
Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M., and 2d Fridays at 7:30 P. M.
T. M. Brown, Chanute, Kan. Master
H. E. Hansen, E Harvey Ave Secretary
S. H. Barner, E. 4th St Collector
T. M. Brown, Chanute, Kan Receiver
H. E. Hansen, E Harvey Ave Magazine Agent
- 360. COLD SPRING; Springfield, Ohio.**
Meets in Engineers' and Firemen's Hall 1st and 3d Sundays.
Geo. W. Poor, 182 Patton St Master
A. W. Binns, E High St Secretary
Frank J. Mills, O. S. R. R. Shops Collector
Joseph A. Taylor, Box 46, Sandusky, O. Receiver
Jos. Greetham, Sandusky, O Magazine Agent
- 361. TRIED AND TRUE; Washington, Ind.**
Meets alternate Tuesdays, in Masonic Temple, at 7:30 P. M.
Jas. Sabrill, O. & M. Shops Master
W. E. Ensign, O. & M. Shops Secretary
A. B. Mix, O. & M. Shops Collector
John H. Kernan, O. & M. Shops Receiver
Eugene Ensign, O. & M. Shops . Magazine Agent
- 362. CATARACT; Suspension Bridge, N. Y.**
David Haley, Niagara Falls, N. Y Master
John C. White, Suspension Bridge, N.Y. Secretary
Jas. A. Shrimpton, Niagara Falls, N.Y. Collector
T. E. Swallow, Niagara Falls, N. Y Receiver
John W. Francis, Niagara Falls, Ont. Magazine Agent
- 363. METROPOLITAN; New York, N. Y.**
Meets at 490 8th Ave., 1st Sunday at 2 P. M., and 4th Sunday at 10 A. M.
A. W. Eggleston, White Plains, N. Y Master
Fred R. Elliott, 535 E 140 St Secretary
A. W. Eggleston, White Plains, N. Y Collector
M. J. Lynch, 206 E 45th St Receiver
M. J. Lynch, 206 E 45th St Magazine Agent
- 364. SINGERLY; Philadelphia, Pa.**
W. G. Statts, 6311 Woodlawn Ave Master
A. J. Lawton, 1311 Hanover St., Baltimore, Md. Secretary
G. W. Gregg, Jr., B. & O. Round House. Collector
W. G. Statts, 6311 Woodlawn Ave Receiver
F. G. Dennis, 60 W St. and Chester Ave Magazine Agent

385. VIOLET; Bellows Falls, Vt.

Meets in G. A. R. Hall 1st and 3d Saturday evenings.
 J. W. Stuck Master
 A. E. Wells, Box 508 Secretary
 F. L. Darling, Windsor, Vt. Collector
 A. G. Firman, Windsor Vt. Receiver
 F. E. Keach, 1 Eastbrook St., Brattleboro, Vt. Magazine Agent

386. HAGERSTOWN; Hagerstown, Md.

Meets in Red Mens' Hall, cor. W and P Sts., 2d and 4th Sundays.
 S. R. Hacker, 218 High St. Master
 S. R. Hacker, 218 High St. Secretary
 Christopher E. Rohrer, 307 High St. Collector
 D. A. Wallace, 20 Salem Ave. Receiver
 S. R. Hacker, 218 High St. Magazine Agent

387. MORGAN CRANE; Somerset, Ky.

Meets in Engineers' Hall, 1st and 3d Saturday evenings.
 Wm. H. Steele Master
 M. J. McCabe Secretary
 Frank K. Smith Collector
 John G. Dikeman Receiver
 M. J. McCabe, Box 200 Magazine Agent

388. DEEP WATER; Springfield, Mo.

Meets in K. of H. Hall on Booneville St. (Headly Bk.) 1st and 2d Tuesday at 7:30 P. M., and 2nd and 4th Monday at 2 P. M.
 B. S. Chinn, 802 W Elm St. Master
 Jno. Gallagher, 343 Brower St. Secretary
 L. J. Wise Collector
 J. W. Nipple, 328 New St. Receiver
 C. W. Hall, 983 Union St. Magazine Agent

389. WALNUT VALLEY; Eldorado, Kan.

Meets corner Main St. and Central Ave., 2d and 4th Tuesdays at 7:30 P. M.
 Frederick Staley, Box 186 Master
 E. S. Mead, Box 422 Secretary
 G. P. Metler, Wagner, Kan. Collector
 J. C. Wickham, Box 304 Receiver
 C. J. Lester, 109 S Margrave St., Fort Scott, Kan. Magazine Agent

390. NEOSHO VALLEY; Council Grove, Kan..

Meets in A. O. U. W. Hall, 1st and 3d Wednesday at 7:30 P. M.
 Mat. S. Gilfoy Master
 Clarence G. Stone Secretary
 Charles E. Leeman Collector
 Charles Torrence Receiver
 Clinton Howard Magazine Agent

391. COVENANT; Nevada, Mo.

Meets 1st and 3d Fridays at 7:30 P. M.
 W. M. Calkins, Box 335 Master
 J. E. Kinzie, Box 335 Secretary
 J. C. Fletcher, Box 335 Collector
 John Dandy, Box 256 Receiver
 J. E. Kinzie, Box 335 Magazine Agent

392. SIGNAL MOUNT; Big Springs, Texas.

Meets in Engineers' Hall, 1st Wednesday afternoon and 3d Wednesday evening.
 Geo. H. Smith, Box 33 Master
 Samuel Hunter, Box 33 Secretary
 F. W. Farkenkamp, Box 33 Collector
 R. J. Bible Receiver
 W. L. Simpson Magazine Agent

394. McALLISTER; Herrington, Kan.

Meets in Masonic Hall, 1st Thursday at 1:30 P. M., and 3d Thursday at 7:30 P. M.
 L. Gay, L Box 355 Master
 H. S. Smith, L Box 355 Secretary
 J. M. McChord, L Box 337 Collector
 H. A. Decker, Box 111 Receiver
 Jesse L. Brown, Box 241 Magazine Agent

395. FRIENDSHIP; Dayton, Ohio.

Meets in K. P. Hall, 17½ E. 31st St., 1st and 3d Sundays at 2 P. M.
 John F. Hoban, 635 E 2d St. Master
 Horace Hopkins, 452 May St. Secretary
 Frank G. Stillwell, 28 N Van Lear St. Collector
 N. W. Rose, 109 LaBelle St. Receiver
 John Ryan, 120 Crane St. Magazine Agent

396. J. H. KIRK; Horton, Kan.

Meets in Mitchell's Hall every Saturday evening.
 W. A. Sawyer Master
 J. A. Carter, C. K. & N. Round House Secretary
 J. A. Carter, C. K. & N. Round House Collector
 Thomas Sheahan, L Box 39 Receiver
 James E. George, L Box 39 Magazine Agent

397. NICKEL PLATE; Conneaut, Ohio.

Meets in Harrington & Wildmar's Block, 1st and 3d Tuesdays at 8 A. M., and 2d and 4th Tuesdays at 8:30 P. M.
 H. A. Belding, Box 220 Master
 C. S. Ellinwood Secretary
 W. J. Baldwin, Box 79 Collector
 C. A. Wilcox, Box 301 Receiver
 C. S. Ellinwood Magazine Agent

398. HOLBROOK; Chartiers, Pa.

Meets every Sunday in Christian Hall, McKees Rocks, Pa., at 1 P. M.
 W. H. Graham, McKees Rocks, Pa. Master
 D. W. Scott, McKees Rocks, Pa. Secretary
 W. F. Morgan, McKees Rocks, Pa. Collector
 Frank J. Thomer, 3709 5th Ave., Pittsburgh, Pa. Receiver
 John O'Rourke, McKees Rocks, Pa. Magazine Agent

399. WEAVER; Sayre, Pa.

Meets in K. of H. Hall, Cornell's Block, 1st and 3d Sunday at 11 A. M.
 Wm E. Preston, Waverly, N. Y. Master
 James Denton, Box 280 Secretary
 Wm. J. Stewart, Box 216 Collector
 John Durkin, Box 437 Receiver
 Archie C. Burr, Box 213 Magazine Agent

390. HUB CITY; Aberdeen, Dakota.

Meets in A. O. U. W. Hall, 1st and 3d Sundays at 1:30 P. M.
 B. F. Slater Master
 Wm. J. Aggus Secretary
 A. A. Zimmerman Collector
 Wm. J. Aggus Receiver
 Frank Cox Magazine Agent

391. J. W. WALKER; Conemaugh, Pa.

Meets in B. of L. F. Hall 2d and 4th Sundays at 1:30 P. M.
 J. C. Hess Master
 H. E. Miller Secretary
 C. S. Graham Collector
 L. S. George Receiver
 C. R. McDowell Magazine Agent

392. BETHESDA; Waukesha, Wis.

Meets in Engineers' Hall, 1st and 3d Sundays at 2 P. M.
 Alex. Turner, Box 830 Master
 J. J. Burrell, Box 1150 Secretary
 Chas. Wrooman Collector
 J. M. Dowd, Box 1150 Receiver
 Otto W. Hanke, L Box 897 Magazine Agent

393. PETROLEUM; Oil City, Pa.

Meets in K. of L. Hall, Lamberton, Block, 2d Sunday and 4th Monday.
 Edward McAce Master
 John H. Quirk, Box 330 Secretary
 Thomas P. Martin Collector
 Timothy Downey Receiver
 John Davis, Box 763 Magazine Agent

394. E. H. WILBUR; Leighton, Pa.

Meets in Reaber's Hall, 1st and Bank Sts., 2d and 4th Sundays.
 Wm. H. Hoffer Master
 Alvin A. Miller, Weissport, Pa. Secretary
 A. T. Henry, Weissport, Pa., Box 122 Collector
 Alvin Rex Receiver
 John J. Walters Magazine Agent

395. MOUNTAIN DIVISION; Keyser, W. Va.

Meets in I. O. O. F. Hall, 2d and 4th Mondays at 10 A. M.
 M. S. Tucker Master
 L. Burkhalter Secretary
 L. Burkhalter Collector
 Henry Montgomery Receiver
 Magazine Agent

386. RAMONA; National City, Cal.

Meets 2d and 4th Sundays at 2 P. M., in Firemen's Hall.
 Edward Curtis Master
 John M. Davis Secretary
 Jas. L. Stearns Collector
 E. Ware Boyd Receiver
 John M. Davis Magazine Agent

387. RED ROCK; Schrieber, Ontario.

Meets in B. of L. F. Hall, 1st and 3d Mondays.
 John Gardiner, Box 111 Master
 Fred. Hedgde Secretary
 W. T. Norris, Box 111 Collector
 J. A. Walker, Box 36 Receiver
 James Wilson, Box 36 Magazine Agent

388. PHIL. H. SHERIDAN; Milwaukee, Wis.

Meets in Firemen's Hall, 170 Reid St, 1st and 3d Sundays at 2:30 P. M.
 Thomas P. Tanner, 434 Barclay St Master
 John M. Grobben, 942 Kinnikinnic Ave. Secretary
 Wm. McHenry, 193 Burrell St Collector
 Wm. McHenry, 193 Burrell St Receiver
 G. E. McCosker, 349 Scott St Magazine Agent

389. LIVINGSTONE; Chillicothe, Mo.

Meets in I.O.O.F. Hall, 2d and 4th Sundays at 2 P. M.
 Harry L. Stow Master
 E. A. Dix Secretary
 George Zugschwerdt Collector
 T. H. Hennessey Receiver
 Mike Cunningham Magazine Agent

390. SILVER STATE; Carlin, Nevada.

Meets in Engineers' Hall Tuesday evenings.
 A. K. Bensley Master
 J. C. Doughy Secretary
 William M. Wickel Collector
 C. H. Oliver Receiver
 S. S. Stoll Magazine Agent

391. NAUVOO; Ft. Madison, Iowa.

Meets in K. of P. Hall, N.W. cor. 2d and Pine Sts., 2d and 4th Sundays at 2 P. M.
 Wm. Bolk Master
 Wm. Lawrence Secretary
 Harry R. Kinne Collector
 O. L. McClellan, Box 83 Receiver
 O. L. McClellan, Box 83 Magazine Agent

392. WEST PENN; Blairsville, Pa.

Meets in Odd Fellow's Hall 1st and 3d Monday evenings.
 M. S. Anderson, Box 219 Master
 John D. Davis, Box 20 Secretary
 Luther H. Martin Collector
 Wm. D. Scott, Box 20 Receiver
 J. D. Davis, Box 20 Magazine Agent

393. DIAMOND VALLEY; Harrisburg, Pa.

Meets in Kimeard's 2d and 4th Sundays at 7 P. M.
 Wm. C. Taylor, 1506 First St Master
 S. M. Myers, 506 Kelker St Secretary
 Frank Snyder, 1228 N 7th St Collector
 William K. Drake, 1531 N 6th St Receiver
 William C. Taylor, 1506 N 5th St Magazine Agent

394. PLEASANT VALLEY; Beatrice, Nebraska.

Meets in I. O. O. Hall, Cor. 5th and Court Sts., 2d and 4th Sundays at 2:30 P. M.
 B. A. Downer, Riverside Hotel Master
 Charles E. Harris Secretary
 Charles E. Harris Collector
 E. K. Cole, Riverside Hotel Receiver
 E. K. Cole, Riverside Hotel Magazine Agent

395. MILLARD FOSTER; N. Topeka, Kansas.

Meets in A. O. U. W. Hall 1st and 3d Tuesdays at 7:30 P. M.
 Wm. H. Riley Master
 C. S. Wilcox Secretary
 John T. Cuff Collector
 C. S. Wilcox Receiver
 Clarence G. Sanborn, Combination Box 115 Magazine Agent

396. TIP TOP; Goodland, Kansas.

Meets in B. of L. F. Hall every Monday at 7:30 P. M.
 E. C. Wiley Master
 W. Sims Secretary
 D. W. Harding Collector
 J. W. Latchford Receiver
 Charles C. Hamlin Magazine Agent

397. LONG DIVISION; Holsington, Kansas.

Meets in Masonic Hall, 1st and 3d Wednesdays at 8:30 P. M.
 George M. Bagley Master
 F. M. Rainey Secretary
 Alonzo C. Shaffer Collector
 N. B. Scrogin Receiver
 Frank J. Parnell Magazine Agent

398. PINE MOUNTAIN; Columbus, Ga.

Meets in Odd Fellow's Hall, 1st Ave., opposite city market, every Sunday at 2 P. M.
 Wm. M. Reeves, 944 Fifth Ave Master
 Walter K. Mahone, 1252 Third Ave Secretary
 B. G. Harvey, 900 Fifth Ave Collector
 Henry Dickens, 944 Fifth Ave Receiver
 W. D. McIver, 944 Fifth Ave Magazine Agent

399. CRESCENT CITY; New Orleans, La.

Meets in Teutonia Hall, 2d and 4th Thursdays at 7:30 P. M.
 James Gordon, 586 N Rampart St Master
 Harry H. Dodson, 572 1/2 Dauphine St Secretary
 Jas. C. Dupre, 218 Eleianfield St Collector
 George Perry, 159 Spain St Receiver
 Wm. A. O'Donnell, 164 Laurel St Magazine Agent

400. MARIAS DES CYGNE; Osawatomie, Kan.

Meets in Knutson's Hall every Saturday at 7 P. M.
 George P. Reed Master
 W. A. Bedell Secretary
 S. L. Keith Collector
 A. P. Coppers Receiver
 George P. Reed Magazine Agent

401. ITASCA; Two Harbors, Minn.

Meets in Odd Fellows' Hall, 1st and 3d Sunday at 2:30 P. M.
 Walter H. Bell, Box 153 Master
 Fred. Hickman Secretary
 Fred. Hickman Collector
 Addison G. Langill Receiver
 B. L. Searles Magazine Agent

402. WATER LILY; Water Valley, Miss.

Meets in Odd Fellows' Hall, 1st and 3d Mondays at 2 P. M.
 Wm. H. Thornton, Box 65 Master
 W. M. Diesel, Box 65 Secretary
 Wm. G. Guess, Box 65 Collector
 Jacob P. Bengtson, Box 65 Receiver
 H. S. Price, Box 65 Magazine Agent

403. ELIZABETH; Portsmouth, Va.

Meets in K. of P. Hall 2d and 4th Sundays at 2 P. M.
 Ed. Burton Master
 Hardy H. Duke, Drivers Secretary
 Ed. Burton Collector
 Jesse D. Lawrence, Belfield Receiver
 Ed. Burton Magazine Agent

404. GRAVITY; Dunmore, Pa.

Meets in Odd Fellow's Hall, 2d and 4th Sundays at 2 P. M.
 Peter J. Gallagher Master
 Chas. Collins Secretary
 Geo. W. Derschmeier Collector
 J. W. Stuart Receiver
 Dan. Gilbride Magazine Agent

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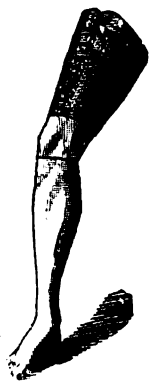
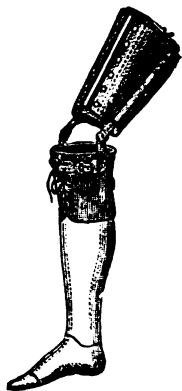
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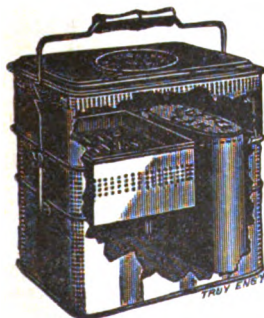
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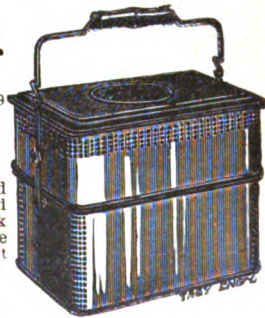
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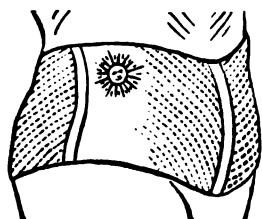
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several successive physicians, who gave me temporary relief, but were unable to effect a permanent cure.
I paid large sums of money to the different physicians whom I consulted, and tried all the various reme-
dies which promised relief, but to no avail. I continued my efforts until the spring of 1875, my malady
in the meantime increasing to such an extent that on several occasions I became unconscious and was
confined to my house for several weeks at a time. I was then induced, through the earnest solicitation
of a friend, to consult an old and learned practitioner of Chicago, then temporarily located in Bingham-
ton. This physician gave me a prescription in liquid form, of which I used two bottles. The lameness
in my back disappeared and I was relieved of the severe pains I had previously suffered. Having experi-
enced such happy results, and feeling my utter helplessness in case of a recurrence of an attack of a
similar nature, I decided, if possible, to purchase the recipe for compounding what is now so favorably
known as "Dimmick's Kidney and Bladder Cure." The old physician, who was about removing to the
Southwest, after some hesitation, consented to dispose of the recipe to me on payment of a considerable
sum of money. About two years after the purchase, while acting in the capacity of a railway engineer, I
became affected with a prickling sensation in the face, arms, right side and right leg extending to the
knee, followed by numbness, or a partial paralysis. This gradually made such inroads that I practically
lost the power of locomotion and had no use of my right arm. I was compelled to relinquish my position
as an engineer, ran down physically, and became a mere shadow of my former self. The best medical
talent abandoned my case as hopeless, and it was the commonly expressed opinion among my associates
and acquaintances that I would soon pay the debt of nature. In my extremity, and not knowing the
efficacy of the remedy I had purchased, a relative wrote to the physician from whom it had been obtained,
for advice, and received the answer that I had in my possession a recipe that was a specific for that diffi-
culty. I at once commenced taking it, and in 75 hours experienced a sense of grateful relief. I continued
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and now I am as well and strong as I ever was and run my engine 110 miles a day. I feel that it has saved
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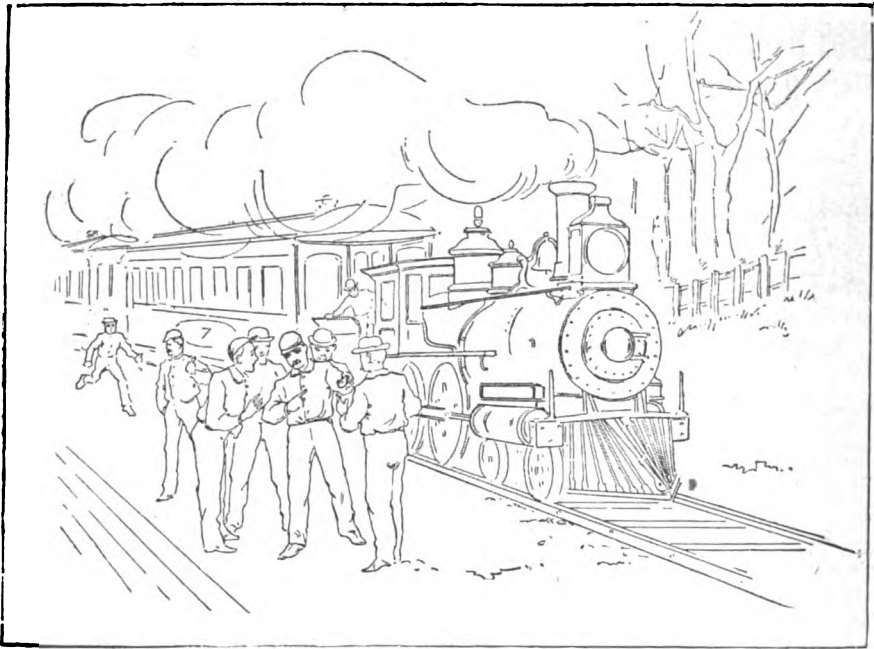
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OCTOBER, 1889.

INTER-STATE COMMISSION INVESTIGATION.

On August 12th the following item was telegraphed from Washington City:

The Inter-state Commerce Commission has sent circulars to the various general managers of railroads and organizations of railroad employes asking them to cooperate with the Commission in securing information bearing upon the relations between the railroad corporations and their employes. All railroads addressed are requested to state if an insurance fund or guarantee fund of any sort is provided for the employes, on which they have a right to draw in case of sickness or accident, or from which payment may be made to their families in case of death. Where such a fund exists full information is asked as to its modus operandi and length of time it has been in existence, and the feelings in respect to it on the part of the employé. The railroads are also asked if they provide eating or lodging-houses, or reading-rooms for their train men when away from home, and also if any provision is made for technical education in the shops. The railroads are further requested to state whether or not there is any recognized system of promotion in the service of the company whereby it may be expected the men will be induced to labor for marked efficiency; also, if there are any special rules in force to insure the competency of the locomotive engineers and

other train men. The labor organizations are requested to give similar information in regard to any insurance project they either have now or have had in operation. They are further asked if their order insists upon any rules of apprenticeship, and for the length of term a fireman or brakeman must serve before promotion. The organizations are in addition asked whether there is any recognition made of grades of service of engineers and conductors, and whether promotions to foremanships and like positions in the shops are made by promotion or by bringing men from the outside.

At the first blush the foregoing would appear to be in line of prudent investigation. The information asked for is seemingly of so much importance that the public is entitled to it, and should be thoroughly advised upon all matters affecting railroad employers and employes.

We do not object to the course the Inter-state Commission, as indicated in the dispatch, proposes to pursue, but the question arises, when the information demanded is obtained, what does the Inter-state Commission propose to do with it? What use can be made of it? How can the Inter-state Commission interfere, one way or another, between employer and employé? Take this for instance: "All railroads addressed are requested to state if any insurance fund or guarantee fund of any sort is provided for the employes on which they have a right to draw, in case of sickness or accident, or from which payment may be made to their families in case of death."

Suppose certain roads answer affirmatively and others negatively, what then? A num-

ber of roads will doubtless answer affirmatively. Possibly, they may give a detailed account of their insurance schemes, the number of contributors, the amount of money paid out for sick and death benefits, and the sum total may be such as to impress the Inter-state Commission and a superficial thinking public that the railroad corporations by some hocus-pocus operation have been transformed into a charity-bestowing institutions, that stockholders, bondholders, president and directors have "been born again;" have become a sort of a salvation army, and that suddenly the corporations, caring little for dividends, have become a convert to the sublime precept to "lay up treasures in heaven." And this beautiful thought becomes enchanting when it is known that the Philadelphia & Reading and the C., B. & Q. have established insurance schemes, two corporations which under their present management, love their employes as the devil loves holy water; loves them with an intensity that a wolf is supposed to love a lamb, or man-eating tiger loves a native Indian or an imported Christian.

In its investigations the Inter-state Commission might, with a great deal of propriety, ask if the employé realizes how much the corporation insurance scheme elevates him in the scale of independence, self-respect and other things that are supposed to adorn and dignify American citizenship.

In the corporation insurance scheme, the employé who goes in, is never, after his initiation, consulted about anything. His dues are simply taken from his wages in advance. He knows that he has been assessed, that the money has been taken, and that is all he knows about. He has no voice in any matter pertaining to the scheme. Protest? Certainly, and a sheep may bleat while it is being shorn, or is being transformed into mutton, but it avails nothing. The employé, as soon as he joins a corporation insurance scheme, becomes a part of the rolling stock of the corporation, and is so regarded. If he is sick, he takes what he can get, and is as dumb as a cross-tie. Thinking being he may be, but it does him no good to think about the corporation insurance scheme;

that is placed beyond the grasp of his mental powers. He simply submits, as any other serf. He is tied to the road. The more he pays the stronger he is tied, not only himself, but his wife and children are tied to the road. The corporation chuckles, and well it may. It can count its men—count its children. The whole thing is being reduced to a system. It is a triumph of cunning. It degrades men and it cheapens them. Employés in the grasp of a corporation insurance scheme may think they are free men, but they are not. They are voiceless in matters of supreme concern to themselves, and their wives and children. Their money is taken, it goes into a fund bearing the captivating name of "Insurance Fund." The corporation gets the money, manages the fund, invests it, draws interest upon it, pays it out as it pleases, but the employes who contribute the money have no more to say about it than so many mules. Suppose an employé feels some sensations of manhood stirring within him. Suppose him to be not totally degraded. Suppose he demands a showing of accounts, an investigation of receipts and disbursements? He is at once pronounced a "kicker," a disturber of "harmonious relations" between employer and employé, and receives the "grand bounce." He is set adrift, probably black-listed, and the rest of the "gang" are taught the importance of silence and submission, and thus the work of insurance degradation proceeds. If the Inter-state Commission will investigate in the direction indicated it will find abundant food for reflection.

Suppose the Inter-state Commission determines to interrogate employes upon the subject of corporation insurance schemes. It will find that men will hesitate to talk. It will find men fearful of consequences, of penalties. It will find men awed, cowed, shrinking, degraded; the merest puppets, wearing corporation chains, whose every act and word declares that were they to talk straight out they would forfeit their job and be turned adrift. But if the Inter-state Commission should likely find one not yet totally enslaved, nor completely Russianized, with a spark of American manhood left, with some lingering sentiment of independ-

ence and self-respect remaining in him, or, if taking the poor, degraded creature aside, and giving him assurance that his name should not be given to the corporation, the facts obtained would be about as follows:

We will suppose the man questioned to be a locomotive engineer on the Philadelphia & Reading, or on the C., B. & Q. We say "engineer," because of position and pay the engineer is supposed to be a distinguished representative of railroad employes; a fireman, a conductor, a brakeman or switchmen answers the same purpose, and may be substituted by those who are so inclined; no disrespect is intended—we are simply seeking an illustration.

We will suppose the Inter-state Commission is in secret session, and the witness quietly brought in by the back door. The investigation begins with an employé on the Philadelphia & Reading. "C." stands for Inter-state Commission, and "E." for engineer or employé.

C.—State your name, age and employment.

E.—John Smith; forty-five years; engineer.

C.—Are you a married man? If so, how many in your family?

E.—Yes. Have a wife and three children.

C.—How long have you been employed on this road.

E.—Five years.

C.—Are you a member of the Brotherhood of Locomotive Engineers, or were you ever a member of that Order? State all the facts in connection with the subject.

E.—I was a member of the B. of L. E. in good standing. I am not now a member of that Order. I was officially informed if I remained a member of the Order I would be discharged; that no man, a member of a labor organization could have employment on this road.

C.—Give your views of such an order emanating from the corporation.

E.—Well, I regard it as anti-American, and ever since I have thought of myself as a kind of a serf. I feel that my manhood, my independence, my self-respect, my rights and prerogatives as a citizen are all swept away. I have a family on my hands, and am dependent upon my work for their support, and it was these facts that produced my present humiliating and degrading condition.

C.—Has the Philadelphia & Reading Railroad an insurance scheme? Tell the Commission what you know about it, if such a scheme exists.

E.—The corporation has what it calls an insurance scheme. I am assessed a certain amount every month in advance. All I know about it is my money is taken. I have nothing to say about it. I have no voice in the management of the scheme. I dare not say a word about it. If I were to ask any question I would be in danger of being discharged. The men all know this, and are silent. There are spies and spotters on every hand; men distrust each other. They realize their degradation, but are compelled to submit.

C.—Why do you say "Compelled to submit."

E.—Well, you see, if I kick, if I exhibit any manhood, I am discharged. I lose my job. It is bread and butter on one side and independence on the other side; and bread and butter wins,

independence loses. There is not to-day an independent man on the Philadelphia & Reading Railroad. They all stand in fear of the corporation.

C.—Are the employes Americans?

E.—There are many of them American born, and call themselves Americans, but they are, if possible, more degraded than the Hungarians, Poles, and the rest of the imported creatures, degraded from their birth; cave dwellers who live in filth, and devour offal like dogs. They are born and bred that way, but Americans accept degrading conditions on the P. & R. as uncomplainingly as do these imported aliens.

C.—And yet you say the corporation has an insurance scheme?

E.—Yes, it has an insurance scheme. I understand the corporation intends to extract \$1,000,000 from its employes, and when that amount is raised the concern will be ready, I suppose, to go again into the hands of a receiver; the deadfall will be sprung on us, and the insurance fund will disappear with other assets. The road has the reputation for swindling friend and foe.

C.—Do the various organizations of railroad employes provide insurance for their members?

E.—Yes, far better than any railroad corporation; besides, the members of the organizations have a voice in the management of the fund. And here I want to call the attention of the Commission to the important fact that the corporation insurance scheme is intended to everlastingly tie the employe to a particular road or system. He may have paid for ten years, and never drawn a dollar. At the expiration of ten years he may desire to go elsewhere—leave the road upon which he has worked. If he does this he loses all he has paid in; all claims. Not so with the Brotherhood. The member may go where he pleases. He is a free man. He surrenders no right, no privilege. But with the corporation, the day he leaves, the day he breaks his fetters, he forfeits all claim to the corporation insurance fund. It is easy to see that the Brotherhood insurance scheme is promotive of manhood, independence and American ideas of rights and privileges, while the corporation scheme debases the man.

C.—Is it not singular that a man of your intelligence should fall a victim to a scheme which you seemingly abhor?

E.—Yes, it is strange. It is difficult to explain. Perhaps the Inter-state Commission can unravel the mystery. It was organized to put an end to malpractices in railroad affairs; to regulate the "long and the short haul," to put an end to "pooling," and some other wrongs existing in railroad management. I have answered your questions frankly. There are thousands of men in the grasp of circumstances created by villainous, whose high ambition it has been to degrade working men, and they have succeeded to an alarming extent. They are breaking down labor organizations that they may degrade men, compel them to work for wages such as imported paupers are willing to accept. They are making the term "American citizen" a thing of contempt. They override law, human and divine. They have debauched courts, and Congresses, and Legislatures. They are animated by greed, and the almighty dollar is their God, and they worship it with more than heathen devotion, and the question is, what is the Inter-state Commission going to do about it?

Manifestly "E." has given the Inter-state Commission a number of pointers, and we shall take no little interest in its reports, when all the questions it propounds are answered.

It should be understood that railroad employes desire no government parentalism. They are themselves a part of the govern-

ment. In so far as statutes are concerned, railroad employes are opposed to such laws as give employers special advantages over them, and under cover of which they may be oppressed and degraded. Railroad employes are anxious to give good work, for a proper length of time, for fair, honest wages. This done, they will take their money and expend it as they may deem proper. This talk about what the corporation is doing for its employes degrades men, and it ought not to be heard of. Let the Inter-state Commission investigate, the more the better, but let railroad employes go forward and perfect their organizations and get ready to federate, and then they will be prepared, when a corporation issues its edict to break down their organizations and submit to their terms, in every word a menace, to assert their rights and to maintain them. The United States ought not to be Russianized, nor can it be if workingmen are true to themselves.

ROBBING EMPLOYEES BY EMPLOYERS.

In a recent issue of the *Iron Age*, we find a communication over the signature of "Lapis," and captioned, "Brain robbery by Employers." The writer starts out as follows:

I suppose it will be accepted as an admitted fact that strikes and lockouts are the bane of the present industrial age. The fact that there was lost by the laborers of the United States in 1887, 10,250,921 days of work, aggregating on a basis of \$1.50 per day over \$15,000,000 is proof enough and most startling too, of this fact. Neither labor nor capital is at loss as to where to rest the blame for all this prodigal loss, each one of course laying it upon the other. After having passed through an apprenticeship and service as machinist, and being more or less familiar with both employer and employed in most of the Northern and Eastern States, I am of the opinion that nearly all strikes are very ill-advised, on the part of the strikers. Yet there is a phase of this question to which little attention has been paid in print which unmistakably discloses the manufacturer as a robber; a brain robber, if I may so term it. By this I mean a robbing of the workman of the profits of his own brain and muscles where employed beyond that honest point covered by his fair and honest labor. I refer to the constant and cruel injustice done the "piece worker," in the matter of scaling down his price.

It is scarcely required that the foregoing should be particularly criticised, since, as the writer proceeds, he demonstrates pretty conclusively that "all strikes are," not "very ill-advised," but, on the contrary, are the result, of such robbery as he complains of,

which is a combination of robbery and oppression, that no self-respecting man should submit to for a day. The writer says:

Perhaps my own experience in this matter of brain robbery will serve as an illustration. Many years ago I entered a large machine shop in Northern Ohio, as a day laborer. I was set to work at \$1.50 per day. Being naturally ingenious and ambitious, I soon became a good workman. Work in the shop was rushing and each tool and each man was required to turn out as much work as possible. Others were doing piece work and I applied for it and was given it, the basis of price per piece being somewhat less than the record showed the work to have previously cost the concern, counting my wages at \$1.50 per day. Stimulated with the prospect that by extra diligence, working overtime, and by exercising my ingenuity in the matter of making glass, etc., for correct and rapid work—all of which I prepared myself—I could increase my earnings, I set myself to the work, employing every faculty I possessed, applying myself in a manner no employer could or would have required of me, as a day workman. The result was, as it will be in most cases of a similar character. I soon found myself in the pleasant enjoyment of more than double the earnings I had before gotten. I felt a genuine honest pride in those results, feeling that I had honestly earned the extra compensation. I worked much of the time twelve and even fifteen hours each day. I was drawing heavily on my physical and mental reserve forces, for I constantly figured and planned, and made ingenious appliances to increase the output.

In the foregoing we have a remarkably well painted picture of an ambitious hard-working young man, determined to make the most of his opportunity to get on in the world. Such a young workingman, it is fair to assume would be the pride of his employer, that he would see in him the making of a superior mechanic, and that he would promote him as opportunities offered. This was not done. Let us have the story as "Lapis" tells it:

It was I who expended the extra force, and no one had a right to appropriate the benefits of that expenditure. What was the result? It was this. In the dead of winter, when other employment could not be had, the company, who were then amassing wealth very rapidly, ordered 40 per cent. taken off my price per piece. They coolly figured that that 40 per cent. about represented my ingenuity and extra hours of work. Protest and argument were useless. The president said I had not been in the shop long and was earning too much. It was hard, but I had to submit. I went to work again with redoubled effort. I worked as no man is ordinarily required to work, and when the next winter came around I was nearly up to the old work in earnings. But I was doing an amount of work that sooner or later would deleteriously affect my physical forces. Imagine, therefore, my despair and disgust, when this same man again run his pencil through my piece price list, and took off this time 20 per cent. The protest of the foreman added to my own had no effect on that man. He had his greedy eye on me. He was bleeding me to the extent of more than half (80 per cent.) of my earnings. Let up on me? Oh no. He would watch my pay-roll and gleefully cut me down again, if I could stagger from under the two cuts already made. Well, to make it short, he didn't have another chance, for I

took my gigs and dinner pail and left the shops; and when later I met him in St. Louis he magnanimously offered to give me a good (?) job if I would come back.

In the foregoing, the robber is brought out in all his repulsive traits. He is a robber, and no mistake. He never drew an honest breath. He is more infamous than half the foot-pads that infest the highways. He is mean, sordid, contemptible to a degree that defies characterization. He may be, and doubtless is very rich in money, but he is far richer in rascality. Of him "Lapis" further writes:

This is what I call brain robbery. An absolute robbery for which there should be statutory penalty; and yet it is what unprincipled employers are engaging in to an extent little dreamed of among honest men. This liberal (?) employer, I might add, poses before the world as a moral educator, and is one of the originators of a famous Sunday school lake resort in Western New York, and enjoys the reputation of being a very wealthy man.

We are not at all surprised that the wretch, who robbed "Lapis" poses as a christian, a moral educator and a Sunday school dude. He probably robs his employes and gives the "swag" to the church. He is one of those pharisaical white sepulchers, of whom Christ said they are "beautiful without," but "within are full of all uncleanness." Why does "Lapis" withhold the name of the Christless whelp? Why not give his name to the world, and let honest men lash him until his infamy is exposed, or until he is dead and damned, as he ought to be? Why let such scoundrels pose before the world? Why not strip them of their hypocritical masks, and stand them in the pillory to be spit upon by indignant men?

Would it be "very ill-advised" for honest men to strike against such methods of robbery, as the "original of the famous Sunday school lake resort" practices, to rob his men? We think not. No more than it would be ill-advised to strike against any other robber, or form of robbery. What is wanted, is to expose sanctified (?) scoundrels—long-faced, psalm singing cheats and frauds, such knaves and swindlers, such scamps and catiffs, are the fellows who are doing more than all others, to introduce the Chinese ideas of labor into the United States.

PERORATION.

Col. J. B. Maynard, who delivered the principal address at the Knights of Labor picnic held at the Exposition building, in Indianapolis, on Labor Day, September 2d, 1889, concluded his remarks as follows:

"I am not here to indulge in any superstitious cant, but I believe that prayer mysteriously moves the arm of the Being who built the world. I believe that a labor day was prayed for by the slaves who built the pyramids and hewed out the Sphinx; prayed for by the men who hung the gates of Thebes; prayed for by the men who built the palaces and hanging gardens of Babylon; prayed for by the men who built the Parthenon and the temples of Greece; prayed for by the men who built the Roman Forum and Coliseum; prayed for by the men who

"Rounded Peter's dome
And groined the aisles of christian Rome;"

prayed for by the men who have built every monument of progress along the track of the centuries since the Ark rested on Ararat. This is not the day prayed for—not the full orb'd day. The present is only the precursor of that day. Therefore we will pray on confident that

A Labor Day is coming, when a workingman
shall stand,
As free, as independent, as any in the land,
When he shall be rewarded for his work of brain
and hand—
The Right is marching on.

A Labor Day is coming, don't you hear the grand
refrain,
Sweeping round the country, from the Golden
Gate to Maloe.
That workmen are free, and have broken
every chain?
The Right is marching on.

A Labor Day is coming, when Truth shall have
full sway,
When Justice, full enthroned, like the noon-tide
god of Day—
Shall set, no more forever:—for its coming let us
pray—
The Right is marching on.

A Labor Day is coming, when our starry flag
shall wave,
Above a land where famine, no longer digs a
grave
Where Money is not master, and a workingman
a slave—
The Right is marching on.

On the great Pennsylvania system, when a baby is on board of its train, the baby wagon is taken free of charge; good.

A. N. TOWNE, ESQ., TO THE UNITED STATES SENATE COMMITTEE ON RELATIONS WITH CANADA.

We have on our table "An open letter," written by A. N. Towne, Esq., Third Vice-president and General Manager Southern Pacific Company. It makes a pamphlet of fifty-five pages. Mr. Towne felicitously introduces his answers to questions propounded by the Senate Committee, when he was before that body, and it must be said that he evinced great familiarity with the subject in hand, and must have impressed the gentlemen who listened to him that something ought to be done in the way of law or diplomacy to make the Canadian Pacific Railway a somewhat less profitable enterprise than it now appears to be.

Mr. Towne refers to the "American people" as "careless of danger unless actually confronted with it; and that it is not until then that they arise in their might against interference or aggression," and in confirmation of this American spirit, says: "The Samoan episode, just brought to a happy and honorable conclusion," etc. The fact is that the "Samoan episode" is believed to have been settled in a way highly discreditable to the United States, and it would, therefore, been just as well to have omitted all reference to it. In fact, we think it would be difficult to point to an instance specially creditable to American diplomacy of recent date. Our diplomats may be showy in a certain sense—that is to say, they put on court togger, seek aristocratic and royal recognition, bow, and scrape, and bend, but when it comes to doing anything creditable for their country they are, as a general proposition, dead failures, and make their country ridiculous. An instance occurs to our mind just now. A Minister Extraordinary and Plenipotentiary to a European Government, who receives a salary of about \$18,000 a year, rents a palace, which takes his entire salary, so that as an American citizen he may put on as much style as the Duke dukes who represent royalty with a big R. Such representatives "abroad" are totally incapable of representing any American idea or interest, and there is a growing sentiment that the whole tribe should be

squelched. If diplomacy is to interfere with the business of the Canadian Pacific Railway, Mr. Towne should use his influence to have practical railroad men appointed, and stipulate that negotiation shall be conducted in some western village, away from the influences of courts and "uppertendum" society, else, as certain as wine cups produce "hikups," the Canadian Pacific Railway will, to use P. R. phrase, send the Americans "to grass," "knock 'em out."

But, turning to home legislation, Mr. Towne sees nothing in the past at all calculated to inspire confidence. He sees in past legislation, so far as it relates to railroads, "embarrassment, financial and industrial legislation of a kind unknown and intolerable in any other industry or commercial undertaking."

Mr. Towne has the faculty of stating propositions tersely, strongly, and clearly. He avoids ambiguity. He is no amateur in railroad matters. A student of railroad problems, he does not become mystified. He has a case and he presents it in a way that a Senator must be exceptionally obtuse if he does not comprehend Mr. Towne's logic. What is the case? Tersely stated it is this: The Canadian Pacific Railway Company is getting away with millions of tons of freight and thousands of passengers properly belonging to American railways, and in doing this great and increasing business it is materially aided by the Interstate Commerce law.

As a matter of course, Mr. Towne wants the Interstate Commerce law modified in certain regards, particularly in the "long and short haul" clause. If this could be repealed, he says:

All practical railway students foresaw that some of the theories embodied in the regulating law must prove a barrier to the more extended usefulness of the roads as public servants; and, the law having now received a fair trial, it has become the settled belief of the great majority of railroad managers and economists, concurred in by well-known commercial men of broad experience and ripe judgment, that at least one section of the Interstate Commerce law can be materially modified without endangering or embarrassing any interest. Indeed, it becomes a grave question whether the greatest good to all would not be best subserved by its *elimination from the law*. That section is the Fourth of the Act, and is commonly known as the "Long and Short Haul Clause."

Mr. Towne is also clearly of the opinion that the following section of the Interstate Commerce law is a serious mistake:

A NATIONAL ISSUE.

In a recent issue of the *Engineer*, (New York), appeared the following:

"That it shall be unlawful for any common carrier subject to the provisions of this Act to enter into any contract, agreement or combination with any other common carrier or carriers for the pooling of freights of different and competing railroads, or to divide between them the aggregate or net proceeds of the earnings of such railroads, or any portion thereof."

Referring to the foregoing, Mr. Towne puts on record the following explanation of the "pool":

Experience has shown that, when the word "pool" was introduced into railroad parlance, a great mistake was made; for the public, careless of distinctions in a subject with which they are but slightly acquainted, at once surmised that a railway pool had some sort of affinity with a pool in stocks or a pool on a race track, wherein mystery, chance and deceit were to be expected and were usual accessories. The railway pool has about it nothing of mystery or chance, but is a plain and candid business understanding between rival transportation companies, having for its purpose the prevention of such *extreme competition* as is ruinous to the railroads and at the same time is a public danger. (*The pool is intended only to regulate competition.*) The very basis according to which the earnings of the pooled roads are apportioned should indicate that the pool is not intended to stop competition.

Mr. Towne is of the opinion if the "long and short haul" section of the Interstate Commerce law, and the section against "pooling" were repealed American railways would be able to compete with the Canadian Pacific Railway, and recover lost business. If this is not done, the outlook for profits is not cheerful.

It is too early to frame a conjecture relative to the course Congress will pursue. To repeal the "long and short haul" section of the Interstate Commerce law and the anti-pooling section would be virtually repealing the law, but it may be suggested that Mr. Towne's open letter will arouse discussion and awaken the public, and the question may become an issue in politics.

The Interstate Commerce bill, in one form or another, was before Congress ten or eleven years. It received what was thought to be the best and the most earnest thought of the country, and if public sentiment has changed, there will be an opportunity offered for its manifestation, in which event, Congress will not be slow to act.

Poor's Manual estimates that more than 936,000 persons are regularly employed by the railroads of the country. If these men can be made to abandon labor organizations as has been done by Corbin on the P. & R., the country will have more than 936,000 slaves.

"First-class American work is not only the best of its kind in the world, but the output for a given plant is much greater. It is not the machine or the methods alone that accomplish this last, but the social status of the workman also. This is an explicable position to foreigners, who do not accord workmen any social standing whatever, but it is a mighty fact here. American workmen do more work because they are more intelligent, and are a part of all they undertake; they have more at stake. They care little about the quality of their beer, but very much about the houses they live in and the clothing they wear. Their great solicitude and anxiety is that their children shall be well brought up and have all the advantages that a free country can give them. This is why the arts flourish here, and why American engineers and American machinists are leading the world."

The foregoing should be read and reread; the facts stated are pivotal. American work is the best of its kind in the world, and American workmen accomplish more than the workmen of any other country. Nor is this all, the social status of American workmen is higher than in any other country. Why do American workmen do more and better work than workmen in any other country? Because they are more intelligent. With this intelligence comes the demand for good houses, good food and clothing, for books, papers, schools and education. Why these demands? That children may be brought up as becomes a free country where workmen are citizens, upon whom devolve great responsibilities of government—the perpetuity of our free institutions and the welfare of rising generations.

The extract from the *Engineer* is suggestive of trains of thought which may be pursued with profit. It brings into prominence the fact that here, in the United States, there are in active operation two antagonistic forces. One represents capital, the other labor. It has become fashionable, when a writer or a speaker makes declarations, calling in question the motives and policy of capitalists to cry out, "Anarchists," "Socialists," "Nihilists," and thus create the impression that workmen are the enemies of society, the enemies of the government and are committed to a reign of terror. Hitherto the trick has been largely successful, but the indications are that the deception has been discovered. The pur-

pose of certain capitalists to reduce wages is no longer questioned, and that the purpose of workingmen is to maintain wages and resist the pauperizing policy of capitalists, is equally pronounced. These are the contending forces. That they are in battle array does not require an affidavit. American workingmen are organizing for the purpose of having good houses to live in, good food for themselves and their families, good clothes; that their children may be educated to act well their part as American citizens. On the other hand capitalists are organizing for the purpose of reducing wages. They contemplate the overthrow of labor organizations, and this done, they regard the work of Russianizing the United States well advanced and easily accomplished.

It must be admitted, that capitalists have many things to encourage them in their efforts to Russianize America. The law-making power of the country has been subsidized, as also the press. The courts have tortured justice into hideous shapes or the same base ends, and looking upon the repulsive spectacle, honest men cry out, shame! Victory after victory has been scored for the capitalists. The attention of Congress has been called to the piratical policy of Austin Corbin and his associate robbers of the Reading Railroad in Pennsylvania, where the work of Russianizing the anthracite coal regions has been practically perfected, and men degraded to the level of beasts of burden. From that fabulously fat land has gone forth the cry of starvation. Men, women and children, have gone forth from dark dens, the abodes of American citizens, degraded to a degree to defy exaggeration. And this famine wail, following the course of empire, is heard in the great central states of Indiana and Illinois. Capitalists have organized, and demand that men shall work in subterranean darkness nine and ten hours a day, and when they refuse to accept pauper wages, quietly look in and say "these miserable wretches, in due time will submit to the logic of hunger, and once conquered, there will be no further trouble with them."

Against this programme, workingmen of the United States, propose such resistance as is possible by a compact organization of

their forces, and never, since Jehoval laid the foundation of His universe, has here been a more righteous resistance to wrong. The workingmen of the United States, propose to vitalize, advance, and enthrone the American idea, that work is honorable and dignifying, and ought to be honestly remunerative; that out of the profits of labor, the laborer shall have enough to live and become Americans, not Chinese, Huns, Italians and Poles or men of any other nationality, who by centuries of oppression have been taught to subsist upon garbage and live like reptiles.

The man who is unable to see that American workingmen are in earnest, who cannot see their final emancipation from the oppression of capitalistic leagues, is blind; and the man who cannot hear the slogan of labor as its hosts are falling into line for their climbing, upward march, is deaf.

Everywhere, on all sides, are to be seen workingmen in alliance with the educating forces of the period; forces that elevate the men, enlarge their mental and moral powers, and which are to make them invincible. We do not underrate the power of the Philistine capitalists nor do we underestimate the power of the Sampson labor. Those who are attempting to bind it down and destroy its eyesight are making a sad mistake, since in the event of their victory they would inaugurate a calamity that would live in history until the leaves of the Judgment Book unfold.

BROTHER TALMAGE talks right out in meeting as follows:

Unless the church of Jesus Christ rises up and proves herself the friend of the people as well as the friend of God, and in sympathy with the great masses, who, with their families at their back, are fighting this battle for bread, the church as at present organized will become a defunct institution, and Christ will go down again to the beach and invite twelve plain, honest fishermen to come into an apostleship of a new dispensation of righteousness manward and Godward. The time must come when all classes of people shall have equal rights in the great struggle to get a livelihood.

The signs of the times pretty clearly indicate that the period for Christ to go to the "beach" again for "honest fishermen" to manage his church, and to inaugurate the new dispensation, has arrived. As matters now stand, its usefulness does not excite admiration or applause.

A PENSION SCHEME.

A telegram from Philadelphia, August 19, said:—

The Pennsylvania Railroad Company is about to adopt a policy toward its employes more important than any in its history. Arrangements are being made to establish a pension system, the first of its kind in the United States, and the step will attract wide attention. The pension plan will be introduced in connection with the company's relief association. At the end of the association's last fiscal year, the third of its history, it was found that there was a surplus in the treasury, after the payment of all benefits, of \$170,789. The existence of this balance suggested the introduction of pensions to superannuated members of the relief association. A special committee of the advisory committee of the association approved the project, the advisory committee itself took the same attitude, and another sub-committee was appointed to propose a plan. This committee met recently at Cape May, and adjourned, after discussing various plans, to meet at a later day. There are certain complications to be adjusted before the pension system can be put in force. Those employes who have put their money into the association did so with the understanding that the fund was to be drawn from only to pay death, accident and sick benefits. If the new plan, involving the payment of pensions as well, shall be adopted, the consent of the members of the association will first have to be obtained, but no difficulty from this source is anticipated. President Roberts has taken a hearty interest in the plans, and has offered to recommend to companies associated in the fund a contribution of \$50,000 to help establish the pension system:

The foregoing ought to attract attention. It is said that the Pennsylvania system has 90,000 employes. Suppose of these, 15,000 are in its insurance scheme, and we surmise the estimate is sufficiently large, then it will appear that for three years, under its insurance scheme, there has been abstracted from the earnings of its employes, \$170,789—an average of \$56,692.66 a year—for which there was no need, and this work of abstracting the money of employes is still going forward.

It is not surprising that the officers of the great Pennsylvania system should realize the extent of the wrong it is inflicting upon its silent and subjugated employes, who like the blue-tailed fly of the song, have been captured, and with \$170,789 belonging to its captive men in its pockets, propose a pension scheme to obscure the varnished iniquity of the insurance scheme.

The two schemes are admirably adapted to the end in view, and that is to secure to the Pennsylvania road a set of employes who can't get away from it. According to the official showing, the insured have, in three years, paid in a surplus of \$170,789 more than was required for insurance. Allowing these surplus payments, with the

same number of men, to go on for twenty-one years; in that event the Pennsylvania system would have at its command the sum \$1,195,460, abstracted from the wages of, say 15,000 employes. But, suppose the Pennsylvania system could induce its entire force of employes to take stock in its insurance scheme, 90,000. In that case it would have in twenty-one years in its custody, the surplus sum of \$7,173,960—money taken from the wages of its employes. At 6 per cent. this money would earn the sum of \$430,425 a year.

If the insurance scheme could produce such results, and the calculation is based upon the official showing that in three years a surplus of \$170,789 has been secured from, say 15,000 men, it is fair to assume that the pension scheme would duplicate our figures.

The beauty of the thing is, that in the management of the insurance and pension schemes, the men who pay the money have just as much to say about it as so many mules—and no more. In preparing the pension scheme we are told that "a special committee of the advisory committee approved the project," that "the advisory committee, itself, took the same attitude, and that another sub-committee was appointed to propose a plan," and that this "sub-committee met recently at Cape May," etc. No employé—that is to say, no working man, was on any of these committees. When the plan is perfected all the workers are expected to "tumble" to it with a "hip, hip, hurrah." True, it is said that if a pension scheme is to be hitched on to the insurance scheme, the men will have to be consulted; but in this "no difficulty is expected"—not any, you bet; nor is it to be presumed that any consultation with the men will be had. If such should be the case, and a kicker should show his head or heels, he will be promptly disciplined, and if that won't do, he will be required to hunt a job elsewhere, and leave his money in the hands of its custodians—his share of the \$170,789.

Railroad employes may profitably analyze the railroad insurance and pension schemes and ask themselves if they are promotive of manly independence? For, after all, there is something in manliness, in independence, in self-respect, in American citizenship, in

the pursuit of life, liberty and happiness; and to be bound neck and heels to a corporation, to realize that one is tied to a certain road, to a certain system of roads, by any bonds whatsoever, is in the line of degradation, and we defy any man to show logically that such is not the case.

We would have railroad employes members of their own organizations, manage their own fiscal affairs and personal affairs, as do other men, and eternally resent all parentalism. In this there is growth, development, manliness, independence and self-respect. In that case a father contemplates his children as his own, and not the corporation's: that he can go where he pleases, and when he pleases, without asking permission or making pecuniary sacrifices. The corporation insurance and pension schemes mean the opposite of all this, and in meaning the opposite; mean the degradation of men.

It need not be said that the schemes are captivating and well calculated to deceive. Such is the case, and all the more alarming because it is true.

The time has come for workingmen to show the stuff they are made of. If of putty, they will yield and cower, and accept the lash. If they are men—

High minded men,
With powers as far above dull brutes endued,
In forest, brake or den,
As beasts excel crude rocks and brambles rude—
Then, they, scouting the corporation oversight and surveillance, will assert themselves, and without dictation from any source, manage their own affairs.

AMERICAN editors are not the only ones who run the risk of having their brains addled by nonsensical questions. Some brilliant Englishman writes to the editor of a local paper to say that he wants to ride one hundred miles in eleven hours, and he wishes to know how many stoppages he is to make, and what to eat and drink. The editor in question could not answer this earnest inquirer, but referred the query to his readers, soliciting their assistance.

TRAINS can now run over the Georgia Pacific road on one continuous line from Washington, D. C., to Greenville, Miss., a distance of 1,110 miles.

LABOR DAY.

September 2d, 1889, Labor Day, was celebrated throughout the length and breadth of the land by multiplied thousands of workmen. It was Labor's holiday. Picnics were in order. Men, women and children went forth from their homes to the groves, to the sunny highlands, by babbling brooks, by silent rivers, bent upon rational enjoyments. There was music and dancing, speaking and feasting. Dull care and toil were left behind, and rest and pleasure ruled the day.

It was a new departure and dates a new regime. It means that in the future, workmen are to have more enjoyment. It means that education and the refining influence of education, are having the effect designed. The movement is full of promise. It betokens "a good time coming" for which so many prayers have been offered up, and which is coming, because workingmen have declared that it shall come.

God helps those who try to help themselves. God never helps a coward, nor did cowards ever win a battle. Labor day presages the eight-hour day. Labor day voices the fact that the hosts of labor are coming closer together. Imaginary partitions are being broken down, and imaginary lines of divisions are disappearing. The bond of union is growing stronger, sympathies, which were but yesterday weak and narrow, are to-day strong and broad. Labor days vitalize principles, exalt truth and speak for an era of justice. Labor days dignify labor. There was a time when the badge of labor symbolized degradation. It is so no longer to men who are not born to wear yokes. The time is not distant when Labor Day, like the 4th of July, will be a national holiday, by virtue of statutes. A labor Sabbath, when in honor of labor and its achievements, all the people shall cease from work and make the day notable by demonstrations of joy and gladness.

E. H. BELKNAP, Esq., editor of the *Conductor's Journal*, when he wants a little poetry, just straddles his Pegasus, goes to the fountain of the muses, and sings like a mocking-bird.

LOYALTY.

The *Railroad Gazette*, of August 2d, has a lengthy article captioned "Loyalty of Employés," which contains much that is wise and timely, and which should have a healthy influence upon railroad officials. We have not space for the entire article, but make room for the following:

The best men to serve a railroad are those who know its needs. When they have this knowledge one of the best means to make them energetic in using it, is enthusiastic interest in the road and its welfare—loyalty to it. Loyalty consists of numerous elements, and in its nature will be better appreciated if we compare it with the more familiar loyalty to country. The soldier of the Republic admires his commander, loves his home and its associations, and believes in his nation's high destiny because he has faith in the principles on which it is founded. Moreover his love for the Stars and Stripes has an intensity which can be accounted for only by assuming that the associations connected with the flag have come to be inseparable from its combination of colors. A railroad man is actuated by somewhat parallel motives. He has a ring of hero-worship in his admiration of his best known superior officer. He will stick to the road he has been on for years largely because his co-workers are friends instead of strangers; this is love of home. He will faithfully work for the interests of the road because of his simple desire to do right—to give an adequate return for the pay he receives. And he will even have a feeling akin to the patriot's love for the national emblem.

We doubt very much if the term "loyalty" as applied to a railroad employé, can be used, except in a very restricted sense. It cannot be compared to the employé's loyalty to his country and his country's flag. A railroad may be a big thing, but it is not as big as the Republic. It has a different Constitution and By-Laws. Its Directors are not a Congress nor a Legislature, and the employé has no voice in making or in unmaking them. A railroad is organized to make money—employés work for it to make money. There is no obligation of loyalty on the part of the employé superior to the obligation on the part of the railroad official to be loyal to the employé. The commander, the flag, the music, pomp and circumstances of camp, etc., have no place in railroad employments. The obligation on the part of the employé is to do faithful, honest work for honest pay. It is the contract. It is the bond of union. There is far more than that in loyalty to country and to country's "stars." Men are so constituted that for kindness, generous treatment, they will return it in a thousand ways. It is the law, a law as binding upon employers as upon employés. As an illustration of "loyalty" on

the part of an employé, we find the following going the rounds of the press:

William Dixon, a section foreman on the Oregon Short Line, on July 15, found a rail in the track, about six miles west of Soda Springs, Idaho, which was out of line on account of the pressure of the adjoining rails. With one man to help him, he undertook to replace it with a shorter rail. They had removed the spikes from the inner side of the rail, and Dixon took a claw bar to pry the rail out of its place. As soon as the rail was relieved from the pressure of the other rails, it sprung as if it was spring steel to a distance of fifteen feet, striking Dixon and breaking both of his legs below the knees.

There he lay, both legs broken, a rail out, a passenger train nearly due, and only one man to help him in his misery and warn trains in time to avert disaster. He ordered his man to get the hand car on the track and help him upon it, and with the broken bones protruding through the flesh, he started down grade, which at that point is heavy, and with nothing but a shovel to push himself along, he set out for the man on the next section, while he sent his man on foot in the other direction to meet the passenger train. Dixon had to go about three miles, and it was about three hours before he could have his injuries attended to. One leg was then amputated and there was hope of his life and the other leg being saved. Later, however, it became necessary to amputate the other leg, and his death followed in three days.

The foregoing is an instance of faithfulness for which the man should have a monument, and his wife be a pensioner of the Oregon Short Line during her natural life.

It was not an instance of loyalty to officials, or road, or the flag of the road. Such things dwindle to utter contempt in the presence of William Dixon's heroism. It was loyalty to that unwritten, higher law of human nature which is in force along all the railroad lines in the land, in the hearts of railroad employés to do and dare all things to save human life, regardless of sacrifices. Now all the Brotherhoods of railroad employés are constantly educating men for such deeds of noble daring. In view of all such facts, railroad officials, if the term "loyalty" is to be used, should be loyal to their employé's—see that they have fair pay for honest work, and our word for it, the vast majority will pay them back in rich dividends of faithful service.

Poor's Manual for 1889 estimates the net earning of railroads for 1888 at \$33,358,668, less than for 1887 and attributes the decrease to strikers. If federation had been in vogue, it is not probable any strike would have occurred at all—and if one had occurred, it would have been of short duration. Federation promotes harmony and insists upon arbitration.

ESSAYS

OCTOBER, 1889.

WORKING FOR KNOWLEDGE.

The following from the *Scientific American* will be read with more or less interest:

James G. Blaine, Jr., son of the Secretary of State, is determined to become a practical railroad man, and is not afraid to do any sort of work necessary to acquire actual knowledge of the business. Some time ago he entered the Maine Central Railroad's machine shops at Waterville, under the immediate instruction of the most skilled mechanics in the employ of that great corporation. After mastering the business in its every detail, the young man has now made a new departure by entering the cab of a locomotive and commencing to "fire." He has been given a position on the fast express train between Bangor and Bar Harbor.

The mercury was away up among the nineties when young Blaine made his first appearance on the engine. He was dressed in the ordinary coarse blue drilled overalls and jumper of a railroad fireman. His face had been changed by black coal dust and perspiration until his countenance was hardly recognizable. His hands were black and blistered, but he was sticking manfully to his task, and every one around the depot was crowding to the forward end of the train to get a glimpse of him.

This reminds us of the early career of young Mr. Gilbert Jones, one of the proprietors of the *New York Times*. In order to become practically acquainted with the construction and operation of machinery, he enlisted several years ago as a workman in the Novelty Iron Works of this city. At six o'clock every morning he donned his overalls and left home carrying his dinner pail, trudged down to the East River, and performed his full day's work among the other men. He was active, quick to learn, and was promoted to be boss of a gang employed to put on board and connect the machinery of steamships. The knowledge thus gained has always been of great service to Mr. Jones. The mechanical department of the *Times* has for several years been under his personal supervision. It embraces many costly and complicated printing machines, but by his intelligent direction all are made to run as smooth as clockwork.

The foregoing is an encouraging item to the studious young men in our Order, for it indicates the road to success, which young Mr. Jones has already achieved, and which Mr. Blaine will no doubt attain if he is really in earnest in his pursuit of knowledge, and is not depending for promotion upon the fact that he is the son of his father. The events of coming years will have to decide whether our Order has any reason to feel honored by the choice of the avocation he has made, and whether he has manhood enough to hew out for himself an honorable career through the pick and the scoop aided by an earnest search for knowledge, or whether he is simply to take a better man's place by virtue of the name he bears. To him, therefore, as well as others in our ranks, we would say, *think*, for *Wood and Iron* says with truth,

"The watch-word of advance is think. Remember that one hour's earnest thought upon a subject on which you have been reading is worth ten extra hours of reading upon it. The mechanic who will persistently study and think on his business will not down. He will certainly come to the front."

Intelligent thought is needed in all avocations, and in none, perhaps, more than in the railway service, for it is one of the youngest trades in use, as compared with many others, for we read of Cain as a farmer, of Abel, Jacob, Moses, and others as shepherds, of Nimrod, Samson and David as hunters, of Noah as a shipbuilder, thousands of years ago, but none of these worthies were railroaders, or could, in their wildest fancies, conceive of such a thing. Even many men alive at this time arrived at manhood before railroading was a trade, and such being the case, we are warranted in the assumption that wonderful possibilities are still in store, and that patient study and investigation will develop them. As firemen and engineers we form no inconsiderable share of railroad employes, and as we are ever to be found in the front, amid the smoke and the heat of battle when at work, so may we also be found in the front ranks when at study on the way of reaching a higher plane of "social, moral and intellectual standing," and thus lead the advance in the march of progress. That there is room enough for improvement, all will admit, and the following order will prove it is the case:

(CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY COMPANY.)

GENERAL SUPERINTENDENT'S OFFICE,
ST. PAUL, MINN., June 24, 1889.

M. Ellis, M. M. St. Paul Shops:

DEAR SIR.—1. Situated at a long distance from coal-producing territory, the coal consumed by locomotives has been so large a proportion of operating expenses of this road that it has become our duty to take vigorous measures to lessen amount consumed. Extravagant, irregular and careless firing will, however, defeat every effort we make toward economy in fuel.

2. It is a common practice for some firemen to throw a large amount of coal into furnace at one firing, thus making fire so deep that it cuts off air supply that should come through grates, and in consequence the coal on top is rapidly coked by heat underneath, and gas and smoke (the very cream of the coal) escapes unconsumed. An equal amount of coal placed in furnace in three or four firings instead of one would in many instances evaporate more water and almost entirely avoid the emission of black smoke from stack.

3. A matter of great importance is proper admission of air to furnace. Dampers should be regulated to govern this. When too much is admitted, temperature of fire box is lowered, with consequent loss of steam, and when not enough air is admitted much of the coal becomes coked, caused by improper combustion in fire-box. Amount of air admitted should be in proportion to quantity of coal and steam used, and as this varies with load hauled, grade ascended, and speed, so also must supply of air and fuel vary, and engineers should see that both are fed to furnace in a regular and careful manner, always proportionate to work done by locomotive.

4. Enginemen should see that coal is properly broken and wet down before firing, and that it is distributed equally over grate surface.

5. The frequent "blowing off" of locomotives caused by excess of steam, is an indication of carelessness and waste of fuel, and denotes a reckless disposition of enginemen, so far as life and property are concerned. Frequent accidents are caused, and many large damage claims have been paid by this company on account of sudden and unexpected opening of escape valve, frightening people and horses; and as is well understood that it can nearly always be avoided, we have determined that it shall now cease, especially at stations and in yards.

6. It is but just to a large per cent. of our enginemen to here state that criticisms above set up do not apply to them, as in my frequent trips over the system I discover their engines properly handled, and in my careful examination of reports know they are interested in fuel economy and all other matters above referred to; but there is, unfortunately for us, a certain per cent. of the men to whom they forcibly apply, and I sincerely hope these will give the suggestions above noted their closest attention, and post themselves fully on all points governing economy of fuel, and I desire you to have a distinct understanding with our engineers and firemen that hereafter those who show best record for economy in dealing with the company's fuel and other supplies will be the men first selected for promotion, all other qualifications being equal. I believe we can run more miles per ton of coal than is now being done, and am confident that we have a class of men who are capable of doing it if they only try, and the time has now come for their best exertions in that direction.

7. A very meritorious work, in small book form, has been recently issued on combustion in locomotive fire-boxes, by Angus Sinclair, of New York, and you may say to such enginemen as have not possessed themselves of, and would like to have it, that if they will hand in their names to you this company will subscribe for them at its own expense.

W. A. SCOTT, General Superintendent.

Mr. Scott has evidently found "extravagant, irregular and careless firing," and equally "extravagant and irregular running," and hopes by this order to induce the men to think and to practice economy in fuel, the bill for which forms "so large a share of the operating expenses." Mr. Scott gives some good points on the creation of steam by proper firing, on the saving of it by not allowing it to escape without doing work, and getting all the work out of it that is possible by "taking advantage of its expansive qualities," and offers to supply his men with Mr. Sinclair's book on combustion. All this is very good, but we would suggest that making the men participants in the profits derived by their economy would, perhaps, be found a greater inducement to many, and as it is not a new or untried plan, and has no patent on it, it is worth a trial, and may achieve for other roads what it did for the road below mentioned: "The Buffalo, Rochester & Pittsburgh introduced premiums to enginemen for coal and oil saved about six months ago. When the system was first introduced only one engineer on the road was able to run his engine with less than the allowance of coal. Nearly all the crews now earn premiums, and a very material saving of fuel has re-

sulted to the company. The men get half the value of the coal saved and the company the other half. The engines are much better fired since the premium system got into good working order, and there is not nearly so much smoke to be seen issuing from the smoke stacks of the engines as there used to be. Many enginemen persist in believing that the prevention of smoke is impossible, but when they receive strong inducements to do the work with the least possible expenditure of fuel, they generally give practical demonstration that the smoke nuisance can be almost entirely abated."

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THE READING ORGANIZATION.

The following editorial article from the *American Machinist* reflects strongly upon the conduct of Mr. Corbin in attempting to suppress organizations formed by his employes, while claiming the right to organize and perfect any number of schemes to enrich himself and his intimates at the expense of others:

Of course no one doubts that the president of the Reading Railroad system, Mr. Austin Corbin, believes in organization among men who, having the same object in view, are able by means of their organization to attain that object more easily, or in a more perfect manner than would be possible without organization.

The prominent part which Mr. Corbin has taken, and is taking, in various organizations, is proof that he thoroughly believes in them as a means of making money, which seems to be the sole aim of Mr. Corbin's life.

What more natural, or more to be expected, than that the workmen employed by the various organizations to which Mr. Corbin belongs should, seeing his remarkable success with them, desire to try the plan for themselves? They conclude to do so, but have no sooner got fairly started than it is made apparent that Mr. Corbin does not believe in all organizations, and is strenuously opposed to allowing indiscriminate organization among men by whomsoever may happen to think that their particular interests may be conserved thereby; evidently believing that this matter of organization is a thing which can be carried too far—at least in certain directions—that there is need of some restraint—some control over the business of forming organizations, and, moreover, that he, Mr. Austin Corbin, is the very man to decide what particular organizations are improper, and to suppress them. He accordingly informs the American citizens, or, in other words the "uncrowned kings" who labor in the employ of his organizations, except the Reading Railroad, the Reading Coal & Iron Co., the Reading Iron Works, etc., that henceforth he himself, Mr. Austin Corbin, will attend to all the organizing, and that it is their particular business to attend strictly to their work, and accept without a murmur the compensation decided upon by Mr. Corbin and his fellow organizers as being the proper amount, and that employment can only be secured or retained upon condition of renouncing membership in all organizations not approved of by him.

Of course, no one who has paid the least attention to the course pursued by the organizations which Mr. Corbin has endorsed, and which are managed by him, will for one moment entertain the idea that his opposition to a given organization may be founded upon apprehension that it may become a law-breaker; may engage in dis-

honest or dishonorable practices; may, by the use of money, corrupt legislatures, and secure the passage of laws detrimental to the interests of society; may corrupt the courts, and thereby practically annul laws duly enacted by the representatives of the people in their interest, or may be so managed as to enable its officers to defraud and rob the ordinary lay members. Instances are plentiful which go to prove that such things meet with the entire approval of Mr. Corbin, when they are managed by organizations which he controls, and result in turning money into his pocket.

The report of a Committee of Congress, which we have before alluded to, and the testimony contained therein, though we have no idea that it exposes all the rascality which Mr. Corbin has perpetrated by means of his organizations, exposes so much of it that one would think that, if he were not entirely lost to the sense of shame, and absolutely reckless of the opinions of his fellow men, as well as of the security and peace of society, he would subside and endeavor to attract as little attention as possible. But the trouble with Mr. Corbin, and men of his class, seems to be that they think they can afford to despise, and ride rough-shod over society and its laws, if only they make sufficient money by so doing; imagining, apparently, that if worse comes to worst, and society should determine to rid itself of their tribe at any cost, the government will step in and protect them from harm, forgetting that the government derives its power and authority from the people, and that, when a sufficient number of them unitedly determine to do a thing they will do it, their right to do so being clearly recognized and declared in the preamble to the Declaration of Independence, which was and is the real foundation of our Government.

We do not wish to appear in the role of alarmists, but we sincerely believe that a way must be found to suppress the tribe of Corbin. We hope and believe that a peaceable and lawful method of doing so will be discovered; but in the meantime they are a greater danger to society than all the common thieves and thugs in the country, and here is but one good reason in the world why men should organize with the object of securing what they desire, it is to be found in the fact that Austin Corbin is opposed to it.

While the *Machinist* is a peaceable, law abiding member of the "body politic," it yet sees that there is some danger, that the bounds where "forbearance ceases to be a virtue," may be reached, when the people shall rise in their might to assert their rights, and "suppress the tribe of Corbin." A few men assembled a little over a hundred years ago and organized what King George called treason, but their names have gone to posterity with imperishable glory for the courage with which they declared their "inalienable rights" to "life, liberty and the pursuit of happiness," and the success which attended their efforts in obtaining these rights, and handing them down to succeeding generations. Now, another King (Corbin) calls it treason if his "subjects" dare to organize in any manner and under any name, but he may find like his prototype of old, that he has transcended his prerogatives, and outraged public opinion to such a degree that even the most radical measures for his suppression and removal from power will be sanctioned and approved by the people who love liberty and justice.

RUNNING TRAINS ON THE SABBATH.

The following editorial article from the *American Journal of Railway Appliances*, is worthy of attention as it puts the vexed question of Sunday work in a very forcible manner, and fully concurs in the opinions already expressed in these pages:

The recent reduction of Sunday traffic on some of the trunk lines is a very gratifying evidence that railroad managers are giving attention to this all important subject. Yet the demand for Sunday rest is not moving the railway world as it should, and there must be a continued and persistent agitation of the question by those who have rights at stake, and by those who recognize the inflexible nature of the Divine law, until in all our broad land there shall not a car wheel turn on Sunday.

It is becoming altogether too common to excuse the sin of Sabbath work on the claim that it is necessary from the complex nature of our advanced civilization, and that the law was not intended to fit our times as it did that of old. It is difficult to believe that any intelligent railroad manager or superintendent can seriously entertain the idea that railroad work compels men to break the Lord's day. For they would then occupy the fearful attitude of impeaching the Divine wisdom, in charging God with foolishness in requiring men to "keep holy the Sabbath day," and yet ordaining a physical law, or a law of civilization, to abrogate or nullify His spiritual law. There can be no conflict between moral laws and laws of material progress, for both have the same source in one Creator. No. They do not believe their claims. For they know it is quite practicable to rest nearly every one of their men on that day.

The changes are rung quite too frequently on "Works of necessity and mercy." The Savior commended the removal of an ox or an ass from a pit on the Sabbath, but He never commended the scheme of putting them into the pit on Saturday that they might pull them out on Sunday in order to have something to do. The men who work under the direction and control of a railroad company are under the same Divine law of duty and privilege as every individual of that company; and its neglect involves a moral wrong to themselves, which must be shared in largely by those who are directly or indirectly responsible for it.

We do not intend to imply that railroad managers are "sinners before the Lord exceedingly." All we urge is that they are not giving this great question the attention its importance demands. There is no more prominent fact taught in sacred history than that nations have been punished more severely for profaning God's Sabbaths than for any other cause. We confidently submit, as we have done before, that by Sabbath rest in railroad work great saving would follow. That a faithful effort to rest on this day would reduce the expenses of repairs and maintenance of rolling stock and appliances, secure more regular work and largely reduce breakages there can be no doubt. It would also be followed by better work during the week—more vigorous, clear headed and sustained.

That a faithful effort to rest on this day would reduce the expenses of "repairs and maintenance," "secure more regular work," "reduce breakages," "followed by better work during the week—more vigorous, clear headed and sustained," is true. It points out the fact, that the laws for the observance of the Sabbath, and our present advanced civilization, both originate from the same immutable and all-wise Being, who would not, like frail and finite man, be obliged to change his laws

to suit the times or the place, but foreseeing and knowing all, had wisdom enough to make laws applicable to all times and all places. It also makes a good point on the "work of necessity and mercy" plea, by suggesting the impropriety of "putting an ox or an ass into a pit on Saturday, that they might pull them out on Sunday to have something to do." Observance of the day is thus urged for several reasons, most prominent among them being that it is God's command, and that in obeying it, we not only fulfill his will, but are sure to be blessed in every way—the employes by having better health and strength with clearer heads and brains and the companies by having better servants in every respect than they would otherwise have. This view seems also to be taken by others for at a union meeting of the Brotherhood of Railroad Brakemen and Locomotive Firemen, held at Bloomington, Ills., July 24th, the following resolutions on Sunday labor were adopted:

WHEREAS, The Sabbath was ordained for man and

WHEREAS, All history shows the best state of society and the highest and best civilization when the hours of Sabbath were devoted to rest and a relief from labor, therefore, be it

Resolved, That, we, as railroad employes, ask of the general public to forego Sunday travel on railroads, and the demanding or requiring managers of railroads to run Sunday trains for freight traffic, to the end that we, who are willing to give six days and nights of our time to the faithful service of the public and to our employers, may have the hours of the Sabbath with our families at our own command, for the great good and comfort to ourselves from being at home with our families, and for church, Sabbath school and other privileges the Sabbath is designed to bring to us.

Resolved, That we tender our sincere and hearty thanks to those presidents and managers of roads who have recently issued orders curtailing Sunday work, and we most respectfully ask all other managers of roads to follow their example.

Resolved, That, as workingmen, we feel that we can do better service during the six days of the week when we are permitted the rest and any recuperation that the Sabbath was designed to give us.

Resolved, That we, as railway employes, pledge ourselves to be of the best possible service in our power to the several railways which employ us, and to regard the interests of our employers when they show an interest in our best welfare by giving to us the best possible safety appliances and as much of Sunday rest as the exigencies of railway transportation will admit.

Let us therefore hope, that the agitation on this question now begun, may continue and spread, until it shall reach and permeate all railroad managers to such an extent, that they shall be willing to give their men one day's rest in seven, that the traveling and shipping public will submit and cheerfully acquiesce in this arrangement, we do not doubt, and that the men will make the proper use of the Sabbath when they do obtain it and thus prove that we are not yet so far advanced that God and his laws may be ignored.

Written for the Firemen's Magazine.

CONCLUSIVE EVIDENCE.

BY HESSIE MORGAN;

Author of the "Cap'n's Monnymet," etc.

"My name was Robert Kid, as I sailed, as I sailed, as I sailed,
My name was Robert Kid, as I sailed,
My name was Robert Kid, God's laws I did forbid
And most wickedly I did, as I sailed."

"No sich a person as Kid? Cap'n Kid?"
I wonder what folks 'll say next. No sich a person. Why, I've knowed 'bout him ever since I kan remember. There was one of his money holes right on the farm where I was brought up, in Connecticut. 'Twas on the river, an' folks was arter him, so he sailed in an' landed, an' buried his treasure there on the side hill.

I've been told the whole story time an' agin. I guess I know's much 'bout it as any body. Don't I know how it's been searched for, an' searched for? I dug for it once myself, me an' Rachel Beswick. Didn't find nothin'? Well, I guess we did. Yis, I'll tell you 'bout it, but it's a long story, an' I don't hardly know where ter begin.

'Twas when Rachel Beswick, an' me, was 'bout eighteen—we was both of an age, Mis Pelham brought us up—Squire Pelham's wife. Rachel was her sister's child, an' she took her when she wa'n't no more'n a baby, an' I went ter live with 'em when I was 'leven year old, ter help with the light work, an' look arter Rachel.

The Pelhams didn't have no children o' their own, but they thought a sight o' Rachel, an' she was a dreadful pretty girl, fit ter marry a prince, an' Square Pelham was so ambitious, thinks likely he thought she'd git one. It made him awful mad when he found out 'bout Sam Royce wantin' her.

Sam was a likely young man, he followed the sea, you know, an' in them days it paid better'n it does now.

But he didn't have no money laid up ahead, he had ter support his father 'n mother, an' his father was unfortunate, allus havin' losses an' gettin' cheated. Seemed ez ef he was in trouble every time Sam come home.

But Sam he never complained, he'd fix the old man up, an' make him comfortable 'fore he left him, ef it took every cent he had, as it did, often an' often. Then off he'd go to sea agin ter begin all over new.

Well, this summer I was tellin' you 'bout, he was home longer'n usual, an' he see a good deal o' Rachel—the young folks was round together you know, an' I reckon he was kinder driv inter goin' further'n he meant ter, fur he was a dreadful honorable young feller, an' he knew he hadn't got nothin' ter offer a girl.

Any how, the night 'fore he went away, he come 'long past the house, an' Rachel

was out 'n the dusk, leanin' on the gate. She knew he was goin', an' it's likely she was thinkin' 'bout it, but when he stopped, an' spoke ter her, she answered him cheerful ez could be; you wouldn't 'sposed she cared 'tall.

"You must be sure ter be back time fur the Sunday school picnic," sez she. "Why?" sez Sam. "O I forgot," sez she, "You've been round the world so much you couldn't be expected ter care fur our modest festivities. It's askin too much of you."

"I care fur anything where I can get your company," sez Sam, then he caught his breath, and went on quick, "I don't know's ez there's any reason why I shouldn't tell you I love you—I aint askin' you ter marry me. I shant never do that, without I've something ter offer worth you takin' an' I don't spose there'd be any chance fur me then, there's too many other fellers arter you, that's got every thing ready an' waitin' to their hand, but they can't love you any better'n I do, Rachel, an' I shall keep on lovin' you till I die, an' some how I kinder thought I'd like you ter know it, that's all." An' then he went right off, 'thout so much ez sayin' good evenin'.

Square Pelham, he see him out there takin' ter Rachel, an' he put on his tall hat, fur he never wore no other kind, an' took his cane, an' he started down ter the gate.

Well, he come up jest in time to hear Sam say he should allus love her, an' he thought Sam went off 'cause he see him comin'. But bless you, Sam never noticed him, an' wouldn't a run, ef he had.

But the Square thought he seed the whole thing plain ez day, he didn't say nuthin' ter Rachel, further'n mentionin' that 't was getting damp, but she understood what he meant, an' come inter the house, an' told me all 'bout it. For we was like sisters, though she was a young lady, an' eddicated, an' I had ter work for my livin'.

She told me all Sam'd said ter her, an' then she put her head down on my shoulder an' cried, an' cried,—for every body knew how good Sam was, an' what a hard time he had.

But right in the midst of it, she held up her head, "I should a told him no, ef he'd arst me," says she, an' I knew she told the truth, his *not askin'* made all the difference, but I didn't say nothin', no more'n the Square.

I guess you think I've forgot all 'bout Kid's money hole, but I'm comin' ter it, I've got ter tell my story my own way.

The summer passed on, till it got ter be most time fur Sam ter be back, when one day Rachel come ter me all worked up. Somebody 'd been tellin' her that the man old Royce's farm was mortgaged to was goin' to fore close. 'Twas kind of a mixed up story—I couldn't make much of it, but then

I don't pertend ter understand how the law comes in 'bout such things.

Old Pomfret Rogers had got the papers ter show, ter prove that the money was *due*. But then agin, old Royce said that there was papers, only he couldn't find 'em, that would prove Sam'd paid most all the money, an' was ter be 'lowed ter wait till he got home, ter settle the rest on't.

Well, every body knowed 't was just like old Royce ter a lost his papers, an' jest like Pomfret Rogers ter make him pay twice, ef he could, but Rachel was mad enough. "Poor, old man," she said, but I knowed she was pittyin' Sam for havin' another fuss all ready far him soon as ever he could git home.

"I wish I had any money of my own," sez she, we was sittin' in the front door, listenin' ter the Katydid's. It was gittin' pretty well long inter September, but the evenins' was mild, an' pleasant as could be.

"I spose we've as good a right ter Cap'n Kid's ez the boys," sez I.

"What do you mean?" sez she.

An' then I up an' told her, how when I was feedin' the chickens, jest arter dinner, I heard the men folks talkin' out'n the wood pile, where they was takin' their noon-spell.

Seems they'd been diggin' for Kid's money the night afore, an' had got scared. They all on 'em said they wouldn't go back, an' try, agin, for all the money that was buried there. They was certain they was in the right spot, for one on 'em, Ed Pratt his name was, had all the directions from his grandfather, who'd dug there himself, when he was young. Well, they was workin' away, feelin' pretty sure o' gettin' the treasure this time, when all ter once a white animal, 'bout the size o' a fox, with a big bushy tail, bounced right out o' the bushes in front on 'em, an' they was so scart they just throwed everything down an' took to their heels.

You see 'twas *said* Cap'n Kid had one o' his crew ter help him hide his gold, an' when the hole was dug, cut his head off an' buried him with it. For he was a dreadful onscrupulous man, an' didn't want nobody but himself ter know nothin' 'bout where he put it.

So when Ed Pratt, an' the rest, see that white creetur comin' at 'em, they thought much as could be 'twas the ghost o' the murdered pirate, a guardin' the money, an' it kinder made 'em nervous. But I thought then, an' I think still, that 'twant nothin' but Widow Perkins' white cat. She lived up there on the Big Hill road.

Well, I said, an' Rachel 'greed with me, that the reason folks had such luck 'bout findin' anythin' was 'cause they worked themselves up so with their superstitions that they was scart ter death 'fore they be-

gan. Either the money was there, or 'twa'n't, an' you could find jest as well in broad day light as in the middle o' the night, an' no need o' sayin' the Lord's prayer backwards neither.

But they'd got the hole half dug, what was ter hender our goin' an' finishin' it the next arternoon? The tools was all there, an' folks could think we'd gone ter git haze' nuts.

Rachel she 'greed an' we went. The money hole was in a lonesome place, one side o' Big Hill, 'twas a rocky spot o' ground with trees, an' bushes growin' all over it. Rachel an' me used to go there in the spring to get the sap o' the wild grape vines for our complexion. Good for 'em? Well, I guess it must a ben, folks used ter say we had the harnsomet skins in the county.

We found the spot arter some huntin'. They'd dug quite a sizeable hole, an' left their hoes and spades there all convenient, so we took a good look, ter make sure there want nothin' in sight, an' we went ter work.

That kind o' labor was new ter us, an' we both blistered our hands, but we kep at it. The men had dug it long, ez ef 'twas a grave, an' we went on as they'd begun, 'cause we knowed Ed Pratt was goin' by his grandfather's directions. But time we'd got it four feet deep, we was clean tired out, an' we made up our minds we'd come another day an' finish.

So we dragged dry brush cross the top, an' covered it up, so 't nobody would a knowed 'twas there, an' we hid the spades, an' went home.

O Land! What foolishness it does seem to look back on, but we was earnest as could be 'bout it.

When Rachel an' me got home, we found Sam's father'd come in ter see if the Square wouldn't help him. Old Rogers was goin' ter turn him out next day, an' arter Sam's workin' so hard, an' never spendin' no money on hisself, fur him ter come back an' find 'twas all lost, an' he hadn't even a home ter come ter. It did seem tough.

But the old Square he wouldn't have nothin' ter do with it. He told Mr. Royce ef he really b'lieved he'd got papers ter prove the mortgage was paid, he'd better hunt 'em up. There was nothin' ter be done 'less he found 'em, an' from his tone I couldn't help thinkin' he meant us ter understand that he kinder doubted there ever havin' been any ter lose.

Rachel she listened a minute, then she turned pale as a cloth, an' went up ter the Square, an' says she, "Please help 'em, Uncle." But he only looked blacker'n a thunder cloud, an' told her she didn't understand nothin' 'bout the case, the law must take its course. I knowed what was the matter with him, but Rachel never guessed—'twant likely her interference was goin' ter do no good.

But her heart was most broke, thinkin' o' Sam. I told her it 'peared to me the only thing we could do was ter try once more for Kid's money. I knowed 'twould take up her 'tention if we didn't find nothin' an' Miss Pelham was off visitin' her sis'er—Miss Romange, the only one she had livin'—so there want nobody to take care o' Rachel but me.

On our way over ter the money lot, next day, we passed Mr. Royce's. He was standin' in his door an' come out an' spoke ter us, 'cause he knowed we had sympathy for him.

He said Rogers hadn't been there yit, though he'd ben 'spectin' him all day, an' had got ready fur him, fur's he could. Spose he must be meanin' ter turn him out jest at night, he didn't know what else, but he was goin' ter hold on long's he could, fur Sam's sake.

"I wish it was in my power ter help you," said Rachel, an' then we both shook hands with him, an' went on.

But when we got most ter the place we hear a sound o' talkin'.

"Somebody's there," said Rachel. "Do you suppose they've come, an' dug in our hole, an' found the money?"

We felt real bad, but we kept behind the bushes, an' crept up, soft's we could. The nearer we come, the more we couldn't understand it, for there want nobody in sight, but the talkin' went on, an' groanin'. Then all ter once it bust out loud. It seems as ef we must a dug deeper'n we thought, for the language 'peared ter come from the mouth o' the pit—such swearin' was awful to listen to.

"Somebody must a fallen in," sez Rachel, an' we come up kinder careful an' looked over the edge, for we couldn't help 'memberin' 'bout the murdered pirate, an' wonderin' ef 'twas him we heard.

But all we see was old Pomfret Rogers, with his leg doubled under him, lyin' on his back, an' goin' on as ef he was possessed. 'Twas plain why he hadn't served a warrant on no body that day.

"How did you come here?" sez I, pretty sharp, for I didn't have no f-el'in' for him 'tall. But he didn't make me much of an answer. We found out afterwards that he'd heard 'bout the tools our men'd left there an' thought 'twould be a smart thing ter come an' git 'em.

O ef we didn't have a time pullin' him out o' that hole. Twice we most got him up ter the top, an' he begun to swear agin—I s'pose it *did* hurt him bad—but we had ter drop him, we couldn't hold onter a man that was talkin' like that.

Finally we had ter tell him he *must* control hisself ef he ever 'spected ter git out alive, an' I guess he see 'twas so. We come near breakin' his neck the last time we

dropped him, for he kinder held up a bit, an' then we man'ged it all right, which shows a man ain't no more 'bliged to swear when he's hurt than a woman.

Well, we couldn't stop ter dig that arternoon, though I *did* take time ter cover the hole up agin, so'st would be safe for another day.

Then somehow we got old Rogers up the hill ter the road, and when a cart come 'long we sent him home. But 'twas a good long while 'fore he was 'round botherin' folks agin, an' Sam he got home a day or two arter, an' he straightened out that mortgage business pretty quick. But we hadn't had the last o' the money hole, by a good deal. Ef you'll b'lieve me, Square Pelham got in-ter it next, not long arter old Rogers, an' he'd a stayed there, too, ef it hadn't ben for Sam. It happened this way.

Late one arternoon, the Square was drivin' 'long the Big Hill road, an' what did he see but Widder Perkins' cows in the money lot.

They'd got in over the fence; wa'n't nothin' there they could damage, but the Square he never 'lowed no trespassin' on *his* property.

So out he got, with his tall hat an' horse whip, an' went arter 'em. He wa'n't thinkin' 'bout the hole—though he knowed old Rogers got hurt there—he was kinder mad, an' steppin' 'long pretty lively, when all ter once, ker-thump. Down he come, an' he was hurt bad; he couldn't stir, he called an' he shouted, but there wa'n't nobody ter hear.

'Twas arter sundown, when Sam come 'long, he see the Square's horse drawn up, side the road, an' the bars down, an' he mistrusted what'd happened. He hurried down ter the money hole, an' sure 'nough, there was the Square, with his tall hat stove in, an' all in a heap, an' from what I could find out I guess he wa'n't using much better language than old Rogers.

Sam he lifted him out, gentle as could be, 'twas lucky he was a powerful young feller, an' the 'Square was a lean spare man; he carried him in his arms, jest ez if he'd been a baby, up ter where he'd left the wagon. But there they found the horse'd got tired o' standin', an' gone home, sayin' nothin' ter nobody.

'Twas kind of a fix, but Sam, he kept on, an' he carried the Square the rest o' the way home. 'Twant easy work, for he groaned an' found fault at every step. But Sam never regretted that job, I can tell you, for the Square he didn't forget it, an' he wa'n't one ter do things by halves. He helped ter git Sam command o' a ship, an' shortly arterwards he gin him Rachel, inter the bargain.

All this don't prove nothin' 'bout Kid? Well, I should say it did. Ef it hadn't ben for him we wouldn't a dug that hole, an' then we wouldn't a caught old Pomfret Rogers an' the Square; an' Sam wouldn't never a got Rachel. Didn't find no money?

The Square left all he *had* ter Rachel an' Sam. I don't know what you call that.

GOD-SPEED.

TO MR. GEO. W. HALL.

YOU asked that those your rhymes have cheered
Would send to you a line,
To tell their thoughts about your verse,
Well, comrade, here is mine:

Your "whistle" sounds a clear, true note
That's very sweet to hear;
It cheers us tolling up life's grade
And warns of dangers near.

To write, you say, for you is hard,
And costs you anxious pains.
True labor spent gives added strength,
Light toil brings little gains.

Better one drop of crystal dew,
That wets the robbin's bill,
Than all the Dead Sea's lifeless flood
That only scatters ill.

Better to sing one simple song
That touches one soul's need,
Than write a ten edition book
That one should blush to read.

Though fame and fortune pass you by,
Your lot, sure, might be worse
Than that of helping weaker souls
Through consecrated verse.

Max Martin.



Letters and Papers pertaining to Locomotive running, firing and management and other topics of interest to locomotive engineers and firemen are solicited for this department.

Correspondents are required in all cases to give their real names, not for publication necessarily, but as a guarantee of good faith.

Communications should be plainly written on one side of the paper only, and as brief as possible. No matter should be introduced for illustration or otherwise that does not have a bearing, directly or remotely upon topics of a mechanical character.

Contributions to this departments should reach the Editor not later than the eighth day of each month to insure publication in the next ensuing number, and should be addressed to

MECHANICAL DEPARTMENT,
Locomotive Firemen's Magazine,
TERRE HAUTE IND.

OCTOBER, 1889.

Looking to Weighing the Hammer Blow of a Locomotive Driver.

MR. EDITOR:—It affords me much pleasure, and very great satisfaction to read the most worthy tribute of Mr. A. J. Rauch to your Mechanical Department, in September *Magazine*, page 782, and which "Eccentric" has asked you to repeat and emphasize in italics.

On the subject of which the above title to this article is the heading, I have had very much to say in the three years and six months I have been writing for the Mechanical Department, that I have been tolerated by you is the best evidence of one of two things, your exceeding good nature, or that there may be something new in what I may have had to say.

It is now the intention of the writer, and those with whom he is associated to bring this subject matter to the attention of railway companies, railway commissions, steel, rail manufactures, locomotive builders, legislative railway committees, state and national, to the end that a reasonable subscription from such sources may determine so important a question. In behalf of those whom I represent, we have to say that we have demonstrated, after forty thousand miles of service, a remedy for this defect in locomotives, and we enter such a locomotive for the test herein referred to, as follows.

William E. Lockwood.

LOCH ARIE, September 4, 1889.

PHILADELPHIA, September 1, 1889. }
251 SOUTH THIRD STREET. }

DEAR SIR:—Enclosed please find a blank form asking a subscription from your company for

the purposes therein named, "Determining the quantity of the Hammer-Blow of a Locomotive's Driving Wheels." This was published in full with illustrations in *Magazine* for June, 1887, pages 339-342. There are herewith enclosed in further explanation, the "Authorities on the Hammer-Blow of a Locomotive's Driving Wheels;" and articles on the same subject matter from the *Journal of the Brotherhood of Locomotive Engineers* of March and June, 1889.

Your especial attention is called to the report of the Joint Committee of the Franklin Institute, and the American Railway Master Mechanics' Association, page 5 of the "Authorities on the Hammer-Blow of a Locomotive's Driving Wheels."

The undersigned is advised, and is also of the opinion, that the magnitude of the subject matter is of such vital importance to railway interests, that this undertaking ought not to be commenced until the subscriptions amount to the sum of twenty-five thousand (\$25,000) dollars.

Kindly name the amount of your subscription on the enclosed blank, and mail the same to Dr. W. H. Wahl, Secretary of the Franklin Institute, No. 15 South Seventh street, Philadelphia, obliging the undersigned by advices that you have done so.

Respectfully yours,
WILLIAM E. LOCKWOOD.

To

No.

The undersigned hereby agree to contribute the sum set opposite our respective names, to the Franklin Institute of Philadelphia, Pa., towards a fund for the purpose of determining the quantity of the so-called "HAMMER-BLOW OF A LOCOMOTIVE'S DRIVING WHEELS," in accordance with the recommendations of the Franklin Institute, and the American Railway Master Mechanics' Association.

The Franklin Institute, has by resolution of date, January 16, 1889, consented to become the custodian of the fund above referred to, as follows:

THE FRANKLIN INSTITUTE OF THE STATE OF
PENNSYLVANIA FOR THE PROMOTION OF
THE MECHANIC ARTS.
PHILADELPHIA, January 17, 1889. }

Founded 1824.
Office of the Secretary.

Wm. E. Lockwood, Esq., Philadelphia:

DEAR SIR:—At the stated meeting of the Franklin Institute, held Wednesday, September 19, 1888, the Secretary presented a communication from yourself relative to the construction and use of a dynamometer to determine the amount of the "Hammer-Blow of Locomotive Driving Wheels."

This communication was referred to the Committee on Science and the Arts.

At the stated meeting of the Institute, held Wednesday, January 16, 1889, the Secretary reported to the meeting the following resolutions embodying the action taken by the Committee on Science and the Arts on the said communication at the meeting of the Committee, held December 5, 1888, viz:

Resolved, That the Committee on Science and the Arts to which was referred the communication of Mr. Wm. E. Lockwood, respectfully recommends that the Institute shall construct and take charge of the Dynamometer and appurtenances for making tests of the quantity of the Hammer-Blow of Locomotive Driving Wheels, in accordance with the plans suggested by the Joint Committee of the American Railway Master Mechanics' Association and the Franklin Institute; and that the Institute shall render all the aid in its power to make the said tests and to report upon the same; provided, that the Institute shall not be at any expense in the matter.

On motion, the foregoing report of the Com-

mittee on Science and the Arts was adopted by the Institute, and the recommendations contained therein were approved.

In transmitting the above as the action of the Franklin Institute in the matter of communication of September 19, 1888, I have the honor to remain, dear sir, Your obedient servant,
[Signed], Wm. H. WAHL, Sec'y.

Amount of Contribution, \$

Signature

Wave Power Lines Considered.

Answering Messrs. A. H. Tucker and "Eccentric."

"LET'S SEE YOU MAKE ONE."

MR. EDITOR.—Years ago, not a thousand miles from Boston, Mass., when Judges, like other mortals of the times, had their sideboards well stocked with good old brandy, sherry and Madeira, subscriptions to build churches were made in so many gallons of rum, and even the Connecticut babies were weaned on "mild Santa Cruz rum," Jamaica being "too raw and strong," there lived a noted Judge who, after court and a good dinner well seasoned with the aforesaid liquors, took his accustomed stroll along the fashionable thoroughfares. The degree of mellowness of his condition was indicated by the closeness of the brim of his hat to his nose, seemingly to hide from passers-by his apparent condition. Inspired by the idea that his headgear needed renewal, he entered a fashionable hatter's shop. Slightly reeling, he came in contact with the counter, which gave him a lurch forward, crushing his beaver in contact with the person of the attendant behind the counter. Gaining his equilibrium, adjusting his hat and assuming his wonted dignity, he inquired of the attendant:

"Young man, do you make hats here?"

Young man—"Yes sir."

Judge—"Let's see you make one."

In all mechanical questions theoretically considered, there are "doubting Thomases," who exclaim, "Let's see you make one," or say, "Let's see you do it." This, then, seems the task which my good friends, Messrs. Tucker and "Eccentric" have set for me. See *Magazine*, August, 1889, page 694.

Again I must ask your indulgence and spare in the re-use of illustrations heretofore used. In this connection reference is made to "Eccentric's" article above referred to, in which both the questions to which this is an answer may be found. "Eccentric" has in this stated my propositions fairly, and to this statement I take no exceptions, but wish it understood that they are based on a driver (4) feet in diameter,

twenty-four (24) inches stroke, to avoid fractions in calculations.

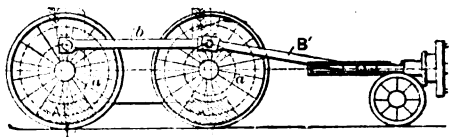


Fig. A.

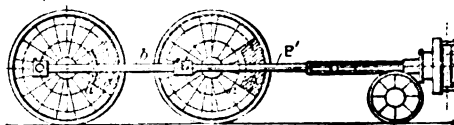


Fig. B.

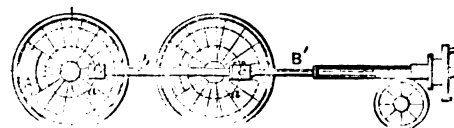


Fig. C.

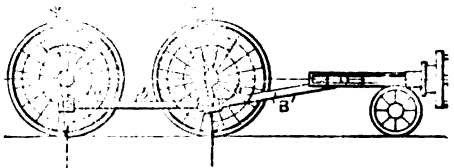


Fig. D.

The four illustrations, Figs. A. B. C. and D. show the different positions of a standard American locomotive driver in a single "revolution" around its center, and "rolling" forward one revolution on the rail. Said center "being an imaginary line through the axle around which the particles of matter in the driver revolve," its true axis "on" which it rests and revolves is the rail, and that the rail and locomotive are all moving at the same speed, as regards the movement of the earth; as regards the driving wheel and its movements the rail is at rest. As this seems to be one of the points under which my friend Mr. Tucker "runs to cover," I will give my understanding of his proposition in this connection.

Philadelphia, say, is one thousand miles from Chicago; say difference in time one hour. With the earth movement of each they will always be just *one thousand miles and one hour* that far apart. Place the locomotive at Philadelphia, the rail at rest as regards the driver, and then applying power to the last and combining "rotation" or "rolling" on and over the rail, and the locomotive reaches Chicago in twenty-four hours. Philadelphia and Chicago are just as far apart

when the locomotive reaches its destination. Now turn her around and run backward against the movement of the earth, and "she gets there just the same." In the one case she is going with time and in the other against it; difference of time in this case one hour in her favor, i. e., she has made up one hour in going. This is a movement *with* the earth. Reverse the movement and on the return to Philadelphia the movement is against that of the earth. For a better understanding of this let my friends read Jules Verne's "Around the World in Eighty Days." If the locomotive leaves Philadelphia one morning at 8 o'clock and arrives at Chicago the next, Chicago's time should be 7 o'clock. Let the engineer keep Philadelphia time, and when he reaches Philadelphia on the return he will arrive at 8 o'clock; if he goes by Chicago time he will arrive one hour late.

In Fig. A. the crank pin is at its upper limit, and exerting its maximum of power with a leverage of three feet from "its bite" or axis on the rail, all reciprocating and rotating parts in combination being moved by the steam acting on the area of surface of the piston-head, the piston-head and rod moving *through* the cylinder.

In Fig. D. it is at its lower limit, and exerting its minimum of power with a leverage of only one foot from "its bite" or axis on the rail, and acting as in Fig. A., with this

difference, the cylinder is moving *over* the piston-head and rod and acting on the entire area of cylinder, in the former case it was less than two inches diameter of the piston rod.

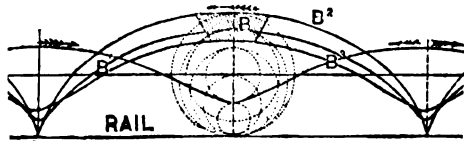


Fig. E.

In Fig. E. we have the "wave line of power," as acting in two directions, shown by the arrows, and indicating the changing direction of power, showing at its upper and lower limit the position of the crank-pin in Figs. A. and D. What I have called "shocking bad mechanics" in the world's standard of locomotive practice, is the attempt to balance this "wave line of power" by rotating weight moving in the counter-balance, cycloidal lines B¹, B², B¹. Either the steam pressure is controlling the counter-balance at the many varying speeds, along the "wave line of power," which I have heretofore described, or the counter-balance is controlling the steam; or in the case of an over-cylindere locomotive the driver slips.

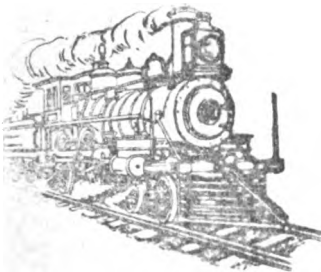


Fig. F.

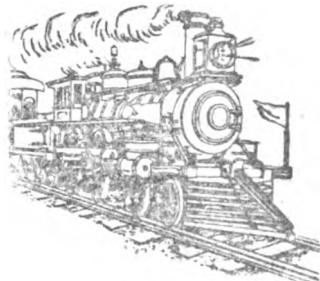


Fig. F¹.

In the outline illustration of the Shaw locomotive, Fig. F., (the use of a powerful glass will aid you in following the description, or a reference to April, 1889, *Magazine*, page 310, will show a larger illustration) can be seen the two cylinders, the single valve, her double cranks and crank-girder, the last to take up torsion strain. We claim for this locomotive that in a single slide-valve, duplex acting, steam counter-balanced, double-cylindere locomotive there is no "nosing around," "no wee-wahing," "no hammer blows," "no lurching," "no galloping," "no rotating and hammering metal counter-balance," all "pulls" or "pushes" in a downward direction, and none lifting or

gyrating. All backward and forward jerks removed. All motion in the direction of the line of translation. Perfect elastic steam balance in all directions and at all speeds.

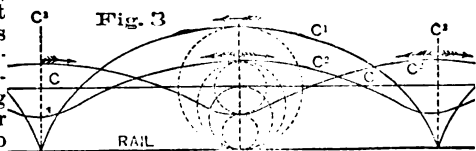


Fig. G.

In Fig. G. we show the same "wave power

line" C^2 as in Fig. E., but no counter-balance line; the cycloidal line C^1 corresponds with the same line in Fig. E. With this very full explanation we come to the application of correct mechanical principles for locomotive practice. Here we introduce a "wave power line" equal distance from a common center, and moving in opposite direction to its counterpart, each controlled by an elastic steam pressure supplied by one valve, all rotating and reciprocating parts are balanced by equal parts, moving along lines C^2 C^2 at varying speeds from at 50 miles per hour along line C to 25 or 75 miles per hour on lines C^2 C^2 . It will be self-evident that if this were a stationary engine or a locomotive off the track and drivers blocked, then these lines, "wave power lines," would cross each other on line C, because it is a locomotive and possesses the power of locomotion, it, the power, must move on the wave lines indicated, and can move on no other, and this proves the main point of what I have been contending for from the time of my first article more than three years ago. It was the first child of this Mechanical Department, March, 1886, page 146.

The lower wave line having the less distance to travel, the steam expands less rapidly, while the upper wave line having the greater distance to travel the steam expands the more rapidly. The wave lines must necessarily cross each other as they do, just as much above the center line C as the difference of speed above said line C, distance and expansion of steam as shown. In this case we have only one ho-st, steam, and not two; one minute metal counter-balance and next steam, but steam vs. steam "all the while." When the lines are acted upon by steam pressure, in one movement of the piston-head and rod they are moving through the cylinder; the cylinder of the other one is simultaneously moving over piston-head and rod; these movements are alternating.

I thank Messrs. Tucker and "Eccentric" for making the inquiry, and crave your indulgence for the length of my explanation. Deeming the answer a most important one in its relation and application to the locomotive, and as further demonstrating and illustrating the correct application of a science to the arts, I re-state Messrs. Tucker and "Eccentric's" questions briefly, and again make reference to April Magazine, 1889, page 694, for the full questions.

Mr. Tucker's question: "Let us now suppose that in a locomotive of the Shaw type, the weight supported at each of the crank-pins of the forward driver is 300 pounds, and that she is running fifty (50) miles per hour. When the pins are in line above and below the center, according to your idea the upper weight is moving seventy-five (75) miles per hour, the lower

one twenty-five (25) miles per hour. Won't you please figure the momentum of these two weights, and show me how they can balance? This is one point that mystifies me. Won't Mr. Lockwood explain?"

"Eccentric's" question: "If, therefore, there is a "perfect balance," why do not these "power lines" cross each other on the central parallel lines, and not above them?" [Note by the writer. Central line is C, and wave power lines C^2 C^2 ; Fig. G. the arrows indicating on lines C^2 C^2 the changed directions of their action as they are respectively "pushing" or "pulling." Piston-head and rod, in the last case moving through the cylinder, and in the first the cylinder moving over the piston-rod and head.]

Answers.—In the case of the Shaw locomotive, every part balancing a like part moving in an opposite direction on wave power lines C^2 C^2 , from a maximum of speed at the upper limit of the upper crank-pin of seventy-five (75) miles per hour, to a minimum of twenty-five (25) miles per hour at the lower limit of the lower crank-pin. A measurement of these upper and lower wave lines will find the lower one just as much shorter as the difference of speed which it travels, averaged into a speed of twenty-five (25) up to seventy-five (75) miles per hour in one revolution of the crank pin. When both piston-heads are at the limit of their stroke, as in Figs. B. and C., forward and back centers, then all differences have been compensated for, because both piston-heads must, and do, reach the end of each cylinder at the same time.

William E. Lockwood.

LOCH ERIE, August 19, 1889.

Kindergarten Mechanics.

SQUARING THE AREA OF CYLINDERS.

MR. EDITOR:—We of the round-house were discussing the area of circle question the other noon, after the dinner pails were cleaned out and cleaned up, when Jim let drive at "Eccentric" with, "what do you mean by 'Kindergarten'?"

Eccentric.—"Why, it's Dutch for object-teaching."

Jim.—"All right then; there is my dinner-pail, it's an object, it's round, call it a circle or cylinder. Give us the square of its area, so we can see, and seeing, understand."

Eccentric.—"I will try. Take a piece of paper just the height of the inside of your dinner-pail. You see it is four and three-quarters ($4\frac{3}{4}$) inches. Fit it nicely and so the edges fit evenly, and then measure this, and we have a sheet four and three-quarters by twelve and seven-eighths inches ($4\frac{3}{4} \times 12\frac{7}{8}$) inches. Square this, and we have the area of surface around the inside of the dinner-pail. Now fold this into four accurate

squares, and we have the same area of surface in a square dinner-pail."

Jim—"All right, I will get our tinner to make me a square dinner-pail to this measure, and then if each holds the same amount of fluid, then I will believe you, otherwise I won't."

The next day the square dinner-pail was on hand, and Jim jubilant (guess he had been trying it). We filled the circle with water and then tried to get the square to hold it, but it would not; then we filled the square and the circle held it with an inch (1) less height—i. e., three and three-quarters of the circle held as much as four and three-quarters of the same surface. Well, Jim he just howled, and the way he went for me was "peculiar," because usually he is so "child like and bland." If some of the learned ones will take this illustration perhaps this difference in the measurement of fluid may help to explain "Wm. H. Perry's" inquiry, September *Magazine*, page 783, as to the fraction, " $\frac{7.854}{10000}$ "

Eccentric.

Sketching a Locomotive.

Since *Scribner* has given us so many illus-

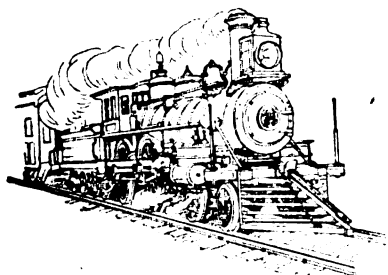


Fig. F.

trated railway articles, there seems to have been an increased desire to sketch and photograph locomotives. Mr. George A. Errington, of Stapleton, Staten Island, N. Y., who has done so much of this class of work for Post Master General Wannamaker, desired me, two years ago, to give him suggestions for an outline sketch of the Shaw Locomotive. His first effort in this direction is shown in Fig. F herewith. Having expressed a desire to ride on a locomotive by daylight and dark, I afforded him an opportunity, and the improved result is shown in Fig. F¹. Several miles of which he traveled to get ideas of this sketch a mile a minute, never before having traveled in the cab of a locomotive. These cuts will be found in my article, "Answering Messrs. A. H. Tucker and Eccentric," current number of the *Magazine*.

William E. Lockwood.

LOCH ERIE, Sept. 8, 1889.

Blowing Out Cylinder Heads.

H. G. Prout, writing in *Scribner's* for September under the caption of "Safety in Railroad Travel," speaking of emergency stops, page 332, says:

"It some times happens that an engine runner reverses his engine, before shutting off steam, in which case the cylinder heads will very likely be blown out, and the engine be instantly disabled."

Very likely no such a thing will happen at all. On the contrary, the very mode of proper procedure as prescribed by Mr. Prout will present more chances 10 to 1 of either bursting steam chests or blowing out cylinder heads, than the exception to his rule as quoted above will.

The article in question is very interesting and instructive and remarkably free from the death dealing inaccuracies of *Magazine* articles, by men of no practical experience, which frequently make life a burden to railway men with the exception quoted (which is perhaps prompted by some back number Master Mechanic or Armstrong Brake Crank Engineer.) It is well worth perusal by everyone, and the mistake he makes about

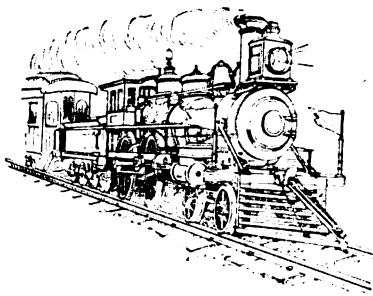


Fig. F.¹

blowing out cylinder heads deceives no one of practical experience.

In twelve years actual experience I never heard of an authenticated case of either cylinder heads blown out or steam chests bursting when the engine was reversed while running with the throttle open. Did you?

Dirigo.

Slipping on Down Grade.

MR. EDITOR:—Why does a locomotive slip on a down grade without the use of steam? I am firing a Baldwin engine on night express and very frequently this occurs and so much so that the air has to be used to check the speed of the train before she stops slipping. Having never before heard of an engine doing this I would like to be enlightened by some of the contributors to the *Magazine*. Fraternally

HUDSON OHIO.

W. L.

Review of September Number.

The advance sheets of September Mechanical Department are at hand in good time, and contain the usual quota of valuable articles.

**3½ YEARS WORK
IN THIS
DEPARTMENT.** The first article in the department is by "Eccentric," and calls attention to the fact that this Mechanical Department seems to be the outgrowth of "a few problems" propounded by him in January *Magazine*, 1886. It is well to thus look back once in a while, to see the place where we started from and view the ground passed over. We find that during the period of a little over three years, many "knotty" problems have been solved, many disputed questions satisfactorily answered, and no doubt much information has been gained by all, because those who have tried to answer queries have been obliged to give reasons for their belief, and to examine those reasons to see if they were founded on solid facts, and those whose queries and doubts have been solved have the satisfaction of knowing how, and can also give reasons why.

The men on the "Elevated" road, without a doubt, have a better chance to obtain knowledge than any of their fellow-craftsmen, for they are within easy reach of half a dozen technical schools, where odd hours of the day or evening could be used to attend a free course of lectures, and thus secure mechanical and mathematical instruction and fit themselves to take hold of and to discuss questions arising in their calling.

If these men, with their superior means for obtaining information, have been benefited and "elevated in their intellectual standing" by means of the study of these pages, and the subjects brought up for discussion in them, (as seems to be taken for granted by "Eccentric's" interpretation of "Mr. Rauch's" words), how much more ought the department to be appreciated by those whose access to knowledge is not so handy? Hoping that "Eccentric," "Vacuum," "Eccentric Strap," "F. N. H.," "Ambly Division," "A. H. Tucker" and all the others will take courage by this testimony to the value of their labors, and continue on "this line, if it takes a l" of our life-time to finish it, or hand it over to others even better qualified to carry it on.

**SOME MORE ON
SQUARING
THE CIRCLE.** "Mr. Lockwood" tells us that he had the "expert corps" of one of the largest railways, answer the question of area of surface of the Shaw. This ought not to be so very hard a question to answer, and could be figured out by some who would hesitate to have themselves enrolled as experts. "Mr. Lockwood" is certainly right in saying that one 21-inch piston has an area as large as four pistons of 10½ inches, and this view is clearly established in my communication to this department in the June *Magazine*, pages 506 and 507.

While on this subject, let me refer "Wm. H. Peary" to my remarks on squaring the circle, on page 784 of September *Magazine*, and further suggest that "W. H. P." lay out a square of any given size, and then draw a circle within it, said circle to have a diameter equal to the side of the square. "W. H. P." will find a considerable portion of the square outside of the circle, and the square is thus proven to be larger than the circle. Mathematicians have found that the portions outside of the circle amount to $\frac{2146}{10000}$ of the whole, leaving $\frac{7854}{10000}$ in the circle. As I have pointed out, multiplying by .7854 reduces the product in the proportion that .7854 bears to 10000, and this rule holds good for all sizes of circles and squares.

"Mr. Rauch" has his say "ONWARD." on the "Onward" with her flat wheels, in contradiction to "Fireman," whose letter was copied in these pages, and as we also find "Mr. Rauch's" reply to "Fireman" reproduced from the "Engineer," we have a chance to hear both sides, but must remain neutral (as we cannot take sides from lack of knowledge on the point at issue) and await further development.

**A. H. TUCKER
ON
HAMMER BLOWS** Bro. A. H. Tucker, with the invincible courage of his convictions, which would lead him to "face a world in arms" in defense of his opinions, keeps "hammering"—no, that's a mistake, for he does not believe in "hammering" very much—well, he keeps putting his array of arguments so strongly that it will be a hard matter to successfully contradict them, but still, I fear, without avail in this case, for after he has "knocked down" all the arguments in favor of the "hammer blow," Mr. Lockwood will come up smiling and say "he was not there."

**COMPARISON
OF
SPEED.** The article on "Comparative Speed of Railway Trains" seems to show that in the matter of speed we are left a few miles behind our trans-atlantic cousins, but the time is being shortened up between principle points with every new time table issued, and without doubt we will have trains which will make fifty to sixty miles an hour as a regular run, for it has been proven that we can do it when we try. As a matter of course, much time can be saved by eliminating wayside stops from the fast trains, by making slower trains to go in advance and "pick up" the passengers, and carry them to some point at which they could take the fast train to go on to their destination. A mile in a minute does not seem to be so very fast on a good track with a large driver, and with the assistance of the steam brake, is probably safer than thirty miles per hour was when the hand-brake was the only reliance for a stop, as it was some years ago.

Vulcan.

Railroads in Siberia.

The mention of Siberia brings to the average mind, a sterile country, covered with snow and ice, inhabited by convicts banished by the rigors of an autocratic government, in many cases without the formality of a trial, but many are aware that the country is rich in minerals and in forests and in forests that even the rudest efforts at agriculture are rewarded with good harvests. The country is rich in rivers, some of them of good size, and furnishing waterways and power for manufacturing. A number of cities are found within its limits, but apparently the resources of the country are as yet almost undeveloped. It is therefore with some surprise that we read of a railroad now contemplated across Siberia by which St. Petersburg would be united with Vladivostok on the Pacific Ocean, nearly opposite our city of San Francisco and about 4,000 miles from it. This new road would dwarf some of the great railroad enterprises of our country "of magnificent distances" for it would be about 4,500 miles long. It is also proposed to build a branch to Pekin in China, and when completed, London and Pekin would be within eighteen days journey, while it now takes thirty five days from London via Canadian Pacific, and forty-eight days *via* Suez. With the coming of the railroad, which seems to be an assured fact, no doubt the slumbering country will awaken to a life such as we have witnessed in the west, when towns were built in a day.

MR. EDITOR:—Could not the *Magazine* issue as a supplement drawings of the different parts of the locomotive, such as balanced valves, eccentrics, etc.? They should be large enough to be plain, on good paper, and when pasted onto a piece of card-board would be an addition to a fireman's library of some account. One subject each month would not be very expensive. If this is not possible, where could such drawings be procured?

J. R.

FORRESTON, ILL., September 9, 1889.

[The drawings suggested by "J. R." would involve an expense which we could not afford to incur at our present rate of subscription. Some future day we may be able to add something in that line to the *Magazine*. We advise "J. R." and others who are interested in drawings and vertical views of locomotives and standard literature in that line to subscribe for the *Locomotive Engineer*, 96 Fulton street, New York City.—ED. MAGAZINE.]

The engines which were in the Johnstown flood, thirty-nine in number, have all been taken out of the mud and are standing on a side track at Johnstown. Some of them are damaged \$500, others \$1,000 and some fully \$3,000.

Foaming and Priming.

SANTA ROSA, CAL., Sept. 10, 1889.

MR. EDITOR: A great many engineers use the terms foaming and priming as synonyms. It seems to me that there should be a distinction made between the terms, as they express entirely different conditions.

Foaming is a commotion in the water caused by dirt or oil.

Priming is the lifting or carrying away of the water by the steam, and is generally due to insufficient steam room, improper construction of the boiler, or by a sudden release of steam. Priming is caused, in some cases, by over-taxing the boiler.

Foaming does not take place unless the water is impure or the boiler foul. While foaming and priming are somewhat alike they are not to be cured by the same remedy and do not produce the same results. Foaming generally causes a boiler to prime, but priming is not necessarily attended with foaming.

A. T. P.

NEW YORK, August 12, 1889.

MR. EDITOR:—In reply to the query of the Decimal 7854 I think he will find an answer in one of my articles in a back number of the *Magazine*. As I know many *Subscribers* for the *Magazine* have not read it closely, I will repeat it.

For the purpose of Mathematical calculation a square inch of surface was divided into 10,000 parts. It was found that one inch of surface in a circle of that diameter contained 7854 of those 10,000 parts. A circle of any size bears the same proportion to a square of same size that a one inch circle does to a one inch square. To multiply the diameter of a circle by itself would give the contents of a square, hence to find the proper area of the circle you must multiply the first result by Decimal .7854 which gives answer required.

E. J. Rauch.

THERE are some very fine exhibits of railway cars at the Exposition, that is of such cars as they use in Europe. These cars are particularly noticeable for the excellent manner in which they are painted. The builders evidently believe in the efficacy of lead and oil, and the workmen know how to apply it for good effect. Excellent taste is shown, however, in not attempting anything gaudy.

THERE are more miles of railroad in the Australian colonies, in proportion to population, than in any other country in the world, except the United States.

THE South Australian government has agreed to pay £10 (\$48.70) to every engine driver who runs his train two years without an accident.

Soda Locomotives.

Four locomotives to be run by soda, which takes the place of fire under the boiler, have been built at the Baldwin Locomotive Works in Philadelphia. They are for service on the streets of Minneapolis, Minn., where steam engines are forbidden. The engine is about sixteen feet long, entirely boxed in, with no visible smokestack or pipes, as there is no exhaust or refuse. The boiler is of copper, eighty-four and one-half inches in diameter and fifteen feet long, having tubes running through it as in steam boilers. Inside the boiler will be placed five tons of soda, which upon being damped by a jet of steam, produces an intense heat. In about six hours the soda is thoroughly saturated, when the action ceases. A stream of superheated steam from a stationary boiler is then forced through the soda, which drives out the moisture and the soda is ready for use again. The exhaust steam from the cylinders is used to saturate the soda, and by this means all refuse is used. These engines are the first of their kind that have been built in this country. They will have the same power as those used on the New York elevated roads. Soda engines are used in Berlin and other European cities very successfully, and they also traverse the St. Gothard Tunnel, under the Alps, where the steam engines cannot be used, because the tunnel cannot be ventilated so as to carry off the noxious gases generated by a locomotive.

THE Pennsylvania Railway Company, instead of offering a premium to the man who can run on the least coal for a month, or six months, go on the principle that when a man saves a dollar for the company he is to get half of it. Each month they post at all roundhouses on each division a list of the trains on the road and the limits of coal they are expected to run under. The trains are allowed so much coal per car per mile, some on the New York Division as high as twenty four pounds per mile, and some as low as 3.8 pounds. When a crew run under the amount allowed by the bulletin for a month, both the engineer and the fireman receive sixty cents per ton for all coal saved, and the extra money saved by some of the best men is enough to keep them in clothes. This plan is superior to the prize plan, as it gives every man a chance to profit by his care, intelligence and devotion to his business.—*Exchange*.

A FREIGHT train on the new line of the Canadian Pacific through Maine was delayed several hours recently by an army of caterpillars, which swarmed upon the track faster than a large force of men could sweep them off. Sand was used to no purpose.

Locomotives.

The Baldwin Works are building nineteen locomotives for the Wilmington & Weldon.

The Richmond & Danville have placed an order for three locomotives with the Pittsburg Locomotive Works.

The South Australian government has decided to call for proposals for 14 narrow-gauge and 6 broad-gauge locomotives.

The Brooks Locomotive Works, of Dunkirk, N. Y., has closed a contract with the Montgomery, Tuscaloosa & Memphis Railway Co. for fifteen locomotives.

The Rhode Island Locomotive Works are building twelve consolidation locomotives for the Fitchburg Railroad and two eight-wheel engines for the East & West Alabama.

The Schenectady Locomotive Works are to fill an order for twenty-five new engines for the Lake Shore railway, three of these to be heavy passenger engines, fifteen mogul freight engines and the others for switching purposes.

The average length of life of the tubes on the locomotives of the Northern Railway of France, is 234,000 kilometers (145,080 miles) for new tubes and 190,000 kilometers (117,800 miles) for those that have been repaired.

The New York Locomotive Works, Rome, N. Y., has just delivered to the New York & New England two new freight locomotives weighing 65 tons each. The road is to have five more machines of the same pattern. Negotiations are pending with the Union Pacific for the construction of a number of consolidated locomotives, to weigh 75 tons each.

The New York Central and Hudson River Railroad will this week let contracts for 56 new locomotives. The number will include 50 freight engines, with six wheels coupled, and cylinders 19 x 26, weighing 60 tons each; five passenger engines for local service on the Harlem Division, ordinary American type, 17x24 in. cylinders, weighing 42½ tons each; and one dummy engine, for hauling freight on the New York city street tracks.

The Northeastern Railway Company is now building at its Gateshead shops, five compound passenger locomotives of exceptional power and size. These engines are on the Worsell & Von Borries system, of which the Company already has a number in use. The new engines have a forward truck, one pair of drivers 7 ft 6 in. in diameter and one pair of trailing wheels. The high-pressure cylinder is 20 in. and the low-pressure 28 in. in diameter, being 21 in. stroke. They are intended to run the Company's fast express trains.

On Saturday, June 22, the Baldwin Locomotive Works received an order from Mr. Robert H. Coleman, of Cornwall, Pa., for a passenger locomotive for the Cornwall & Lebanon Railroad Company's narrow-gauge extension to the summit of Mt. Gretna. The locomotive was to be of the American type, with eight-wheeled tender, equipped with Westinghouse air brake, and all the improvements in use on standard gauge passenger locomotives of the highest class. The materials for this locomotive were ordered from the respective manufacturers the same day. The boiler plates were received at the works on Tuesday, June 25, and the complete boiler was taken into the erecting shop on the evening of June 28. The locomotive was fired under steam on Monday, July 1, with the wheels under it. The tank plates arrived on Friday, June 28. The hand rails, wheel cover, bell, number plate and many other details of the finish were nickel-plated. The boiler and smoke-box were lagged with asbestos and jacketed with planished iron. The locomotive and tender were finished on the evening of July 24, and shipped on the morning of the 3d. They reached Lebanon the same evening, and were in service on the Fourth of July.

CARS.

The Ellis Car Co., of Amesbury, Mass., last week shipped two open and one closed car to Toledo, O.

Two hundred box cars have just been ordered by the Evansville & Terre Haute.

The New York, Ontario & Western are having a new officers' car built at Wilmington, Del.

The New York, Susquehanna & Western has just contracted for the construction of 500 new freight cars.

The Missouri Car & Foundry Company, St. Louis, Mo., is building 300 fruit cars for the Louisville & Nashville Railroad.

The Ohio Falls Car works, Jeffersonville, Ind., has a contract for 200 fruit cars for the Louisville & Nashville Railroad.

The Southern Pacific is building two new parlor cars for the use of the California State Board of Trade in exhibiting products of that country throughout the East. The cars will be sent out in October, and will visit sections not touched by the exhibit which is now on the road.

The New York, Providence & Boston Co. have lately contracted for the construction of fifty express freight cars, similar to those built a year ago, for the New York, New Haven & Hartford.

The tubular steel passenger car which we have several times referred to as being under construction at Boston, has been sent to Laconia to have the inside fittings put up. The car will be finished in handsome style, with non-combustible fittings and upholstery.

The Erie Car Works are building 200 cars for the Silver Lake Railroad; also a lot of ice cars for the same road. The company is also building some tank cars for the American Chemical Co., and is working on some cars for the Calumet & Hecla mines.

The St. Louis Car Co. is working on the following orders for street cars: Twenty for the Broadway line and 10 for the Union line, in St. Louis; 15 for St. Joseph and 15 for Peoria. The company will soon make additions to the machinery in use in the blacksmith shop, and will also soon erect another building.

The Laclede Car Manufacturing Co., of St. Louis, has contracted to build the following street cars: Forty coaches and 40 grip cars for the Denver City Cable line; 20 grip cars and 10 open coaches for the Kansas City Co.; 20 closed coaches for the St. Paul Cable Railway Co.; 12 motor coaches for the Redonda Railway Co., Los Angeles, Cal.

The Newburyport Car Co. shipped to Boston last week two open cars, constructed with iron posts and frames, made of wrought and malleable iron, and designed by the Superintendent. The roofs are also of a new design, and are especially adapted to the use of electric motor cars. The company has 12 of these cars nearly completed for the East Boston & Revere Beach Road.

The Centropolis Car Company, of Centropolis, Kan., will increase its capital stock from \$120,000 to \$500,000. The company will begin building cars in about thirty days. The foundry department has been running some time, and is now working on castings for the Denver City cable cars. The company has been permanently organized by the election of S. J. Shoop as president, and J. J. Baughman as secretary and treasurer.

Five pretty summer cars were shipped this week by the Wason Manufacturing Co. at Brightwood, Mass., for the Brooklyn, Bath & West End Road. The Wason Co. will be busy during the summer on a contract from the government railroads of Chile. An order will be filled for 200 freight cars and a dozen coaches of different classes. The contract has also been taken to build three passenger cars for the Flint & Pere Marquette Road. The interior of these cars will be finished in mahogany.

Shops.

The car shops at Butler, Ind., were recently destroyed by fire.

The Alabama Midland Railroad Company will locate shops at Troy, Ala.

The Kentucky Central Railroad Company are reported as to build shops at Paris, Ky.

At Cartersville, Ga., the East & West Railroad Company will erect machine shops and a round-house.

It is reported that the Mann-Boudoir Car Company will build an addition to their machine shops at Ludlow, Ky.

The machine shops of the Georgia, Carolina & Northern Railroad Company will probably be located at Athens, Ga.

The St. Louis & San Francisco Railroad Company will build shops at Fort Smith, Ark., if the citizens will contribute \$13,000.

The Alabama Car & Foundry Company has been organized at Anniston, Ala., with a capital of \$200,000. Buildings will be erected at once.

The Baltimore & Ohio on Saturday last made a further reduction in the force at the Mount Clare works, discharging forty men from the passenger car shops.

The Continental Steel Car Wheel Company propose to erect works at Norristown, Conn. Steel wheels will be manufactured under the patents of T. W. Bean.

It is reported that the Louisville & Nashville Railroad will build shops at Middlesborough, Ky., as soon as their extension of the Cumberland branch is completed.

The building of machine shops at Paducah, Ky., by the Paducah, Hickman & Southwestern Railroad Company, is contingent upon the city voting a \$60,000 subscription to the capital stock of the company.

The property known as the Hinckley Locomotive Works, in Boston, which includes several large shops, has been purchased by the West End Street Railway Company, with the object of establishing an extensive electric plant to furnish power for running its electric cars.

The Minnesota Car Company's buildings at Duluth, Minn., are completed, and the machinery for the different departments, rolling mills, steam wheel forge foundry and erecting shops are now being put in, and in a very short space of time the works will be engaged in the manufacture of cars to the number of fifteen a day. The two large batteries of boilers are in position.

The Burton Stock Car Company has purchased a tract of six acres of land located between Forty-seventh and Forty-eighth streets, Chicago, adjacent to the tracks of the Union Stock Yards & Transit Company and the Chicago, Rock Island & Pacific and Chicago & Grand Trunk railroads, and is laying tracks upon the same, and also preparing to erect a shop 180x280 feet, for the construction and repairs of its cars.

The new car and repair shops of the Long Island Railroad at Richmond Hill are well on toward completion. The engine-room, whence the power is to come for hoisting the locomotives when they need to be overhauled, and for running the big lathes, has a brick chimney 125 feet high. The company has just begun to remove the machinery from the shops at Long Island City to the new works at Richmond Hill.

The Cheyenne Board of Trade laid the cornerstone of the extensive Union Pacific shops in course of construction at Cheyenne, Wyo., on July 10. The plant is of brick and stone and includes a big wheel foundry, and when completed in 1891 will employ 2,000 men. The occasion was made a holiday in the city. There was a large parade and the business houses and residences were profusely decorated in honor of the occasion.

Roads.

Engineers are at work on extensions of the Alabama, Georgia & Florida Railroad.

An extension of the Louisville & Nashville Railroad is said to be in contemplation, to run from Bangor to Blountville, Ala., a distance of twelve miles.

The Virginia & Erie Railroad Company has been organized with Mr. John King, President of the Erie, as its president. It will be eight miles long, and will run from Niagara Falls to Tonawanda, N. Y.

A narrow gauge railroad is to be built to run from Aspen, Colorado, to Ashcroft, a distance of twenty miles. It will be called the Aspen Mountain Railway, and it is expected that work will begin some time this month.

The articles of incorporation of the Omaha, Lincoln & Gulf Railway Company were filed in the office of the Secretary of State recently. The capital stock is \$12,000,000. The northern terminus of the proposed railroad is at Omaha, and the charter provides for a line through Douglas, Sarpy, Saunders, Cass, Lancaster, Otoe, Johnson, Gage and Jefferson, in Nebraska, and thence southwesterly to Bryerton, Texas. The length of the proposed line is 1,200 miles.

An important system of railroads is projected in Georgia, in connection with the Chattanooga, Rome & Columbus, the Columbus Southern and other roads. It is proposed to build a road from Dawson to Quincy, thus completing the connection from Chattanooga by a north and south line from Chattanooga to Quincy when the C. R. & C. is completed to Columbus. The *Atlanta Constitution* says: "It is proposed to unite these roads in one system from Chattanooga to Quincy, and there to make close traffic arrangements with the Florida Railway & Navigation Company. It is proposed to extend the Chattanooga, Rome & Columbus by way of Warm Springs to Cordelia, and on to Savannah. It is said that this will make a shorter route from Chattanooga to Savannah than any existing line. Other extensions are proposed. It is thought that arrangements will be made with the Georgia Midland for an entrance into Columbus. The intersection of that road by the Chattanooga, Rome & Columbus will be at Warm Springs. How the road will come into Atlanta is not stated. It has been the plan heretofore to build a branch of the Chattanooga, Rome & Columbus from Cedartown direct to Atlanta, and that entrance will probably be adopted."

At an after-dinner speech at Crewe, before the visiting American engineers, Mr. F. W. Webb, Locomotive and Car Superintendent of the London & Northwestern Railway, stated the following: The company has a capital of \$5,800,000; annual revenue, \$51,500,000, and annual expenditure, \$25,400,000. The number of persons employed by the company is 60,000; in locomotive department, 16,000; miles operated, 2,500; stations, 800; signal levers in use, 30,000; lamps lighted every night, 13,500; cabins, 1,400. The number of passengers carried annually is 57,000,000; weight of tickets issued, 50 tons; number of tons of goods and minerals carried, 30,000,000 annually; engine mileage per year, 55,525,334. Last month, with a mileage of 1,750,000, they had with the passenger trains only one hot crank pin, and with the goods trains two such failures, and they had only one failure of a connecting rod for both goods and passenger trains. The number of tons of water consumed was 24,000 per day; coal used, 2,740 tons per day; pounds of water evaporated per pound of coal used, 7.15. During the year, beyond the ordinary services, they had run 11,311 special passenger trains, 17,238 special goods trains, 78,285 special cattle and mineral trains; total, 166,842 trains. The company owns 33,000 freight cars, 5,600 passenger coaches, 3,200 horses, 3,100 carts, 2,500 locomotives and 20 steamships. Crewe Engine Works occupy 116 acres of ground, the covered area being 36 acres.

Bridges.

Barnum's circus, forty cars, was the first paying train to cross the great Poughkeepsie bridge.

The Lehigh Valley has obtained permission from the courts to erect a bridge near New Ringgold, Pa.

The Chicago & Eastern Illinois has contracted for an iron bridge over the Wabash river at Clinton, Ind.

A viaduct will probably be built over the railroad tracks on Bridge street, Jacksonville, Fla., by the city authorities.

The Chicago, Rock Island & Pacific is building a new iron bridge, 791 feet long, across the Cedar river, at Moscow, Iowa.

The Louisville Bridge & Iron Company has a contract for several new spans of iron bridge for the Louisville & Nashville Railroad.

Girving and Robinson, of Winnipeg, have been awarded the contract for bridging on the Morris Branch of the Northern Pacific & Manitoba.

The contract will soon be let for an iron through truss bridge over Stone river on the Lebanon branch of the Louisville & Nashville.

The Penn Bridge Company, of Pittsburgh, has the contract for building a bridge near Akron, O., for the Cleveland, Akron & Columbus road, for \$1,625.

The contract has been let for the grading of eleven miles of the Midland, Highland & Lake Butler Railroad, which is to run from Middleburg to Lake Butler, Fla., a distance of twenty miles.

The Edge Moor Iron Company has just completed a viaduct for the East Tennessee, Virginia & Georgia, on the Georgia Division, near Jackson, Tenn.

The King Iron Bridge & Manufacturing Company, of Cleveland, O., has secured the contract for eleven spans of iron bridges for the Richmond & Danville.

The Detroit Bridge Company has just finished a two-span bridge at Paint Rock, on the Memphis & Charleston road, and has also completed some seventy girders at the same place.

The Missouri, Kansas & Texas will soon let the contract for rebuilding the bridge over the Trinity river, near Fort Worth, Tex., which was destroyed by the recent flood.

The Atlanta Bridge Company, of Atlanta, Ga., has the contract for an iron bridge over the Tallapoosa, on the Anniston & Montgomery railroad. This bridge will have a draw span 250 ft. long; two fixed spans of 150 ft. each; one of 100 ft. and one of 75 ft.

The Missouri Valley Bridge & Iron Works, of Leavenworth, Kan., has been awarded the contract for building a large iron bridge over the Red river, near Texarkana, Tex., for the Texarkana Northern road. The contract price is understood to be \$120,000.

The Delaware & Hudson Canal Co. will replace eighteen wooden bridges on the line of the Adirondack Division with iron bridges, filling in with earth the depressions of 450 and 1,500 feet in length in the town of Greenfield, near Saratoga, now spanned with wooden trestles.

The Berlin Iron Bridge Company, East Berlin, Conn., has just completed twenty-three spans of iron bridge for the Hartford & Connecticut Western Railroad. The spans are of different lengths and replace old wooden bridges. The company is erecting an iron bridge, with three spans of 150 feet each, for the Somerset Railroad, at Caratunk, Falls, Me. The company also has on hand an iron bridge across the Canadian river in Texas; and iron buildings for the Wilcox & Crittenden Company, at Middletown, Conn.; for the Holmes, Booth & Hayden Company, at Waterbury, Conn., and for the Shelby Iron Works, at Shelby, Ala.

WOMAN'S DEPARTMENT

EDITED BY IDA A. HARPER.

All Correspondence pertaining to this Department should be directed to

MRS. IDA A. HARPER,
TERRE HAUTE, IND.

OCTOBER, 1889.

A PLEA FOR CHILDREN.

A number of letters received from different correspondents would seem to indicate a very decided disapproval of the letter from New Albany in the *August Magazine*, signed, "Coladager Ed." The mothers are especially offended, and if he had gotten into the Woman's Department with the heretical letter he would have been frightened at the buzzing about his ears. Our cynical friend is not so much to blame for his opinions as for his rashness in expressing them. Such feelings as our correspondent experienced are not uncommon to bachelors who visit their old chums after a few years of married life and find a tired wife and a house full of babies. Indeed, it is the rule and not the exception for the friend to go away devoutly thanking his lucky stars that he is still enjoying single blessedness. And yet when these same gay bachelors yield to the inevitable and enter the matrimonial ranks, they make the most indulgent of fathers and take more pride in their own "dirty-faced little children" than anything they ever possessed.

It is nevertheless a fact to be regretted, that many of our working people have families larger than their means will justify. It is inadvisable for a man to have more children than he can properly clothe, feed, educate and train into useful members of society. It is unfortunate for a woman who is not able to hire the necessary help in her household, to exhaust her strength in frequent child-bearing, and wear out her life in caring for a constantly-increasing brood of little ones. Too many are almost but not quite as much to be deplored as not any children. But a family of moderate size is the greatest blessing that ever was conferred upon men and women. There is no joy so sweet as that of motherhood; there is no pride so exalted as that which a father cherishes in his children. To expect a bachelor to understand or appreciate these feelings is to imagine the impossible.

It is the delight of ownership, it is the knowledge that these children are one's own flesh and blood which make this sentiment

so sacred. There is an exquisite charm in watching the development of character, in discovering the various traits of inheritance. The fond parent does not notice the dirt, he looks right through it and sees only the chubby cheeks and the kissable mouth, the eyes so like its mother's, and the curly pate, a fac-simile of its father's. He is glad to have his children hungry for by that sign he knows they are healthy, and he is proud of their sturdy limbs and their strong voices. And the faithful mother never grudges these precious ones an atom of her time and labor. Her only regret is that she cannot give them more. The sight of their little heads on the pillow at night, the sound of their prattle and laughter through the day, are all the reward she asks. Father and mother both realize the daily and hourly self-denial made necessary by these children. They fully understand that while in one sense of the word they are a bond uniting parents in the closest of all relations, in another sense they act as a wedge, gradually separating the husband and wife from one another and preventing that delightful interchange of confidence and affection so dear in the days of early married life. And yet they are content, finding in that most holy and lasting of all sentiments, the parent love, a recompense for every sacrifice.

Can any unmarried man understand this? It is entirely beyond his conception or appreciation. He turns from the humble cottage of his friend and goes out into the world. Not a soul cares for him except as he may be able to minister to some selfish enjoyment. He finds a few indifferent friends at the lodge or club. Pretty girls smile on him in hopes that he may confer upon them some of the favors dear to the feminine heart. No one asks whence he comes or whither he goes. He has no responsibility, neither has he any anchor to hold him to his moorings, or harbor to receive him when he tires of the restless tossing of life's waves. Bachelorhood is but one remove from the hermit in his cave, utterly useless to the world and an incubance on the face of the earth.

EUGENE V. DEBS, accompanied by his wife and some friends, has been spending a few weeks on the coast of Maine. The Woman's Department hopes he has experienced a much needed rest and has returned home with renewed strength and courage for the arduous and endless duties of his position.

MANY readers of the *Magazine* have met Mrs. C. O. Mailloux, of New York, formerly Miss Emma Debs, and have been attracted by her unaffected cordiality and genuine worth of character. These friends will extend sincere sympathy to herself and her

most worthy husband for the loss of their only child, Mortimer, nearly eight months old. He died at the beautiful suburban home of a sister, Mrs. Michel, of St. Louis, where he had been taken to escape the dangers of a summer in New York City. He was laid to rest Sunday, August 18th, at Highland Lawn, a lovely cemetery in Terre Haute. The father and mother will return home with empty arms and aching hearts but sustained by the strong affection for one another which has rendered their married life singularly happy and consecrated.

I WANT to express my thanks, and should have done so before, to Mrs. Annie B. Miller, of Grey Eagle, Minn., and Mrs. Alice Brooker, of Goderich, Ont., for their very acceptable and interesting letters. I always intend upon receiving such letters to write at once a personal reply but it seems utterly impossible to do it. In addition to the usual routine of a woman's duties I do a man's work on a daily paper six days in the week. Only those who have attempted this can understand its requirements and if I do not always show such individual courtesies as I ought, I beg my friends to consider my busy life and extend a kindly forgiveness. I wish also to acknowledge an interesting letter from Mrs. Carrie McNolty, of Stevens' Point, from which I have taken the liberty of making an extract:

You have often read or heard of the colored woman "Sojourner Truth." When a child I met her several times and her biographer, Mrs. Titus, of Battle Creek, Mich., is an old friend of my family. Sojourner was a negress of strong African type but a majestic looking woman for all that, with a voice as deep and melodious as a church organ. She wore a spotted white turban and a large kerchief, folded across her bosom, equally as white. One time she placed her hands on my head and said, "May the Lord bless you child." Now that blessing had more effect upon me than a dozen like efforts on the part of some namby-pamby male minister. I find that my letter is spinning out at a great length. That is what you catch for being a Suffragist. When I get upon that hobby I ride it so hard that I am in danger of killing it. Keep your readers stirred up, Mrs. Harper, on the subject of woman's importance. There are many who have but little time for newspapers or periodicals but who will read the *Magazine* because it happens to be at their hand. And it is also a good idea to have the husbands accidentally read some of the *Woman's Department* so that they may know how we are progressing too.

For Woman's Department.

A REVERIE.

Could I but search the deep unknown,
And fad out all its mysteries—
If, from that knowledge I might learn
That death brings only happiness,
How gladly I would yield up life,
And seek the rest I long to find—
How gladly I would leave the strife,
That earth vouchsafes to all mankind.

Oft times when evening shadows fling
Their mantle 'round me in the gathering gloom,
With silent awe I gaze upon the star-gemmed
heavens,
And ask myself what lies beyond ;
And, if among the clouds that pass before my
sight
A rift appears, it seems to me
An open door that leads to paradise—
Ah ! could we only see !

This earthly life, with all its ceaseless care,
Seems but a vague, uncertain dream,
That comes to haunt me like a memory of the
past
Wherein once shone bright golden gleams
Of sunshine; but now dark clouds obscure the
sky,
While hope and joy for me have long since fled—
A heart grown sad with grief can never happy
be—
We never can recall a day that's dead.

But why should I repine ? Why murmur o'er the
fate
That destiny hath long designed for me ?
By each and all life's lessons must be learned,
For such is God's decree ;
Then faller, not, faint heart ! nor let thy courage
fail,
E'en tho' thy way through life be marked with
tears—
Though faith and hope and trust come not again,
Let duty be thy guide through coming years.

Mrs. Nellie Bloom.

WEST OAKLAND, CALIFORNIA.

COLUMBUS, O., August 14, 1889.

To Woman's Department :

As I was looking over the *Magazine* I came across "Alice O' Darling's" request (and also the Editor's) wishing to know in what number they could find the poem entitled the "Narrow Gauge." You will find it in Vol. 13, No. 4, page 306. As I am a great lover of poems, I took the pleasure of hunting it up. I also wish to thank "Mrs. Nellie Bloom," "Mr. Geo. Hall," "Shandy Maguire," and others for their poetry, as it shows love and respect for our *Magazine*.

I remain truly yours,

Altonia, J. L.

P. S.—As I have looked back as far as 1887, I think you have made a mistake in thinking it was ever in print before.

[Please accept thanks. I remember distinctly reading the poem, "The Narrow Gauge" a long time ago, and prepared it for the *Magazine*, but although I have hunted for it as far back as 1883, when I first took charge of the *Woman's Department*, I cannot find it. "Will o' the Wisp" will confer a great favor if he will tell us where he got the poem, and straighten out the whole matter.—Ed.]

*For Woman's Department:***FORGET-ME-NOT.**

When I was young and the world seemed bright,
And flowers were my chief delight,
I planted in a favorite spot
The little flower, Forget-me-not.

The plant was given me by a friend,
Who said his friendship ne'er would end;
I watched it well with tender care,
Until it bloomed, a flower so rare.

For many months in silence sweet,
This little flower my eyes would greet,
And tell me in its simple way,
Your friend is faithful still to-day.

Its lovely fragrant, sweet perfume,
Each morn would spread from room to room,
And to my heart it did convey,
The words its blossoms could not say.

The years sped on and winters cold,
My little flower it did unfold;
Their icy cold seemed not to chill,
When Spring time came it blossomed still.

I left my plant to other's care,
My fate its blossom could share;
I left it with the faithful friend,
Who said his friendship ne'er would end.

To-day, across the deep blue sea,
A dainty missive came to me,
It said; Tho' your dear friend is gone,
Forget-me-not, it still blooms on.

It brings sweet memories of the past;
Altho' my hair is turning fast—
It seems to me but yesterday
Since we together here did stray.

And when our work on earth is done,
And we to brighter realms are gone,
Some stranger eye shall view the spot,
Where blooms our dear Forget-me-not.

The secret they can never know,
Why there this little plant does grow;
The simple tale it ne'er will tell,
It guards a life time story well.

And when in other lands you see,
The little flower so dear to me,
Keep in your heart one tender spot,
For this dear plant, Forget-me-not.

Mrs. Henry B. Jones.

WASHINGTON, IND.

KANSAS CITY, August 9, 1889.

To Woman's Department:

I will attempt to write a few lines for the *Magazine* in honor of Lodge No. 330. I find nothing more appropriate for a beginner than "Home." What a hallowed name, how full of enchantment, and how dear to the heart. Home is the magic circle, within which the weary spirit finds refuge; it is the sacred asylum to which the care-worn heart retreats to find rest from the trials of life. What tender associations are linked with home; nothing but death can break its spell.

Every young woman should early form in her own mind an ideal of a true home. It should not be the ideal of a palace but the character of home. Many a gilded palace and scene of luxury is not home. If love and happiness do not reign there it is not home. Home and home-influence are either a blessing or a curse. Commencing with our birth, going with us through

life, clinging to us in death, and reaching into the eternal world, the grand idea is a quiet spot where loving hearts dwell together. A kind word and pleasant voice and smile are gifts easy to give; be liberal, they are worth more than gold to make a happy home.

No spot is so attractive to the weary one as home. So make it a happy one.

A word for the boys, and I will finish for this time. May you ever prosper in the pathway of duty and right, and should the storm of adversity whistle 'round you, whistle as bravely yourself. Perhaps the two whistles will make melody.

A Fireman's Sister.

EDUCATION.

The late General Conference of the United Brethren Church at York, Pa., resolved that women may be licensed to preach by their quarterly or annual Conferences.

The Primrose League, enrolling over 80,000 ladies, and the more recently organized Woman's Liberal Federation, now numbering 31,000, were both in session in London the third week in May.

Sir William Gull comes to the defense of higher education for women with the statement that a university education, such as girls get at Newnham and Girton, makes them and their children healthier, and that the percentage of childless marriages is less with educated women.

Mr. A. J. Drexel, of Philadelphia, has put his project for an Industrial School for Girls into practical shape, by purchasing for it the Louella mansion, at Wayne, Delaware county, securing a charter, and appointing a board of trustees. The entire value of buildings and endowment will reach \$1,500,000.

The Brooklyn School Board has decided upon the dismissal of an experienced female teacher because if they retain her she must be placed in charge of a school building, and they do not consider a woman competent to take entire charge of a school. The Brooklyn School Board should come West and grow up.

The first woman preacher to be licensed by the Methodist Church South is a Mrs. Weber, of Springtown, Ark., whose husband is also a preacher. The innovation has caused quite a stir in Southern Methodist circles, and will probably result in the passage of a law making women eligible for holy orders.

Mr. Moody has a new departure this year, of which all friends of the right side of the woman question will be glad. He has sent out his invitation not only to young men who are college students to come and study the Bible with him at Northfield, but also to young women students on equal terms, wherein he shows himself to be a man with the light of the future on his face. He says that if he had the money to increase the accommodations of his school for girls at Northfield as he would like to do, there are 100 young women applicants whom he could welcome there.

INDUSTRIES.

Miss Sadie Lewis was elected City Treasurer at Hutchinson, at the late election.

Miss Emma Cous, a well-known philanthropist, has been elected as one of the nineteen London aldermen.

Louisiana has five newspapers controlled and owned wholly or in part by women. The most prominent is Mrs. E. Nicholson, the sole "boss" of the New Orleans *Picayune*.

Captain Mary Miller is spoken of as being one of the best Mississippi captains on the river, and that no profane language is ever heard from her men on deck or in the pilot house.

Mrs. Ella F. Brown, of New York city, holds the office of Commissioner of Deeds for thirty-four States and Territories, and was recently appointed for that position for the State of Delaware by Governor Biggs.

Miss Susanna M. Dunklee, of Newton, Mass., the first woman to be bank treasurer in the United States, with the help of a clerk, now handles about \$500,000 in money each year. In the fifteen years of her experience she has but twice taken in a counterfeit bill—in each case a \$10 one.

There are lots of smart women in Maine, but Ashland, Aroostook county, claims the smartest of the lot. This woman is carrying on a large lumbering operation, besides managing a family of children and a refractory husband. She recently made a trip of forty miles into the woods to her lumber camps, settled with her crew, inspected log landings and newly constructed dam, made arrangements for driving out her logs, and then returned in time to take up the thread of family affairs before it got tangled. She enjoys the distinction of having penetrated deeper into the Aroostook wilderness than any other white woman.

The most successful wage earner Mrs. Haines came across, is a young woman who gets \$1,600 a year for portraits in crayon and pastel. One Maine woman runs a hotel, and it ranks with the best in the State, too; one publishes a daily newspaper; three are ordained (Universalist) ministers; ten or twelve are practicing medicine; one is running an orchard and sending the fruit to market; one has established a successful business, giving employment to a number of her young friends, in the manufacture of a special sort of jewelry; the dressmakers are legion; the school teachers, music teachers, drawing teachers and canvassers are counted by the hundred; there are fifty-five professional nurses in Portland alone; many young women get jobs as hotel waitresses in summer, and make fancy work for the dealers in winter; while "quite an army" are engaged, either in shops or in their own homes, in making up men's and boy's woolen clothing. A Penobscot manufacturer estimates the amount yearly paid in wages to this last-named class of working women at half a million dollars.

SUFFRAGE.

Bishop Merrill, of the M. E. Church, advocates the freedom of the pulpit to women the same as to men.

The proportion of good women to bad ones is so overwhelming, the proportion of native to foreign-born women is so much larger than of native to foreign-born men, that American laws and customs can be best maintained, as I earnestly believe, by making womanhood a direct factor in the problem of government in this land, where the side always wins that has most votes.—*Frances E. Willard*.

The Portland *Oregonian* of May 18th, in its leading editorial, having stated that Miss Anthony had at the recent New York convention declared that she hauled down the flag of woman suffrage because of the indifference of women, Mrs. Frances Barlow, of Tacoma, telegraphed Miss Anthony for the facts, and received the following reply: "Report false. Anthony stronger, and bids Washington restore woman suffrage."

The New York *Home Journal* says: "The advocates for woman's suffrage are advancing their lines of attack on both sides of the Atlantic, and they are putting so much *elan* into their movements, and are gaining from year to year so many minor successes here and there along the line, that there can be no doubt that before the new century is ushered in they will carry the enemy's entrenchments and plant upon them the standard of the higher civilization, on which shall be inscribed, 'Justice to All—Peace and Good-will.'"

I have often spoken for the Home Rule cause in Catholic churches, with priests by my side. In this country the men have thrown off this intolerable burden of disfranchisement; but the weaker sex still have it to bear. In the garrets, holes and nooks of New York are hidden many thousand poor girls and women, trying to keep purity in their hearts, clothes on their bodies and food in their mouths, on less than two dollars a week! and thousands every year are starved and frozen into lives of shame. But what do the government and the politicians care for them? They don't vote! Let them begin voting, and how quick the government and the politicians will be to help them!—*Hamilton Wilcox*.

A recent number of the *Baptist*, published at Memphis, Tennessee, contains an able and comprehensive argument by Judge Haral, of Mississippi, in defense of woman suffrage. The Judge boasts that Mississippi was the first State or country in the world to grant to women their right to hold property independent of their husbands. The Judge says: "Where is the man of high morality and intelligence who will deny that married and unmarried women have as much right, political, and natural, and Biblical, to hold property in their own individual right, as men have? And does not ordinary intelligence know that such a right carries along with it the right to participate in legislation?"

MISCELLANEOUS:

The New York *Sun* estimates that there are in that city forty thousand working women receiving wages so low that they must embrace vice, apply for charity or starve.

We can face poverty, sickness, misfortune, great sorrow for those we love, and even for those we have ceased to love, but can yet respect—but to cling to a spouse whose character has become "worse," has deteriorated, become coarse, deceitful, lying; unfaithful unto a vow. Is degrading to the one who makes it—harmful to society, and the sooner it is abolished the better for us all.

Dr. S. G. Howe, reporting on idiocy, says: "Out of 350 idiots, 99 were the children of confirmed drunkards. But this does not tell the whole story by any means, since by "drunkard" is meant a person known as a habitual and incurable sot. By careful inquiry as to the number of idiots whose parents were known to be temperate persons, *not one-quarter* can be so considered."

A New Hampshire woman has a husband who is addicted to secret societies. One of her exasperated outbursts is thus reported: "Jine! He'd jine anything. There can't nothing come along that's dark and sly and hidden but he'll jine it. If anybody should get up a society to burn his house down, he'd jine it as soon as he could get in, and if he had to pay to get in, he'd go all the suddenner."

A little girl in Albany, whose family was about to move to New Jersey, and who had heard Jersey spoken of as a God-forsaken place, was saying her prayers at her mother's knee the night before their intended departure. She said all that had ever been taught her, and then, with peculiar emphasis and solemnity, added, "And now, good-bye, God, for to-morrow we go to New Jersey."—*N. Y. Sun*.

Save your rose leaves from your Pot-Ponni jar. Dry them thoroughly, pick out the decayed leaves; lay them in a jar with a little salt sprinkled over. Spices should be added, cinnamon, cassia, cloves, allspice, nutmeg, lavender leaves, musk, lemon rind cut *very fine*, orris root, sachet powder. Some add orange blossoms, clove pluks, syringas. If the pot-pouni is too moist, add spices, etc. to take up the dampness: If too dry, add salt but let all be fine as possible and thoroughly mixed.

Gen. Lafayette, during his second visit to America, shook hands with 8,000 men in one day, says the legend, and he used but seven words in all. He asked each one: "Are you married?" If the answer was yes, he exclaimed, "Happy man!" If no, "Lucky dog!" After a long levee, a friend asked the General how he could reconcile his congratulations to wedded and single men alike. The Frenchman laughed and answered, "Why, my dear boy, can you not perceive the vast difference between a happy man and a lucky dog?"

TEMPERANCE.

Habitual drunkenness is a cause for divorce in all States and Territories except ten.

No man has a right to plead for bread with the smell of liquor on his breath.—*Chicago News*.

An observant traveler declares that French wine drinkers look exactly like the brandy and rum drinkers of America.

Of the seventy-five criminals in the prison at Stocktown, Cal., all but one acknowledged strong drink as the cause of their stuning.

In a time of profound peace, we are sacrificing every eighteen months through the liquor traffic the cost of the Civil War \$2,800,000,000, and for what? To reduce freemen to a worse slavery than that from which the negro was delivered.—*The Issue*.

Dr. Norman Kerr, a well known scientific man and a most careful statistician, declares that the loss of life by the drink plague in England for a year is at least 120,000 lives, being as many every year as were lost altogether through the 'great plague' of 1666.

The New York *Star* in a recent issue gave an appalling account of women's drinking places in New York city. How many Christian women would be utterly shocked to read of the 'ladies' bar' at Maillard's, of six tables full of women ordering drinks, 'absinthe cocktail,' a 'pony of brandy,' 'champagne and sherry;' or to hear of the women's bric-a-brac store, where young girls and matrons indulge in all sorts of liquor from beer and milk punch to whisky and brandy.

For Woman's Department:

THE LOST SHIP.

'Twas a mournful sound through tempest wild,
That called for human aid,
It came far o'er the lonely main—
Across the surging wave;
For those who listened with bated breath,
To the storm that raged o'er the sea,
Well knew the sound heard from afar,
Was a signal gun at sea.

Its solemn tones came o'er the deep
Loudly, but in vain—
Across the ocean's billowy surge,
Where swept the fearful gale.
It told a tale of dire distress—
The fate of ship and crew,
That nobly battled with the waves,
Though powerless to subdue.

Again that signal of distress,
Was echoed far and wide,
Again it calls for succor from
That fated vessel's side;
But echo only answered back,
Across the trackless waves,
While anguish filled those manly hearts,
So hardy, true and brave.

When daylight broke o'er sea and shore,
Calm was the ocean blue,
The fury of the storm was o'er,
But where was ship and crew?
The wreckage that was borne to land,
Told a tale of sorrow grim,
As silently on wave-washed strand,
The tide came rolling in.

—Mrs. Nellie Bloom.

WEST OAKLAND, CAL.

MATRIMONIAL DONT'S.

Don't marry the old folks, nor let them marry you.

Don't marry much above or below your social sphere.

Don't marry one in whom you have not perfect confidence.

Don't forget that mutual forbearance is the touch-stone of domestic happiness.

Don't marry unless you love, and not unless guided by reason and judgment.

Don't be any more devoted and attentive before marriage than you intend to after marriage.

Don't trifle with your affections or those of others by courting where you do not intend to marry.

Don't marry a coquette or a flatterer. The former has no heart, and the latter but a hollow and deceptive one.

Don't try to win love by flattery unless you are willing to continue flattering all through your married life to preserve love.

Don't expect that love will come after marriage where it does not exist before marriage, for all experience proves that it will not.

Don't try to win affection by making frequent and costly presents. A love which must be won in that way is mercenary, selfish and short-lived.

Don't marry for fear it will be your last opportunity to escape being an old maid or an old bachelor. As well grasp a straw to save yourself from drowning.

Don't marry for beauty alone, for it may perish in a single night, and unless accompanied by loveliness of spirit, it is only a mantle of vanity, selfishness and ill-temper.

ENGLISH WOMEN IN POLITICS.

Gladden in Congregationalist.

The English women are going into politics. As a rage, it bids fair to distance ceramics and "slumming." The Primrose League is the pioneer in this field. It is an organization of ladies, mostly high born, for work in the interest of the Conservative party. The Primrose was the favorite flower of Lord Beaconsfield, and there is, just now, a zealous cult of Beaconsfield. In the picture gallery of the Crystal Palace hangs a large picture representing the first meeting of this League, with portraits of these noble ladies picturesquely grouped in somebody's drawing-room. The central figure, queerly enough, is Lady Randolph Churchill—not long ago an American girl, and now a leader of those who seek to strengthen the defenses of the aristocracy of England. These ladies are using their social prestige and power enthusiastically and energetically in aid of the Conservatives. By the other party they are accused of turning the League into a vast boycotting machine, for the punishment of traders and professional people who do not follow their leaders. How much truth this contains I do not know.

To counteract this influence, a Woman's Liberal Association has been formed, with branches in different parts of the kingdom. The object of this Association to hold meetings among the women, especially those of the working classes, for their instruction upon the political issues of the day, that they may teach their husbands at home how to vote. A large amount of quiet work is thus carried on by the women, with considerable effect, no doubt, upon the political opinions of the voters.

WOMAN REAL ESTATE AGENTS.

Philadelphia Times.

There is a new department in which the work of women is beginning to be noticed. Boston has two women real estate agents and now New York has one, and she is a very business-like and successful individual. Miss A. K. Murphy is her name, and every day in the week one may find her driving through the wards above the Harlem, making buggy inspection of promising lots and interesting real estate parcels. Business men know her as one of the most active dealers in the upper wards, one who is seldom deceived in a purchase, and who knows every inch of the ground. It is not many weeks since she made the sale of a large lot to Kountze for \$108,000. She is clever, self-reliant, straightforward and sensible, and very entertaining.

NIGHT WORKERS AMONG WOMEN.

In a recent number of the *La Citoyenne* of Paris, France, appeared a forcible article by Mlle. Maria Martid upon the Bill pending the French Chamber for abolishing night work for women. She claimed that the Bill was prompted by those who were jealous of women's work, and that it would be an obstacle in the way of the already difficult work of women. She showed that the children of the night-working women were better cared for than those of mothers who worked out all day, as in the former case, they always had one parent with them. She said to the Deputies, "When you are elected by women you will be better able to judge of their true needs. Until then pray leave them in peace to gain their bread as they can."

OF COURSE THEY WILL HAVE A BUILDING.

Philadelphia Inquirer.

There is a disposition to gibe at Susan B. Anthony because she wants a building set apart for women's work at the world's fair; but the only thing remarkable about her appeal is the fact that she thought it necessary to make one. Of course, there must be a building specially for women. It may or may not be called an "Isabella Hall," as Miss Anthony suggests, but whatever its name, the exhibition will not be complete without it. Every great enterprise like this must have a woman's department—until the time comes when woman will have all the rights she claims, and then she will refuse such a distinction as an insult to her sex.



Correspondence must in all cases be brief and to the point.

Subscriptions must begin with the January, April, July or October number and expire with the year.

Changes of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazine will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

OCTOBER, 1889.

GREAT BRITAIN will expend \$3,000,000 in building railroads in Ireland.

It has been ordered that the employes of the Toledo, St. Louis & Kansas City railroad be examined for color-blindness.

THE Vandalia will build at St. Joe, Mich., a hotel to cost \$250,000. St. Joe is to be the terminus of the extension from South Bend, Ind.

THE Pennsylvania, which will build 3,000 freight cars this year, has decided to contract with outside companies for the larger portion of the number.

MR. JAY GOULD is said to still hold \$50,000 of his original Wabash stock, and as the road is doing a good business just now, Mr. Gould is bulling his stock, for the purpose of getting even, including interest and assessments.

It is barely possible that the Atchison, Topeka & Santa Fe railroad was built too soon, or that its stock has been watered too much, or that it has been badly managed. Reports show that of late its earnings have decreased.

THE record shows that American railways kill but one out of 10,000,000 passengers carried. Unfortunately they sometimes do killing for 1,000,000,000 passengers in one accident, which makes the casualties seem greater in number and more shocking. Such statistics are of little value to the man or woman who is required to take an underground sleeper.

THE Interstate Commerce Commission is requested to put a stop to cheap railroad rates. But the Commission replies that the interstate law deals only with exorbitant rates, not with low rates. The public does not kick at low rates.

MR. HENRY VILLARD has bonded the Northern Pacific for \$160,000,000. This money is to be used for the refunding of the present bonded debt at a low rate of interest, and also to wipe out the floating debt, and to re-equip the road.

A PORTLAND, ME., company has been chartered, with a capital of \$1,000,000, known as the Harris Palatial Car Co., and is authorized to build cars under the patent granted Louis J. Harris and Arthur W. Crossley, of Boston; Mr. Harris being the inventor.

ALL the locomotive works of the country are up to their eyes in work. The Baldwin shops have 3,500 men at work, and a large percent. of the engines now being constructed are of the largest type. Such facts indicate that railroads are paying enterprises.

A LOCOMOTIVE engineer, by the name of John Donaldson, has been elected Sheriff of Cass county, Ind. It is said that Mr. Donaldson has been a locomotive engineer for thirty nine years. He ran the engine which hauled the second train over the New Albany & Salem, now the L., N. A. & C. road.

THE millionaires who owned the beautiful lake up in the mountains near Conemaugh, Johnstown and other towns and villages in the Conemaugh valley, have been sued for \$50,000 damages for loss of life and property by the widow and children of John A. Little, of Snickley, a drummer, who lost his life in the Hurlbut House, May 31st. It is to be hoped she will obtain judgment for the full amount. The South Fork Fishing Club, who owned the lake, are rich.

THE *National Economist* remarks that "the coal miners in Indiana are starving, and those in Pennsylvania can exist only by the most rigid economy and confining themselves to the most scant supply of the coarsest food. Andrew Carnegie a few days ago gave a dinner to representatives of the English aristocracy. The meal was served in Louis XVI style, with a wealth of flowers, ferns and other decorations. Carnegie and the miners are supported from the same source, and this is said to be a land of equality. As some grow lean, probably the equality comes in the way of a general average." This man Carnegie, if treated according to his merits, would wear an iron mask.

THE New York Central has contracted for fifty-six new engines—fifty heavy freight machines and six monster passenger haulers.

THE steel rail business is reported improving, and prospects brightening all along the line. Such reports don't mean bankruptcy.

JAY GOULD is sanguine that the business prospects of the country are excellent, and that the leading railroads of the country will make bushels of money.

THE Southern Pacific Railroad will build 340 miles of extensions in California. Work is to begin at once, and an order for 30,000 tons of steel rails has been placed.

ON the 1st of September the Burlington & Missouri road was consolidated with the Denver, Utah & Pacific, with Mr. L. M. Fouts as General Superintendent.

THOSE who are in a position to know, say there is a boom in Indiana railroads. There has been of late a steady increase of tonnage and an increase in passengers.

IT is reported that the Brotherhood of Railway Brakemen has 316 Lodges and over 15,000 members, and that there are more than 5,000 Conductors in the Order.

A GENTLEMAN familiar with the business of the Atchison, Topeka & Santa Fe road predicts the heaviest business ever known to the road during the fall and winter season. It is to be hoped that he is not a false prophet.

IT is stated that the Western States Passenger Agents' Association, which met recently in Chicago, wrestled with the scalper question for a week, and then gave up the struggle by referring the whole matter to the managers. The Scalper seems to have come to stay.

AN item went the rounds of the press that a London syndicate had offered to loan the Chicago & Alton road \$40,000,000 for the purpose of building extensions. General Manager Chappell, being interviewed upon the subject, remarked: "There is a grain of truth in the report. The Seligmans, of London, through a representative, have offered to lend us \$40,000,000; but we do not need \$40,000,000, or any other sum, so their offer was declined. All reports in regard to the sale of the Alton and stories of like character are without foundation."

THE Cairo & Vincennes Railroad is a Vanderbilt enterprise.

A NEW line of railroad is to be built between Fort Wayne, Ind., and Chicago, 134 miles. The stock is \$1,500,000.

MR. VANDERBILT is credited with saying, "The public be damned." Maybe Mr. Vanderbilt now thinks he was the public.

WASHINGTON said, "Eternal vigilance is the price of liberty." This being true, working men should keep wide awake.

IT is stated that 129 roads of the United States, for the month of July, 1888, showed an increase of earnings over July, 1887, of 8½ per cent.

PLINY said, "Great estates ruined Rome." One of these days great estates in the United States will sink their owners as the worm sinks navies.

THE probabilities are that Mr. Strong will retire from the Presidency of the Atchison, Topeka & Santa Fe road. Mr. Strong is not strong enough to stand the wear and tear.

THE impression that railroads make large gains for carrying extra baggage, is erroneous, except in cases of commercial travelers. These gentlemen put in about 90 per cent of all the extra baggage found on trains.

THERE is always danger of fire in freight cars when standing in yards, and the Vandalia, to guard against such accidents, is equipping some of its yard engines with hose to be used in such emergencies. A good idea.

ABRAHAM LINCOLN saw, or thought he saw, the shadow of coming events when he said: "But I see in the near future a crisis approaching that unnerves me and causes me to tremble for the safety of my country. As a result of the war corporations have been enthroned and an era of corruption in high places will follow, and the money power of the country will endeavor to prolong its reign by working upon the prejudices of the people until all wealth is aggregated in a few hands and the Republic destroyed." A crisis is approaching, but it is not to be permitted to destroy the Republic. When the crisis comes there will be heard again and throughout the whole country

"We are coming, Father Abraham,
Five hundred thousand strong,
Shouting the battle cry of freedom."

JOHN LIVINGSTON.

Wells, Fargo & Co.—The case of John Livingston against the New York, Lake Erie & Western and this company, in which the complainant alleges excessive rates and free carriage of express packages amounting to unjust discrimination, is answered by the express company by the statement that its business is not subject to the Interstate Commerce Law, and that if any free carriage of packages has been had, it was secretly and covertly done by its employés or those of the railroad company. That the complainant had applied to it for certain privileges without charge and been refused, and this case is brought in a spirit of retaliation, and in order to wrongfully extort or gain money or property from the company.

We clip the foregoing item from the *Traveler's Official Guide* for September. It sizes up John Livingston with an exactness which would enable an artist to take his picture for the adornment of a dog kennel or a wolf's den. The Interstate Commission, should it ever go a gunning for a human musquito, or gnat, skunk or scallawag, need only to locate John Livingston, and blaze away. Messrs. Wells, Fargo & Co. have placed John Livingston in the pillory and it is in order to spit upon him.

IRRIGATING ARID LANDS.

The San Francisco *Chronicle*, in a recent issue devotes large space to the subject of irrigation. The figures used to demonstrate the importance of irrigation are startling and convincing. It says that from the one hundredth meridian westward to the Pacific ocean, a distance of over 1,400 miles, and from the British Columbia line to the Mexican boundary, a distance of at least 1,000 miles, there is a vast area in which less than 4,000,000 people are now living, but wherein at least 50,000,000 more might find prosperous homes. The declaration is also made, that for "all practical purposes one third of Kansas, Nebraska and Texas, one-half of the twin Dakotas, the whole of Colorado, Wyoming, New Mexico, Utah, Arizona, Nevada, Montana and Idaho, with seven-tenths of California and about one third each of Oregon and Washington are without rainfall sufficient for one-half the ordinary necessities of agriculture." The *Chronicle* further states that the entire area wherein the annual rainfall is not half equal to the needs of agriculture is at least 1,400,000 square miles, or 896,000,000 acres. Indiana covers 33,809 square miles or 21,637,760 acres. Ten times that area would be 216,377,600 acres. The reclaimable area of the arid region is variously estimated at from 173,099,880 acres to the larger amount mentioned in the foregoing. Upon the larger basis there would be 2,163,776 100-acre homesteads in the reclaimable portion of the arid region, and in the smaller estimate there would be 1,730,999 100-acre homesteads. Allowing five persons to each family or homestead, and there would be under

the larger estimate a farm population of 10,818,880, and under the smaller 8,654,955." It is held by those whose opinions are entitled to consideration, that twenty acres of land supplied with water for irrigation equal in production, 100 acres which are not irrigated, and it is shown upon that basis that 216,377,000 arable acres would give 5,409,440 homesteads with a farm population—of five to each family—of 27,017,200. An estimate made upon the lower basis of 173,099,880 reclaimable acres would give 4,327,497 40-acre homesteads, upon which there would be a farm population of 21,637,485, or a total, including town dwellers and workers, of 54,093,712. Thus an area which at present with difficulty supports 10,000,000 souls can be made to support from 55,000,000 to 67,000,000. The *Chronicle*, "in order to convey at a glance the importance which irrigation bears to the existence of the human race," introduces the following tables showing the area of irrigating countries and their population, are worthy of study:

Country.	Population.	Est. Irriga'n Area—Acres
India	200,000,000	30,000,000
China	382,000,000	60,000,000
Japan	33,000,000	11,000,000
Indo-China	18,000,000	8,000,000
Afghanistan, etc.	7,000,000	1,000,000
Persia	10,000,000	2,500,000
Arabia	11,000,000	3,000,000
Russian Central Asia	6,000,000	500,000
Independent		
Turcomania	500,000	100,000
Turkey in Asia	17,000,000	3,500,000
Totals	684,500,000	119,600,000
IN AFRICA.		
Egypt	7,000,000	6,300,000
Tripoli	1,000,000	50,000
Algeria	3,400,000	200,000
Tunis	1,500,000	75,000
Morocco	3,000,000	200,000
British South Africa	2,000,000	100,000
Orange Free State	1,500,000	25,000
Totals	19,400,000	6,950,000
Grand Totals	703,900,000	126,550,000

The *Chronicle* states that "in Europe irrigation is practiced in Italy, France, Spain, England, Turkey, Portugal and Greece. Altogether some 9,000,000 acres are under irrigation. In Mexico and South America 2,500,000 acres are irrigated and in Australia 200,000. Outside of the United States therefore there are 138,250,000 acres cultivated by irrigation, and there is a population of between 700,000,000 and 800,000,000 resident in irrigating countries." Such figures fully demonstrate the importance of the question which the *Chronicle* so exhaustively discusses, and on which the General Government could most prudently expend money, provided the land reclaimed does not fall into the hands of syndicate sharks. If that were to be the result, it were quite as well that the land should remain arid until Gabriel blows his horn.

LABOR DEMONSTRATION AT KEOKUK.

It affords the *Magazine* special satisfaction to chronicle the pleasant incidents attending the great labor demonstration which occurred in the beautiful city of Keokuk, Iowa, on Sunday, September 8th. Notwithstanding pressing engagements, we were permitted to be present and witness the proceedings, and was more than repaid for the wear and tear of the pilgrimage. There were three meetings during the day. The first took place at 10 A. M., and was attended by Firemen, Switchmen, Brakemen, Engineers, Knights of Labor, and members of other labor organizations, who could be vouched for, and was in all regards important and interesting. This meeting was held in the B. of L. E. hall, and when called to order, Bro. P. O'Brien, of Division No. 56, B of L. E., was called to the chair, and thereupon delivered a highly interesting address, which put the audience in good humor and prepared the way for further proceedings.

Grand Master F. P. Sargent, of the B. of L. E., was present, and being called upon for a speech, was received with generous applause, and delivered an excellent address, and was followed by a few impromptu remarks by the Editor of the *Magazine*, and the infliction was borne with the good nature so characteristic of the boys.

At 2:30 P. M., Gate City Lodge, No. 93, one of the sturdy Lodges of the Order, held a secret meeting, which was largely attended and in an eminent degree harmonious.

At 8 o'clock P. M. a grand open meeting was held in the Opera House of Keokuk, a spacious and elegant building, under the auspices of Gate City Lodge, No. 93, a guarantee that nothing was omitted to give consequence and eclat to the occasion. The *Constitution-Democrat* of the 9th gave a two-column report of the meeting, which we transfer to the columns of the *Magazine*:

The Opera House was comfortably filled last night with an audience in which quite a number of ladies were noticeable. They had come out to hear Frank P. Sargent, Grand Master, and Eugene V. Debs, Grand Secretary and Treasurer, of the Brotherhood of Locomotive Firemen, speak concerning the Order with which they are prominently connected, and to listen to addresses by gentlemen of local reputation. On the stage were seated representatives of the Engineers' and Firemen's Brotherhoods and the orators of the evening.

While the audience was assembling several selections were played by the Opera House orchestra. Shortly after 8 o'clock, O. A. Elliott, of Pella, advanced to the front of the stage, and securing the attention of the audience, stated that the meeting had been called for the purpose of discussing the questions of labor and labor organizations, and the benefits resulting therefrom. He then named Hon. John Irwin as the chairman of the meeting.

Mr. Irwin made a brief address, in which he paid an eloquent tribute to labor. The iron arm and steel hand of labor, said he, are of royal descent. He would rather be called upon to preside over such a meeting as the one he addressed than over a meeting of potentates. He would be

prouder in doffing his hat to labor than in lifting it to kings, potentates and rulers. He believed in labor and in labor organizations, and in the right of labor to form a trust to protect it from the encroachments of capitalistic trusts. Labor was entitled to respect. He believed in its super dignity and in its rights to constitute what shall be a day's work. The laboring men of this land are the ones who made and saved this country, and they should have the good will and Godspeed of all who love their fellow men. On behalf of the organization under whose auspices the meeting was held, Mr. Irwin welcomed the Grand Officers to the city.

Grand Master Sargent was then introduced to the audience, and for an hour dwelt upon the aims and objects of the organization, of which he is the official head. He is an easy talker, of excellent delivery and made a splendid impression. He told of the manner in which the order was founded, spoke of the evolution of the firemen and dwelt at length upon the good the Order had accomplished. In Keokuk, said he, is one of the most flourishing lodges in the Brotherhood, composed of men of whom all good citizens should be proud. It was their aim to make trustworthy servants to carry on the commerce of the world. They also looked after the interests of members and their families. Nearly \$2,000,000 in benefits have been paid out since the organization in 1872. They demanded a fair day's pay for a fair day's work. The speaker made a strong plea for organized labor. He spoke of the good accomplished by the Brotherhood in improving the morals of members and in making good citizens, and said that it was conceded by railroad officials that the work of the Brotherhood was beneficial. Mr. Sargent closed by paying a high tribute to the faithfulness, trustworthiness and efficiency of railroad employees.

Hon. D. F. Miller, Jr., was the next speaker, and spoke of the Order as it appeared to an outsider. In his opinion the blessing of God and the good will of man will, as surely as night follows day, rest upon any society or organization having for its motto such principles as protection, sobriety, charity and industry. Mr. Miller took these four words, the motto of the B. of L. E., as his subject and entertained the audience with an interesting and instructive address. The good work of the Order was dwelt upon, especial stress being laid upon its beneficary features. The welfare and interest of the employee, said he, is that of the employer, and he thought the day was not far distant when employers would realize and recognize this. In speaking of the sobriety of the members of the Brotherhood, Mr. Miller said that while he had no objection to any man taking a little wine for the stomach's sake, he did not want to ride on a train, the engine pulling which was in charge of men with more steam in their stomachs than was in the boiler. He spoke of the improvement to be noticed in members of the Brotherhood and other labor organizations, and closed with the declaration that, in his opinion, labor had the right to unite for protection.

Hon. J. C. Davis, upon being presented to the audience, spoke of the labor problem as the great question of the present time, and thought it would be settled by public discussion and fair and impartial hearing. Being a progressive people we would meet questions of the present and future in a more intelligent manner than in the past. He spoke of the history of railroads in this country, and said it was an interesting one. At present it is the case of a good man gone wrong. The stronger corporations have swallowed the weaker ones, and managers of great combinations appeared to forget that their power comes from the people. If too greatly imposed upon the people are likely to become angry, rise in their might and go too far. He hoped the day would come when railroad patrons and employees would be recognized and respected by the magnates. The speaker said he had great respect for labor, as much, however, for those who work with their heads as for those who labor with

their hands. He spoke eloquently of the Brotherhood; its aims and objects. In concluding he said he hoped to see the day when labor and capital would meet on the same plane in fact as well as in theory, and that the motto, "live and let live," will be something more than a meaningless phrase.

Grand Secretary and Treasurer Debs was the next and last speaker of the evening. He said that it was unfortunate that some people looked upon the badge of labor as a symbol of degradation. Man who works honestly, no matter how humble his occupation, is entitled to the respect of his fellowmen. The only safety of labor lies in organization, he declared. The connection of the Brotherhood with strikes was given attention and it was stated that during the sixteen years of its existence, its members had only been engaged in two, one of which was the Burlington strike. The speaker defended the Brotherhood's position in that memorable contest, and said although the men were defeated they were not degraded. The Brotherhood was opposed to strikes. Arbitration, mutual concessions and compromise were the means adopted to settle differences, and the strike came only as a last resort. It was their desire to meet railroad officials a generous half-way. When capital and labor should meet in true equality strife and strikes would come no more. The speaker paid a deserved tribute to the mothers, wives and sisters of the members who had aided and encouraged the good work. The speaker closed with a poetical quotation, and the meeting was at an end.

Seldom has a more auspicious day for workmen to exchange views found a place in the calendar; and from first to last the meetings indicated a splendid growth in ideas which prestige triumph in the interest of labor and the welfare of society. The splendid addresses delivered by Messrs. Irwin, Miller and Davis had the right ring, and showed how grandly the labor questions are growing in importance. Such meetings can only be productive of good results, and the more frequently they occur the better for all classes of our citizens.

* * *

INTERSTATE COMMERCE COMMISSION,
WASHINGTON, August 1, 1889.

DEAR SIR:—A knowledge of the facts regarding the relations which exist between the railway corporations and their employes is always of public importance and may be particularly useful to the Commission in some cases in order to enable it to perform its duties in such manner as best to subserve the interests involved. Believing, therefore, that you will willingly cooperate in obtaining the facts, you are respectfully requested to transmit to this office a reply to the following questions:

1st. Is there an insurance fund, guarantee fund, or any other fund from which the members of your order may receive payment in case of sickness, or accidental injury, or from which their families may draw in case of death? If such fund exists please state when it was established, and whether by the railroad corporation or the employes; how it is accumulated; how maintained, and give any other facts that may be important to a full understanding of its history and workings. If no such fund exists, please state if its establishment was ever attempted; if so, to what extent, if at all, the attempt succeeded, and why it failed.

2d. Does your order insist upon any rules of apprenticeship, and if so, what are they? If a fireman or brakeman can only become engineer or conductor after a term of service, please state what that term is.

3d. In the case of engineers and conductors,

are their grades of service recognized either by the order to which the employes belong or by the employing company? If so, what are those grades; and what are the conditions for passing from one to the other? In the case of men engaged in shop work, are promotions made from the ranks of the employes or are men brought from the outside to fill the positions of foremen and the like? If no recognized custom exists, please state whether it has been the subject of discussion hitherto, and what have been the impediments, if any, to its establishment. Copies of papers or documents bearing upon these questions and calculated to elucidate the subjects will be thankfully received.

By order of the Commission:

EDWARD A. MOSLY,
Secretary.

In the foregoing circular, the fact appears that the Interstate Commerce Commission, are giving all subjects pertaining to railroad operations, their attention, and the reports that will be made to them upon subjects referred to in the circulars, addressed to corporations and organizations, are certain to make interesting reading. After the information asked for, is obtained, people will be anxious to know what use the Commission will make of it.

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NOTICE is now made that in the near future passenger coaches are to be constructed of steel. The inventor is a gentleman by the name of Ford, and backed by capitalists, the cars are being made in Chicago. The distinctive feature of the car is the fact that it is all iron and steel. The roof, sides and ends of the car are made of steel boiler plates riveted together, and it is nothing more nor less than a big boiler. It is not quite round, however, being somewhat the shape of a horseshoe—the round part being the top. In the bottom, it is said, are several steel girders packed in cement much the same as in the pullman cars. Along the sides is an array of windows precisely similar to those of an ordinary passenger coach. The top of the car is destitute of the heavy roof and ventilating arrangement that is seen on ordinary cars. It is said that ventilation is to be secured by pumping air into the car through pipes. These pipes in winter will furnish warm air. There is also a system of ventilators around the windows. The inventor says it won't burn up, it will last longer, it won't telescope in a collision, and it is cheaper. If, as is claimed, the steel car cannot be telescoped, it will be popular from the start, and the traveling public will wish Mr. Ford success.

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It is told of Austin Corbin, the Czar of the Philadelphia & Reading Railroad, that he recently received a dividend certificate as a stockholder of some road, and was greatly elated. No doubt of it. It is the nature of all human devil-fish and sharks—they are happy only when money pours into their insatiable maws.

A. B. OF L. E. BUILDING AND LOAN ASSOCIATION.

While in Keokuk, we were so fortunate as to have a conversation with E. C. Wells, Esq., Chief of Division, No. 56, B. of L. E. This Division, with eminently clear perceptions of economic questions, has organized, under the laws of Iowa, a building and loan association with the following title: "The Keokuk Building and Loan Association of the B. of L. E." The shares are placed at \$100 each, payable in monthly payments of \$1.00 each, and firemen, members of the B. of L. E., are permitted to become shareholders, and members of the association, may take as many shares as they think they can carry.

The purpose in view, is to build in Keokuk a B. of L. E. Hall for the use of Division No. 56, and the enterprise has met with such favor, that the building will be erected at an early day. The building will be so constructed, as to have business and office rooms for rent, and it is believed that independent of conveniences accruing to the Division, the investment will pay handsome dividends. The association will loan funds to its members only, and in this way it is believed many firemen and engineers will be able to own their own homes, a matter of supreme importance to them.

We like the idea, and see in practically carrying out immense benefits to them who participate in the enterprise. It is a new departure, and one that offers inducements to engage in a venture which promises financial prosperity with scarcely a chance for loss, indeed, when properly managed there is no chance for failure.

In the year 1492, Christopher Columbus discovered America, and in 1892 the four hundredth anniversary of the event, the United States proposes to celebrate it by a grand inter-national exposition. A number of cities are bidding for the honor of having the Exposition, notably New York, Chicago, and St. Louis. Congress will be asked to help by making a liberal donation of money wrung from the pockets of the people, by an iniquitous system of taxation. Capitalists, whose interests are identified with the cities named, are expected to subscribe liberally and already Chicago has a guaranteed subscription of \$5,000,000. But when the Vanderbilts, Astors and Goulds begin to subscribe, \$5,000,000 will be a mere bagatelle. But after the money is subscribed, after Congress has voted more millions to swell the fund and give pomp and circumstance to the anniversary, what will be wanted? The working man—and first of all the "common laborer." Common labor, in the business affairs of the world, is like common sense in the business affairs of the world—it is fundamental.

THE FATE OF A SCAB.

The Chicago *Herald*, in a recent issue, has the following:

Charles Drake was locked up at Hinman street Station last night by Officer Fox for obtaining money on false pretenses. He represented himself as a gas inspector and made a canvass from house to house in the Hinman, Canalport and Deering street police districts, and collected as gas dues from poor people from \$2 to \$5 at each house. He has been wanted for this offense for two months. He must have realized several hundred dollars. He was identified last night by a dozen victims. He resides at Paulina and Nineteenth streets, and was a scab engineer in the great Burlington strike.

The scab, Drake, is, doubtless, a fair specimen of the scabs employed on the C., B. & Q., when that corporation decided upon a policy of injustice to its faithful employees. The poor devil robbed poor people of small sums, and will, doubtless, wear the stripes and serve the State, while colossal scoundrels, who have robbed poor and rich of thousands, where Drake got only pennies, are enlogized for their brilliant success in life. But after all, the big fellows are likely to squeal for a drop of water to cool their parched tongues as long and as loud as the scab.

SPEAKING of a railroad to the top of Pike's Peak, the signal service officer stationed up there recently said: "Sometimes I stand at the window with my telescope. The wind without is keen and cutting as a knife. I can see the houses of Colorado Springs, twenty miles away, the visitors sitting in their shirt-sleeves, sipping iced drinks to keep cool, and the ladies walking about in white summer robes. I lower the glass, the summer scene is gone. Green trees, animal life, men and women, fade away like creatures in a dream, and I am the only living thing in a world of eternal ice and snow and silence." During the winter months the amount of travel to the summit of Pike's Peak will not be large—except of those who have the North Pole fever.

GERMANY has her share of troubles with her railroads. According to the official statistics there were in that country in 1888, 4,577 cases of tire breakage on 37 different German railroad lines, covering a length of about 23,262 miles. To these were due 26 derailments and 268 train delays. Examination showed that in 1,499 cases fracture was due to poor material; 772 breakages are attributed to low temperature or sudden changes of temperature; in 751 cases brittle material was responsible, and in 1,015 cases the cause of fracture could not be determined. It was shown that the most unfavorable results were recorded with puddled steel; next in order came wrought iron, and finally cast steel, Martin steel and Bessemer steel.

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LABOR IMPORTATION.

A press report from New York of July 12th says:

"Secretary of the Treasury Windom this morning approved of the course of the Emigrant Commissioners in detaining the emigrants who were sent to Agent Neil of the Union Pacific Railroad by Wright & Son of London. He ordered the immediate return of every man sent to Agent Neil under the law prohibiting the importation of contract laborers."

What necessity is there for the Union Pacific or any other railroad or other corporation importing labor when the country has tens of thousands of able bodied men wanting employment? No corporation goes to the trouble of importing men for the mere wish to give them employment or because their business is suffering for want of workmen, who cannot be found at home. Some other motive is back of it.

A cheaper and more docile class of workmen than America contains is, perhaps, wanted; such as will ask no questions as to pay or treatment, or where they will purchase their supplies or grumble at the price charged, and that are unacquainted with labor organizations.

Such a class may not make good citizens or aid to build up a country along a railroad system, but they tend to increase the flow into speculators' pockets, and at the same time can be used to starve the autocratic, high notioned citizen workmen into submission and to have less elevated notions regarding their individuality and more respect for the wishes of master.—*Union Pacific Employes Magazine.*

Manifestly, the time has arrived for plain talk. There should be no mincing of words, when a subject is up for debate, as important as that which relates to labor. Who are the men who go to Europe; who seine the slums for men; who have no more conception of citizenship than so many Texas steers? They are men of capital—at the head of great industries, educated men, generally professed christians, of the Phari-see persuasion. They make long prayers and "devour widows houses." They are the enemies of their country—the enemies of American workingmen. Their purpose is to Russianize the United States, Chinaize the country, and yet, they are the usual villains who prate most of their country, of its prosperity, of its institutions, etc. They are the men, who water stocks and corner food products, traitors to God and country. We have a law to send the victims of their treason to the workingmen of the country, back to their despot cursed home. Why not amend the law, so that the rascals who contract to bring the men to the United States, to impoverish workingmen, shall be declared felons, and sent to a penitentiary to wear stripes as justly merited as if they were burglars?

* *

It is stated that "during the first half of this year 690 miles of American railroads went into bankruptcy and were put in the hands of receivers. They represent a bonded capital of \$66,458,000, and a stock issue of \$58,112,000, a total capital sunk of \$125,579,000. It is admitted that the railroad wrecks

of the second half of the year will exceed those of the first. The situation is about as bad as that of 1873, and is not at all reassuring to those who hope that a general panic may be avoided." Is the foregoing the right way to state the case? The stockholders lose, the bondholders get the roads. As a consequence, if the stock issue represents the cost of the road, and the bondholders get them for \$66,458,000, then in that case, the amount "sunk" is only \$8,346. Indeed if the roads are worth what they were bonded for, and the bondholder takes them at that amount, the question arises, What has been sunk?

* *

Labor Advocate wants people to think of Patrick Henry's declaration, "We can only judge the future by the past," and then invites its readers to look at the past, as follows:

When Egypt went down, three per cent. of her population owned ninety-seven one-hundredths of the wealth. The people were starved to death.

When Babylon went down, two per cent. of the population owned all the wealth. The people were starved to death.

When Prussia went down, one per cent. of the population owned all the land.

When Rome went down 1,800 men owned the world.

For the past twenty years the United States has been rapidly following in the footsteps of these old nations. Here are the figures:

In 1850 capital owned thirty-seven per cent. of the nation's wealth.

In 1870 the capitalists owned sixty-three per cent.

In 1880 they owned seventy-six per cent.

Just think of it! Two million own three-fourths of the fifty million.

The two million are idle and untaxed, and draw into their rapacious maws, at least three-fourths of all the wealth actually produced by the working masses. A burning shame.

The result is near and is inevitable. Hearken to our words. Don't turn a deaf ear, but prepare for it. Educate, emancipate.

All of which is good, very good. But if education is to be worth a farthing to the ton, workingmen will organize; they will dismiss aristocratic ideas, and when organized, they will federate—federation means emancipation, as no other word means it. Divided they are conquered—federated they are victorious.

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It is stated that the journey around the Congo cataracts which now takes between three and four weeks, will be made in two days by the trains of the Congo railroad, which is now in the course of construction. The locomotives will weigh thirty tons each, and the speed at first will be about eleven miles per hour. Trains will be run only during daylight. There will be three intermediate stations on the 225 miles of track. The railroad expects to pay expenses from the start, as the outlay for carrier service over its route already exceeds \$450,000 a year.

A LABOR DAY ADDRESS.

The workmen of Little Rock, Arkansas, turned out two thousand strong to march in a procession September 2d, and the demonstration was imposing. The Mayor of Little Rock, Hon. W. G. Whipple, made the principal address, which was reproduced from the columns of the *Little Rock Evening Call*. The Mayor's theme was the "Dignity of Labor," and he spoke as follows:

FELLOW-CITIZENS: This large assemblage and the magnificent procession to-night of men specially interested in various industries of the city, suggest the appropriate topic for this occasion. Your respectable, earnest, orderly and manly appearance and conduct, the principles you advocate, combined with the pursuits you follow, suggest as the proper topic to-night the dignity of every form of honest industry, and there is no greater truth than that. It seems strange that labor has not always been respected as it deserves. It has ever been the chief discipline of man, and the main source of his wealth. From the exit from the garden of Eden, where man dwelt first in indolence and then in sin, labor has been his stay and support, his solace and delight. Labor evolved civilization from savagery. Labor established and developed the nations of the earth. Labor has given man all that he values. Industry builds him up physically, elevates him morally, and expands and polishes his mind, and labor alone enriches him. Labor founded this mighty nation. Our forefathers found it a howling savage wilderness. Their muscles subdued the savage, leveled the timber, ploughed the ground and produced the crops. Their busy brains worked out the great political problems, whose successful solution has placed our nation on a pinnacle from which it receives the admiring homage of all the other nations of the globe. Labor has brought Arkansas and Little Rock where they now are, and is required to complete the work and place this state among the foremost of the nation in every essential particular, and put Little Rock among the galaxy of the brilliant cities of the American continent.

A new era has dawned for labor, especially in the sunny south. Here, owing to an unfortunate and depressing industrial system, for the origin of which the south was not solely responsible, labor has not always been honored. This is because labor was snuckled. In that period the south made some progress for God had impressed upon the soil such fertility that it would laugh with the harvest even when only tickled with the hoe. But now the south is being rocked from end to end by a great industrial movement. Organized labor is required to bring out its iron deposits, unequaled on the earth; its coal, spreading with a breadth which knows no limit; to build up its factories and mills and railroads, and place the south on the same high plane with the rich and vigorous north. To do this we must sink politics in industry. We have had too much of politics. We should drown it out of business. Our political institutions are now old enough to take care of themselves. Organized labor can draw off the minds of men to the engrossing subject of our material growth, and so substitute for the gospel of hate the gospel of good fellowship. For half a century our beloved section has been the cotton center of the world. It is destined to be the world's cotton manufacturing and iron working center.

He is the king of men. To gain a near view of his worth, compare him with the lazy man, his opposite. What is he? The drone of the hive, fit only to be driven out by busy bees in disgrace. Labor vitalizes man, gives him health, strength, height and breadth. Modern society, especially American society, has an intolerance of dudes and loafers which is growing. In no country on earth is the man who works more highly re-

spected, and nowhere is he more signally honored.

In no country on earth is labor ennobled as in this. This is shown in the most conclusive practical way by the class of men whom the people delight to honor, and place in positions of the highest honor and trust. Our first President was a surveyor, who formed his body and character in the rough life of a surveyor in the primeval forests of Virginia. Another was a rail-splitter, who with horny hands sun-burnt with toil literally mauled rails. A third curled his nether extremities on the tailors' bench and worked crossed-legged in the simple dignity of honest toil. A fourth was a barefooted canal-boy who the living day drove mules on the tow-path. Go into any community in America and you will find the leading men are the greatest workers. Visit any factory, shop or office and show me the greatest worker there and I will point you to the coming man in that line of business. Work never hurts. Men do not overwork, but they rust out and they rot out. The only sure and certain way to hold on and to hold up in this modern and American rush of life is to work, work, work. And work is sure to win. Men who apply themselves to work are never miserable—they never commit suicide. They are the happiest of men. The table is the most delicious to them, and their bed the softest. Like Longfellow's blacksmith,

Their brow is wet with honest sweat,

They earn what'er they can,

And they look the whole world in the face.

For they owe not any man.

The man who works has friends. All things come to those not who wait, but who work. The man of labor is not a Micawber who waits for something to turn up; he goes to work and turns things up. You have united your efforts together in your various organizations to uphold the character of labor, to maintain the rights of labor and this is well. In union there is strength. You have as good a right to form labor trusts as capitalists have to form their trusts. Such combinations are as old as Rome and Greece. They existed under Numa, and are heard of in China and India, and abound in medieval Europe, especially in England. Craft guilds flourished in every city of England in the sixteenth century.

You have a legal right, a God-given right to stand together for your rights under the law. To protect yourselves. To guard your class and classes. It is your duty to unite for this purpose, that you may contend with equal advantage with your opponents, for opponent you have. Therefore it is well to have an annual Labor Day, and to observe it as you have done, in a perfectly orderly way, firmly insisting on your rights and all the privileges to which you are entitled. I have examined your public platform and find nothing that is not worthy of endorsement by any reasonable man. You cultivate the humanities of your order. You look after your deserving needy, and insure a respectable burial to your dead. There is one plank to which I wish specially to call attention: You aim to substitute arbitration for strikes as a mode of settlement of disputes with capital. Arbitration is the coming day. Strikes have not of late, I believe, been successful. They are carried on at cost and sacrifice; and involve great misery and distress. Look at the scene being enacted to-night on the banks of the Thames. More than 100,000 laboring men are there out of employment. And how many hundreds of thousands are there made up of wives and children and other persons dependent upon these workers. The sum total of loss and accumulations is vast and irrecoverable. Arbitration might have prevented this sacrifice. No officer of man can demand of your labor unions more than that you do to others as you would be done by. You have a right to command your own services, to say whom you will work for, when you will work, how many hours, and at what wages. No one

can find reasonable fault with you if you also concede the same right to others.

Concluding, I will call attention to one more phase of this question, namely, the true relations between capital and labor. While, should there be any conflict between these two fundamental interests of society, I should, from an irrepressible instinct, side with labor; I think their true relations are those of harmony and peace. They are mutually inter-dependent, and must coexist or not exist at all. Capital requires labor to be productive, and labor needs the aid of capital to furnish it with appliances. Labor should not be jealous of capital, and capital should not be complacent toward labor. Why should it? Labor is the creator of capital, and commerce stands it. Men are not first rich and then industrious: They are first laborious, and their labor makes them rise. In this country the worker of to-day is the millionaire of to-morrow, and the accidental rich man of to-day may be to-morrow's pauper. Labor and capital should move on together as did our first parents when they turned their backs upon Eden, and took their way into this world of labor, hand in hand.

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DURING the latter part of August, the "dock laborers" of London, goaded to desperation by the injustice of their employers, struck for a pitiful advance in wages. All appeals for justice had been denied. The "common laborers" for such is their designation, were treated as of no consequence, when they demanded redress of wrongs inflicted. There was nothing left for them but to submit to their tyrants or strike. On August 31st, the cable announced that "500,000 men will march to-day," and that "the situation has become very serious, all trades are paralyzed and prices of all necessities from coal to coffee have been forced up. Covent Garden and other large markets are almost empty. Steamers filled with fruit, flour and vegetables block the Thames. All the produce is rotting in the holds. The supply in the shops is very small and many restaurants find it impossible to feed their patrons. The river from here to Gravesend is crowded with craft which cannot be unloaded. Scores of vessels have sailed away to other ports in the hope of being able to unload there." The cablegram shows the importance of the common laborer, in carrying forward the world's business in every department. Since August, up to the day we write September 11th, the strike has continued, with varying indications of settlement in the line of justice to the "dock laborers."

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SOME one rises to remark that if conductors or porters or some other person, when sleeping cars at certain places are switched about, would inform passengers who leave them to take meals, or for a promenade, where such cars will stand when the switching is done, they would highly appreciate the favor. As now managed passengers must go with the cars or run the risk of being left.

THE GRAND OFFICERS OF THE FEDERATED ORDER.

Each of the federated orders, the brakemen, the switchmen and the firemen, have three or more Grand Officers. These Grand Officers are constantly visiting subordinate Lodges of their respective orders throughout the country. They are constantly on the "go." It is a duty imposed by the laws of the various orders. In many ways, aside from the official duties imposed, the Lodges are glad to meet and greet the Grand Officers. They are occasions of unions, of feasts of reason. They unite the membership; they arrest friction; they create harmony and are in every way healthful. A suggestion in connection has been made. It is eminently wise and prudent, and we print it willingly, and suggest that it be adopted at once, and everywhere become a feature of the visits of the Grand Officers to subordinate Lodges. It is this:

When a grand officer of any of the federated Lodges has occasion to visit a subordinate Lodge of his order, that the visit become the occasion of a union meeting of the members of all the federated bodies. When the grand officers have met with the subordinate Lodge of his order and transacted the business calling him to the locality, let it be followed by a union meeting of all the members of the federated orders for the purpose of consultation, addresses, etc.; anything and everything calculated to bring the federated orders into closer and more harmonious alliance. Such meetings would be fruitful of incalculable good. It is a practicable proposition, and while not one objection can be urged against it, there are a thousand reasons for inaugurating the movement. We feel satisfied that it will be adopted and that many and great benefits will result to federation in consequence.

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"The past month," (July) says the *Locomotive Engineer*, "has been crowded full of fatal accidents, the most of which are attributed to broken wheels or defects in the track. Better wheels must be used under our heavy rolling stock. A six-dollar cast wheel becomes a powder magazine under a 60,000 pound car running at thirty miles per hour. Just how carefully the details of track kept up by men working from twelve to fourteen hours per day for about one dollar is not known, but railroad managements seem to do little if any figuring on this subject." Starvation wages and excessive hours, together with "six-dollar cast wheels," is not economy, it is far worse than color blindness, worse than spigot saving and bung-hole waste. There is nothing to commend it, and roads that practice such a policy by virtue of the cost of accidents will go into the hands of receivers. They ought to be catalogued so that people may avoid them.

THE TRIUMPH OF FEDERATION.

From the day that the *Magazine* declared for federating organizations of railroad organizations for mutual protection to the present, doubts have here and there, now and then, been expressed, first as to the feasibility of federation, as also of the benefits it would confer. At present the doubters are less vociferous and objections have degenerated to mere croakings.

Three great organizations have federated. From the start, from the word "go," federation has been a victory; a splendid triumph; not a disturbing element has appeared; harmony has reigned supreme. The feasibility, the wisdom of federation crushes every discordant note. The federated organizations are satisfied; indeed they are more than satisfied. It was an experiment. That it should have been a success from its initial condition, emphasizes not only the wisdom and the necessity of the undertaking, but the sagacity of those who had the courage to make the venture.

It was claimed by those who favored federation, that it would promote arbitration and prevent strikes. The Supreme Council has been in existence six months. In this time one grievance that threatened a strike, has been amicably adjusted by the Supreme Council. Some one may say "one swallow does not make summer." True, but one swallow tells of the coming of the vernal season, of summer, and of the harvest. One trouble has been adjusted. It shows what may be done in the future. It inspires confidence; it silences doubts, and presages "the good time coming" when strikes shall forever disappear, and a reign of good feeling exist between the railroad employer and employé. What more could be asked? Federation voices strength, harmony and victory, and those who want such things may advocate federation with the assurance that they are right.

We see it stated that "a few months ago the Pennsylvania Company in several departments adopted the plan of doing the office work by piece work instead of by the day or month, and has found that it was a very satisfactory arrangement. For instance, in the transportation department the car mileage is looked after in this manner, and two men will accomplish as much in ten hours as three men would under the old order of things. Then there is no trouble about over-time; each man who works by the piece working as many hours of the twenty-four as he chooses. The reports are kept up much more satisfactorily and the expense to the railroad company is really lessened." The point is this, two men do the work of three, and work as long as they please, and the expense of the railroad company is "really lessened." Necessarily so,

one man goes. There are thousands of men who will commit suicide, by overwork if money is in sight—work themselves to death. But men were never cheaper than now. Their death creates no ripple—ten stand ready to accept the task. The two men who work as many hours as "they choose," and thereby displace one man, may increase their income, but God have mercy on the poor creature who is displaced. Who will feed him?

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THE *Locomotive Engineer*, in referring to John Livingston, says:

We have been repeatedly asked to help crucify Mr. John Livingston, alleged president of the Railway Shareholders Association, who is making a howl about railroad men getting passes, and making considerable fuss one way or another—on paper. It has been discovered that this individual has sought passes from some of the roads himself, offered several radical remedies for strikes and strikers, offered to settle the Q. trouble, and tell who hit Billy Patterson. If Mr. John Livingston is what he pretends to be, and is, indeed, a living thing in the shape of humanity, he is an egregious ass. We are inclined to think Mr. John Livingston is some stuffed stool-pigeon for a fool foundry, a detective agency, or a newspaper. Ten to one he is making his kick to get the labor press and the labor leaders on record with some very inflammatory and indiscreet language. Our advice to the enginemen of the country is to simply forget that such a mummy exists, do your duty to your employers—the company—your officers and yourselves, and rest assured that the management of the roads will see that your delegates get to the conventions and home again—as they always have.

Don't be so tender of your "rights" as to froth at the mouth because an outside cur snarls at your bone—he won't get it.

Cæsar had his Brutus and fell, but he had an Antony to deliver his funeral oration. John Livingston, who aspired to be a Cæsar is also dead, and would be forgotten in a day, were it not for the stench his putrefying carcass emits.

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THE *Railway Service Gazette* remarks that "denounced as pirates and robbers in Congressional reports, condemned by public opinion, shunned by all honest men, and engaged in a bitter, relentless war with all labor organizations, the management of the Philadelphia & Reading will, in all probability, again fail. But may it not be the policy of these robbers and pirates to again bankrupt the property? They thrive and grew fat when the property was before in the hands of a receiver. While the employés, robbed of their salaries, were starving, the receiver, manager and other high officers were drawing princely salaries." With such devil-fish as manage the Philadelphia & Reading the question is, how to get the money out of the road. If they find it profitable to wreck the property, that will be done; if to sail it as a piratical craft, and to rob friend and foe, that will be done. Corbin and his confederate freebooters are for making money out of the P. & R.

HINTS TO CORRESPONDENTS.

The *Magazine* has a large and increasing corps of correspondents. Our purpose is to talk to them freely and frankly. The *Magazine* has space for correspondents who have something to say upon topics in line with the purposes which the Brotherhood of Locomotive Firemen was organized to achieve; provided, always, that writers exhibit even moderate comprehension of the scope of the subjects which they discuss.

It is well known that many people talk and say nothing—talk at random—talk in a way that successfully controverts the proposition that “words are the signs of ideas.” For such talk there is no space in the *Magazine*. For writers who have ideas, however crudely expressed, there is always room in the *Magazine*, and their contributions are valuable and welcome. They are in demand and are wanted. They are read with interest and are prized for their contributions to the general fund of knowledge.

Some of these correspondents are amateurs, and consequently are not expected to appreciate fully, nor indulge largely in the graces of finished composition. But a few simple propositions they ought to comprehend and be guided by them. They can obtain good clean paper, plainly ruled. This done, if their penmanship is defective, they should write only on every other line. Skipping a line affords room for flourishes, and gives the editor a chance to correct inaccuracies without having to rewrite the matter.

A man who believes that he ought to write a letter to the *Magazine*, ought to be able to spell common words correctly. If he is not, he should purchase a small dictionary or spelling-book and study it night and day, until he is able to spell such words as he uses, correctly. And until he does this, except in cases of emergency, he ought not to write to the *Magazine* for publication. There is absolutely no excuse, in this age of cheap books, for such ignorance.

Pursuing the subject, a correspondent of the *Magazine* should take at least one easy lesson, requiring, say thirty minutes, in the use of capital letters. In correcting manuscript for the printer, the ceaseless use of capitals becomes an annoyance without a redeeming feature. In the matter of punctuation, always arbitrary, little need be said and errors are not exasperating.

We are constantly reminded of the “waste basket.” If correspondents would avoid it, they will do well to attend to the foregoing hints.

Again, correspondents will do well to be more select in choosing *nom de plumes*. Hitherto, and at present, there is, in some instances, a total disregard of all propriety in selecting literary titles, as, for instance, “Windy Jim,” “Polly poke the fire,” “Tal-

low Pot,” “Squealer,” and so on to the extreme of disgust. It is easy to find better titles, and we insist that it shall be done. Still further, we propose to eliminate vulgar slang from the contributions of correspondents. It will be better for the correspondents themselves to omit such stuff. It would dignify their utterances, and add value to their arguments.

It writing the foregoing we have the good of our correspondents, the good of the *Magazine* and the good of the order in full view, and the purpose is to adhere strictly to the program outlined.

* *

SAMUEL GOMPERS, Esq., President American Federation of Labor, Office 21, Clinton Place, New York City, on August 5th, issued the following circular:

Fellow Workmen:

We all recognize the necessity of spreading information and intelligence among the toilers of our country upon the Social, Economic and Philosophic questions of labor. For the purpose of furthering this object the American Federation of Labor has secured the services of three of the ablest writers in the country upon these subjects, to write three pamphlets. The pamphlets are:

First—The Eight Hour Primer. The Theory, the Fact and the Argument. By George E. McNeill.

Second—The Economic and Social Importance of the Eight Hour Movement. By George Gunton.

Third—The History and Philosophy of the Eight Hour Movement. By Lemuel Danryld.

These pamphlets are now ready for sale upon orders for them received at this office. The prices are, per copy, five cents; per dozen, fifty cents; per 100, \$4.00. Postage or expressage prepaid.

Recognizing that Labor Day celebration will give an opportunity for a large sale of these pamphlets if advantage is properly taken of it, we have concluded to request you to secure the services of a few men willing to undertake the sale of them at the place you propose to hold the celebration, so that the literature may more largely reach the hands of our fellow-toilers.

Upon all orders for sale at the Labor Day's celebration unsold copies may be returned to this office, and postage or expressage thereon will be returned to you. Please send in your orders at as early a day as convenient, in such quantities as you reasonably anticipate you can sell.

The pamphlets which Mr. Gompers is anxious to have circulated and read, relate to a question of supreme importance to every workingman in the land, and we indulge the hope that they will have the widest possible reading.

* *

THE cry is going the rounds that Austin Corbin's Philadelphia & Reading already has a large number of needy and suffering employes. No doubt of it, and the number will increase. Huns, Poles, Italians and Americans, a squirming mass of degraded humanity, nowhere else to be found on the American continent, nor, probably, on any other continent.

The *Cleveland Truth* remarks that

"The *Journal of the Brotherhood of Locomotive Engineers* is still being printed at a rat office and printers receive from \$3 to \$5 a week less than the scale. How about this, Mr. Arthur?"

The *Daily Huronite*, of Huron, Dakota, publishes the following:

An eastern paper boastingly says: "Blaine's son is a brakeman on the Grand Trunk Railroad." Well, what of it? Garfield's son is a fireman on the Dakota Central Division of the C. & N. W., and lives in this city.

We have on our table, fresh from the press, parts three and four of the *Hand Book of Calculation for Engineers*, a most useful work, published by Theo. Andel & Co., 91 Liberty street, New York City. The work will be completed in ten parts, and is sold at 25 cents per part.

MR. WM. H. SEWARD, who championed the "higher law" idea way back, and had faith in man, once said: "If you take the right side, the just side, ultimately men, however much they oppose you and revile you at first, will come to your support; earth with all its power will work with you, and for you; heaven is pledged to conduct you to complete success." God help working men to take the right side, and organize and federate. Heaven is only pledged to help those who try to help themselves.

THE Erie Railroad Company has already put upon the road several trains of vestibule cars between New York and Chicago, and has also put in service an engine which is the largest passenger engine in the world, and it is performing so well that the company will have ten more built. The engine is a ten-wheeler, three pair of driving wheels, five and one-half feet in diameter, and the engine is a monster in all respects. It will haul fourteen passenger coaches over the road at any desired speed. The demand is speed and comfort. As to safety, those who want to go fast are willing to take the chances.

THE melon cultivators of the South are grumbling about the railroads, and charge that they are killing the industry by excessive charges. The *Charleston News and Courier* says on one car load of melons shipped the freight charges were over one hundred and fifty dollars, which left no profit to the shippers. On another car load the charges were \$185, the net proceeds to the shippers being \$12. Two additional shipments yielded respectively a profit of about eight dollars to the growers. In consequence of this state of things the farmers are said to have determined to abandon the melon business.

FRENCH savants have concluded that compressed air is the thing to operate street railway cars, and the city of Lyons will adopt the system which has proved satisfactory in other French cities. The cars are said to run smoothly and with but little noise, while the machinery is simple and does not require a skilled mechanic to superintend it. The cost is less than with horses, steam or electricity.

It is stated that one of the most astonishing engineering feats of modern times will be the railroad to the summit of Pike's Peak. The final surveys have been completed and construction will be commenced shortly. The route will be about nine and three-quarter miles long, and will follow the old trail a large part of the way. The road will be built upon the same principle as the one which ascends the Rigi in Switzerland. It is calculated that the ascent and descent will each occupy about one hour and a half. It will be run entirely for the accommodation of tourists, and there is no doubt but that it will be crowded to its full capacity during the summer season, as the view from the summit of Pike's Peak is probably unequaled in America. The enterprise is backed by such men as Marshall Field, of Chicago, and Cable, of the Rock Island railroad. Nor will it be just to get the unequaled view that will be the inspiring motive of tourists to make the ascent. With the mercury at 90° in the shade, thousands will go up just to be cooled off, and for their accommodation, there will be, doubtless, way stations, and it would not be a bad idea to have them named suited to temperature.

THE *Rocky Mountain News* of August 9th, contains the following paragraph:

The failure of the Burlington strike has been a heavy load for Chief Arthur to carry. It was the Sedan of the supposed to be invincible organization of the Brotherhood of Locomotive Engineers. It left that body in a changed light before the country. The disaster was sustained in a fight in which all the odds of precedent and public sympathy were with the men and against the corporation. In one sense it was a test of the strength of organized labor, with right on its side, against the power of organized capital. While it has demoralized the Brotherhood in no small degree and led to at least two distinct factions, the worst consequential phase of the defeat was its discouragement to those who have hoped for equity through united labor. The Burlington affair is to be reviewed at the international session to be held in Denver, as a result of what promises to be a bitter contest between the friends and opponents of Mr. Arthur.

Also the following:

The shattered condition of the Brotherhood of Locomotive Engineers, as a result of the crash with the Burlington, ought to suggest the inherent weakness of labor organizations as at present constituted, and thus pave the way to future possibilities of improvement.

THE BROTHERHOOD.

OCTOBER, 1889.

Suggestions.

MR. EDITOR:—I have read with great interest the various articles pertaining to the relationship between the two brotherhoods, which have appeared in the *Magazine* from time to time for several years. At the time of your "reception" at New Orleans to the present, I have been opposed to the policy of the faction of the B. of L. E. which has controlled their conventions. It is unmanly, unbrotherly, and unchristian. In view of the fact that they have in their motto the word "Justice," their action becomes hypocrisy. By *action* I refer to every act of theirs, from New Orleans to the appointing of the committee of nine at Richmond, in which the B. of L. F. has been treated as a nonentity. The indignation which has been manifest on the pages of the *Magazine* is righteous and I hope to see it continued till there will be no necessity for it. Mr. Editor, I for one have seen the time when I was almost ashamed to have it known that I had withdrawn from the B. of L. F. to enter the B. of L. E. I have in times gone by, vowed never to do so, but after a while I began to see light through darkness and I could see that the interests of both orders demand that when a man has become an engineer he should enter the B. of L. E. The service requires an organization of engineers, separate and distinct from the firemen and others. I am opposed to amalgamation or anything approximating it, but we must have a fraternal spirit between the orders. We do not want to conduct ourselves or our organizations in such a manner that outside parties will be inveigled into the belief that we ride and you walk. It is a fact that the engineers have imagined themselves to be above labor organizations. This is the trouble and it will never be overcome until there is a change in their grand office. Mr. Editor, the teachings in your *Magazine* are adverse to the consummation of this change, viz: advising the members of the B. of L. F. to stay in their Order and keep out of the B. of L. E. As long as the B. of L. E. contains the majority who are known as the "fossil" element, there will be no change. What the B. of L. E. needs above all things else is an infusion of new life, a la Brown-Sequard Elixir, and the only place this can come from is the B. of L. F. Mr. Editor, why do you not encourage the firemen to go into the B. of L. E.? In no other way can you see the successful consummation of what you have been so long and faithfully contending for. You certainly cannot distrust them. The firemen of to-day will never forget the teachings of his Order as with "Charity for all and malice toward none" he strives to do what is right toward his neighbor and collaborer. With men of this char-

acter in the B. of L. E., those unjust laws will soon be a thing of the past. It is wrong for firemen to think that a man has given up his manhood and his inherent right to think and act for himself because he enters the B. of L. E. under the present conditions. He will carry his modern ideas into his new work and will do more good for himself and fellow-men than he will or can by remaining in the B. of L. F. Who can fail to note the rapid growth of that faction of the B. of L. E. led by that nature's nobleman, Fackenthal, and who among the firemen would belittle themselves by swearing allegiance to his standard? Not one. I hope that the members of the B. of L. F. will consider this question seriously. It is to their concern. Sometimes the longest way around is the quickest way home. I sincerely hope that what we all so much desire will come to pass this year but fear it will not.

Omar Heroy.

[In the foregoing communication, there are one or two things which suggest comment, as for instance: "Mr. Editor, why do you not encourage the firemen to go into the B. of L. E.?" The query could have been put in a different form, as follows: "Mr. Editor, why do you not encourage firemen, members of the B. of L. F., to renounce their manhood, their obligations, their fealty to their parent brotherhood, their self-respect, and join an organization, which by its legislation declares that not until they have done these things, can they wear its badge and march under its banner?"

The advocacy of such a procedure is not the mission of the *Magazine*. The great Brotherhood of Locomotive Firemen, was not organized to become the "breeding-pen," the "recruiting camp" of any other organization. It was not designed as a lying-in hospital, where engineers are born, to be kidnapped as soon as born, to swell the ranks of an order which has nothing but insult for our brother's *Alma Mater*. We would have members of our Order, who under its fostering care have become engineers, forever regard their parent brotherhood with filial regard. It conferred upon them benefits worthy of high commendation. To be required to disown it to join any other organization no matter what, is the very climax of insult, and such humiliating propositions and conditions the *Firemen's Magazine* under its present management is totally incapable of advocating or of regarding in any other light than that of unutterable scorn. The badge of the Brotherhood of Locomotive Firemen is one of unblemished honor. It symbolizes things of good report among men. To see a locomotive fireman, a member of the Order, tear it off and fling it to the wind or into the gutter, that he may wear some other badge is a proceeding that this *Magazine* contemplates with unmitigated aversion.

Says the writer: "The firemen of to-day

will never forget the teachings of his Order." Strange, and as sad and humiliating as strange, this is just what hundreds of them are doing. They "forget their Order;" turn their backs upon it. Quickened into life by it, nourished by it, they no sooner reap the rewards of its teachings and unwearying devotion than they strip themselves naked, crook the supple hinges of their weak knees, limp out of their parent order, and accept degradation at the behest of those who must have fresh blood, a *la* Brown-Sequard Elixir or perish. Some there are, who true as the needle to the pole, stand and withstand. They say I will join the B. of L. E., but it must be as a man—no degrading conditions. As a member of the B. of L. F., I am the peer of any man, and they say to the B. of L. E.: "By all the gods at once upon what meat do you feed that you are warranted in putting on aristocratic airs?" They are the salt of the earth, the light of the world—and while they live, move and have a being, the fortunes and destiny of the B. of L. F. are secure.—ED. MAGAZINE.]

ATCHISON, KAN., August 26, 1889.

Editor Firemen's Magazine:

As there has been a great deal said for the "good of the Order" in the columns of the *Magazine*, I should like to say a few words for the same purpose. There has been a great deal of howling done by different brothers on account of members of the B. of L. F., who are engineers withdrawing from the B. of L. F. and joining the B. of L. E., and I will say right here, that I believe that the reason for withdrawing from our Order by firemen who have been promoted to positions as engineers are that those men have learned by bitter experience, that the paternal feeling and idea of helping one another, is a delusion. As far as the B. of L. F. is concerned, there are Lodges of the B. of L. F. all over this country, where a traveling brother looking for work, will scarcely be recognized and unless he has got money and it takes lots of it to travel with, his chances to go hungry are exceedingly good and the chances to get a job of firing at such places, are always slim, and if you ask any of the brotherhood firemen to introduce you to the Master Mechanics, they will look horrified and will tell you the old chestnut about the B. of L. F. man they introduced to and vouched for to the Master Mechanic years ago and who turned out a bad man. The country to-day contains a great many good firemen, who have dropped out of the Order on account of their inability to pay their Lodge dues, for the reason that they could not get work, for the firemen would not try and help. There are lots of non-brotherhood firemen, who have fired long enough to belong to the Order, but who never will join, for the reasons I have stated, and I say can they be blamed for not joining; not much.

O. F. Lonergan.

Change of Name Logic.

PINE BLUFF, ARK., August 26, 1889.

Editor Firemen's Magazine:

Much talk is going on in the *Magazine* about a new name for the Brotherhood of Locomotive Firemen. I have been a member of the Order for about three years, and have always thought well of the Order, and since I became a member have taken special pride in it. Our present name seems sufficient to me, and I think to the most of the brothers. It brings to every outsider's mind a clear understanding of what the Order is composed of. The Order is for the benefit of the firemen. It is not an order of engineers and hostlers, and I do not think it necessary to change a name that has answered our purpose for so long. Should Federation be possible, and all orders of railroad workmen federate, there is time enough to think about a new name. B. of L. F. is time honored. Let us hold on to it as long as we can. Every person who is acquainted with railroad affairs, be it ever so little, knows the Order of Locomotive Firemen. We stand well with all classes of men, and I think it will hurt the Order to make it B. O. T. L. If we change the name we must have new laws, new rules and regulations, and the end will be that a fireman will be a fireman no more.

Yours respectfully,

Louis Heller.

A member of No. 163.

[We ask attention to the foregoing because the logic (?) introduced is just the opposite of what the writer intended. The present name does not "bring to every outsider's mind a clear understanding of what the Order is composed of." Not only are "outsiders" misinformed by our present name, but *insiders* know that it expresses less than it should express. The Order is composed of firemen, hostlers and engineers, and hence is not exclusively for the benefit of firemen. It is for the benefit of its members. No one objects to the name "Firemen." No one controverts the triumphs achieved in the past under the old flag. A new name is urged because a name is wanted to express real conditions—the result of the triumphs of the Order. The writer says "should federation be possible," when federation is an accomplished fact; but federation, whether accomplished or to come, has nothing to do with the proposition to change the name of the Order. And since the Order has a membership composed of firemen, hostlers and engineers, it is in order to introduce arguments why they should or should not be recognized. If we can find a name that includes all and does injustice to none, reasons should be given, if reasons exist, why justice should not be done to all. The reference to a change of laws and rules need not be criticised, since such objections are easily removed.—ED. MAGAZINE.]

A REMINISCENCE.

Once upon a time, on the island of Manhattan,
There was a Union meeting, and speaking was
on the program.
Men were on hand, equal to Webster, Clay or
Grattan,
Together with another oratorical man.

For instance, there was Depew, the after dinner
trump,
And there was Dana, the editor of the *Sun*,
And there was Mayor Hewitt, who on the rostrum
is no chump,
And there was Hannahan, who also can speak
some.

'T was in Tammany Hall where the orators cor-
uscated.
Where Dana, Depew and Hewitt he'd spell-
bound every man,
But the audience, though anxious, patiently
waited
For their favorite, Vice Grand Master, J. J.
Hannahan.

The lazy hours went by with plowing ox team
pace—
The gas lights burned dimly, and the moon she
went down,
But Hannahan was ready, and on his radiant
face
There were only pleasant smiles—and never an
angry frown.

At length the time arrived for our Vice Grand to
speak,
And quick at the foot-lights our champion ap-
pears,
Gods! but the boys made the rafters creak
With thundering applause and cheers follow-
ing cheers.

The theme was Conscience, Courage, a Willing-
ness to Die
For a principle as readily as for a Kingly
Crown,
And to make things clear, and show the reason
why,
The orator introduced felicitously old John
Brown.

When he got to old John Brown on the scaffold
high—
When he got to old John Brown in the battle's
van,
The orator concluded to just turn his eye
Upon his manuscript, to see how the story ran.

But he did not scorn repeating, while fumbling
for the page—
The name of John Brown, in agony he called—
John Brown, J-o-h-n-B-r-o-w-n, until it seemed
an age—
And finally it leaked out that the orator was
stalled.

With perspiration flowing, and eyes wildly pro-
truding,
But still hanging on, and shouting J-o-h-n
B-r-o-w-n.
The audience, all silent, was evidently conclud-
ing,
That Hannahan thought old John was in
town.

But the end came at last, and it came right in
the middle
Of Hannahan's oration; a most provoking
thing—
And Hannahan looked like Ole Bull, where his
fiddle,
When tickling a high note, busted a string.

CAIRO, ILL., August 15, 1889.

MR. EDITOR:—Although I am not a member of
your worthy organization, I am quite interested
in the noble work of your Order, and am highly
pleased when my brother receives his *Monthly
Magazine* to devote a few moments in reading
what the other members of the Order are doing.
I see in your last copy an interesting as well as a
valuable article, entitled "Woman's Work," of
which I may say the author is worthy of its
publication. It should be so arranged that each
and every young person (as well as married ones)
could read and reflect, as it is known to all that
there is nothing as pleasant on this wide earth as
a happy home. I am very happy to see all our
organizations doing so well. Yet we have a few
black sheep amongst our fold. For instance those
that have a desire to sit, stand and hang around
a bar-room or saloon where drinking, card-play-
ing and fighting constitute the amusement.
Allow me to say to the members of every organi-
zation, beware of such, as you may have good
intentions when you leave your place of resi-
dence and fall a victim to some of these evil as-
sociations. Just such things as this breed a bad
name for your Order and reflect upon those who
do try to carry themselves straight and manly.
Referring to the subject federation, I am happy
to say this vicinity is overjoyed by its establish-
ment. Let us all be brotherly, and be of deter-
mined minds and not bear malice towards any
one. Good soldiers is what we want in our Or-
ders, not cowardly and unbrotherly ones who
will one minute be your friend and the next
your enemy. Let our motto be: "May friend-
ship always exist," and another object should be
to devote a little of our time to our journals and
magazines. There is not an issue but what con-
tains something valuable and it should be our
purpose to keep ourselves well read in the labor
literature of the times.

Switchman.

TULARE, CALA., August 12, 1889.

Editor *Firemen's Magazine*:

I will drop a few lines to let you know that we
are not all deadheading.

Our Lodge is in a flourishing condition, and the
boys are all doing as well as could be expected.

I see quite a good deal is said in regard to
changing the name of our Order. Now I don't
see any particular need of changing the name at
all. The Order has lived and prospered for six-
teen years under its present name, so why
change it? I think our initials ought to be dif-
ferent from the engineers, so we wouldn't all
wear the same letter. Most of the boys here are
satisfied with the present name. There is not a
blemish on the B. of L. F., and everybody knows
and respects the Order. Yes, I think the "Broth-
erhood of Locomotive Firemen" is the right and
only name for our Order. I am kind of timid
about sending this in, as it is my first attempt,
but I want to let you know that we California
fellows have thought of this matter too. Hop-
ing this will reach the eyes of the public, I re-
main,
Yours fraternally,

A. W. M.

"Just In Time's" Grand Ball.

NEW YORK, August 29, 1889.

MR. EDITOR:—The night of August 14th was a "red letter" one in the history of Just In Time Lodge, No. 149, B. of L. F., the occasion being the eighth annual Summer Night's Festival that was held in Sulzer's New Harlem River Park, and to say that it was a great success would be expressing the result very mildly, as undoubtedly it was the grandest affair, socially and financially, that has ever been held under the auspices of 149, the credit of which is mainly due to the able manner in which the several committees conducted their duties, especially the committee of arrangements, Bros. Ernest W. Gregory, Albert H. Hawley, Theodore H. Schroder, George Bernsten and Arthur A. Davis. The Park was beautifully illuminated with electric colored lights, and the decorations of the dancing pavillion were masterly pieces of art and workmanship. Prof. F. S. McAuliffe's orchestra rendered the music in a very satisfactory manner, and in the last figure of the quadrilles, gave an excellent imitation of a locomotive in motion, with the aid of a locomotive bell that was kindly loaned to the Lodge for the occasion by Mr. P. M. Gibson, Ass't Master Mechanic of the Hudson River Railway Co. Bro. James F. Hough was the floor manager, and Peter A. Donohue the assistant floor manager, and many were the expressions of approval heard of the manner in which they conducted their duties. Bros. Charles E. Townsend, Henry Buhler, George Emory and William Wilson, were the floor committee, and Charles J. Johnson, Alex. Borkland, A. Blackett, George Squires and Horace Roberts, the reception committee, and together they made things hum, without causing any "hot pins, journals, boxes," &c. Each lady on entering the Park was presented with a pretty fan, on which the programme of dance was printed, and each lady and gentleman received as a souvenir of the occasion, a book, containing a short history of the Lodge and a short biography of its six head officers. Although it rained steadily all day and evening, when it came time to commence the festivities, the pavillion and balconies and boxes surrounding it were comfortably filled with the members and friends, with their wives and best girls, which proved that a little thing like rain could not keep them from being "Just In Time" to partake of the pleasures of the occasion. The grand march was led by the Master, Bro. James F. Hough and his wife, followed by Past Master Bro. George Ford and his wife, who very ably held up their ends in the long line of handsome couples. All of the several Lodges of the B. of L. F. in and around New York were well represented, also a large number of members of the B. of R. B. and the S. M. A., which testified that the three organizations are united for pleasure, as well as profecton. Past Master Bro. Francis C. Donigan was present, and showed the boys that he was no greenhorn at ringing a locomotive bell. Bro. J. Peterson arrived about nine

o'clock, and like a good many others, was only going to stay a short time. He left at four o'clock in the morning very regrettingly. Among other things that were seen and heard were the following: That Bros. Donohue and Hawley were all smiles when in the presence of certain parties; that Bro. Dewey had his usual number of lady friends; that Bros. Johnson and Schroder would die of thirst if they waited till Bro. Hawley fulfilled his promise to them; that Bro. Wasnidge worked hard for the festival's success; that Bro. Van Zandt's best girl was absent; that there was tremendous applause at the termination of the "locomotive quadrille;" that if the weather had been clear, where would they place all of the people who would have been there; it was a grand affair; never had such a lovely time; the fans are a splendid idea; can't you have another one next month; when will you hold your next affair, and numerous other similar expressions. The dancing commenced at 9 P. M. and continued until 4 A. M., when the assemblage adjourned, to meet again on the evening of February 20, 1890, when 149 will hold their eighth annual reception and ball at the Lexington Avenue Opera House. Among those present were the following: Mr. J. Lynch and wife; H. Davis and wife; J. W. Reilly and wife; F. R. Elliott and wife; G. Muellaus and wife; A. Miller and wife; S. Benwell and wife; E. T. Quade and wife; B. Borkland and Miss Master-son; S. Marks and Miss Harnot; F. Davis and wife; J. Moran and Miss Taylor; Charles Thorger and Miss Helene T. Hough; A. A. Breiterberger and sister; H. C. Geiser and Miss B. Cooper; W. A. Masterson and Miss Burke; J. Benning and Miss Nelson; A. Jones and Miss Palmer; J. J. Bantar and Miss Wise; M. McCarthy and wife; G. Bayne and wife; E. Williams and Miss Burke; Wm. Chambers and family; F. C. Donigan and wife; H. Hosenbalg and lady; P. Peck and lady; E. Swerthannon and wife; F. Bloomfield and wife; J. Devine and wife; Wm. Page and Miss Masterson; Charles Townsend and intended wife; P. A. Donohue and lady; J. Clemmers and wife; T. Harriet, J. Davis, A. Van Tassell, N. Brown, G. Perry, J. W. Brown, W. Davidson, F. Mercer, D. Nolan, W. Welsh, J. W. Smith, C. Anderson, E. Chambers, H. Davis, J. Babcock and, among the others, was
Charles Coudrick.

SOMERVILLE, MASS., August 8, 1889.

Editor Firemen's Magazine:

I am glad to see the discussion of the new name becoming the absorbing topic in the correspondence. Those in favor and those against are the expressions of each Brother's views, and are straws that show the way the wind blows. We would not need an organization for any purpose if all of the people on the earth thought alike; by the different views we are able to arrive at conclusions of what would be best for the Order's general good in a most intelligent manner. I would like to have "S. W." explain why it would be necessary to change our laws and

constitution? They surely cover us now, and we have everything provided for but one, which you will find a little later on, but allowing, for the sake of argument, this to be the case, we could not become, even temporarily, disorganized, for we should work under the old until the new was law. Its a good deal like the old monarchical cry of the "King is dead, long live the King," in cases of that kind. I will say to "A. H. Tucker" that the best reasons that could be advanced for the repeal of those laws were advanced at Richmond, in the interests of the B. of L. F., but were scorned by the majority, and if they are changed at Denver it will not be done for the direct interest of the B. of L. F., but for selfish motives. So I say, let them alone, and take the line of strict neutrality, for we have all we can do to run our own Order.

I would like to know from "Jim Dooly" if it is really the case, that the Free Masons never changed their name to suit the conditions of the classes that they now represent, for I have been quite a student of Masonic history, a good deal of which I have learned by heart. I find that for a service rendered by a prominent public man, not a worker of wood, stone, or metal, that the honor of being Accepted as a Mason was conferred upon him, and others, and to distinguish between the actual and accepted, the name underwent the change which it now bears, Ancient, Free AND ACCEPTED Masons. I simply proposed the addition of the words, "And Engineers" to our title, and find quite a number of the men in different parts of the country that I have come in contact with who like it also, and the dilemma that the writer of "our new name" presents is done away with altogether, name and all, by the nickname, "Double Header." I won't have anything to say on that, for it sinks our new name at once.

Now, "263," where would you draw the line on patience ceasing to be a virtue, and what lapse of time is considered to be about right to prevent hastiness? Several years more? Now, "One of Them," you made me actually nervous by your tragic abruptness at the last of your letter. If you knew what a nervous man I am, you would be more careful; I could see before me an awful, solemn warning, brought back from childhood's days, when I first witnessed the tragedian, Edwin Booth. Please don't do it again. I consider those that leave us as poor timber, and not worth the attention bestowed on them, so place it on the raw material. And we don't agree in regard to name, but we do in regard to Bro. Frank Sargent, for I think that he is an honest, able, conscientious man, but why don't you give him the power to extricate the Order and himself from the trying positions that you have placed him in, in days gone by? Why don't all the Lodges profit by the past? Give him more power for aggressiveness. Don't take a back seat from anybody, but run our Order in the interests of its members. We have federation, now let's have the "Name."

Charles H. Trenholm, Boston Lodge, No. 57.

More About the Name Question.

LA JUNTA, COLO., August 8, 1889.

Editor Firemen's Magazine:

There has been so much said of late about changing the name of our good Order, that it seems impossible for me to keep quiet any longer. I cannot see the advisability of any change, and I fail to see any good argument in the *Magazine* that does favor it. It only goes to class us with men of every description who labor around an engine. This may be all well enough, but as I understand the situation, the causes that have led to this talk in favor of a change of name are few and small, merely to unite the firemen and engineers more closely. If this is to be done, and can be done in any manner, it should be in some other way than changing the name of the Firemen's Order. In cases that I am familiar with, there are young Engineers running regularly who were considered and *were* the very best kind of B. of L. F. men until their firing days were over. Now that they are B. of L. E. men, they say they are sorry they left the firemen to join the engineers, but they make no effort toward leaving the engineers to come to the firemen again. I know but little as to the differences existing between the two orders, and I can say for one that I have received best of treatment from almost every engineer I am acquainted with, and find them to be perfect gentlemen. At the same time, there might be among some of them a disposition to work against the Firemen's Brotherhood, and to stop, if possible, all promotions until the unemployed B. of L. E. men now in the country could be given steady employment.

My opinion is, that a change of name would be of more benefit to the B. of L. E. than to our own Order, provided they so wished to make it. If the engineers are working against the firemen, it is surely the wrong way out of the difficulty. If our young runners are going to be loyal to our cause, let them stay with us. Perhaps we cannot do as much for them as the B. of L. E., but why can't we? Yours fraternally,

Maloney.

[Here again, the reasons for a change of name are totally misapprehended. It has nothing whatever to do with the B. of L. E. It does not involve questions of personal relations existing between individual firemen and engineers—friendships and personal regards are entirely foreign to the subject. The Brotherhood is known as the "Brotherhood of Locomotive Firemen." It is more than that. It is a Brotherhood of Locomotive Firemen, Hostlers and Engineers. There stands the fact. Why not admit it? Why circumlocution and evasion? Why introduce objections which seek to belittle facts? The simple proposition is to find a name which in its significance expresses the condition of the Brotherhood in its membership. There is something in a name, why not recognize this fact, and seek to meet an emergency—conditions which are the result of our growth and importance as a great organization.—ED. MAGAZINE.]

WHEN MY SHIP COMES HOME.

When my ship comes home o'er the creamy seas,
 With her bending spars to the spanking breeze,
 With her snowy sails swelling out on high,
 Sweeping proudly 'neath an azure sky;
 Oh! I'll sing a song of delightful sound,
 For my heart with joy shall gladly bound,
 When I see her glide o'er the ocean's foam,
 With her cargo rich coming safely home.

She's a noble ship, with as brave a crew
 As e'er sailed out o'er the waters blue.
 She was built for speed, and was launched 'mid
 hopes
 That have clustered 'round her sails and ropes;
 And she outward went when the breeze was fair,
 And the balmy spring time filled the air;
 When life's morning sun of the long gone by
 Sent its slanting rays from a cloudless sky.

Many years have fled since she sailed away;
 Many pulsing hearts have been turned to clay;
 Many limbs grew faint on the tollsome road
 That crowds in search of wealth have strode.
 Many smiling Junes, when the eaks were bland,
 Have been here and gone since she left the land.
 But she's yet afloat with her timbers sound,
 And I'll soon hurrah for the homeward bound.

When the queen of night leads her starry throng
 Through the evening gates of the skies along;
 When the nightingale fills the drowsy air
 With her palpitant notes floating everywhere;
 When the Orient glows, with a lustre bright,
 From the silvery lamps on the brow of night,
 I then to dreamy headlands roam,
 Watching the sea 'till my ship comes home.

"A sail, a sail!" I have oft times heard,
 And my patient heart with the cry was stirr'd,
 But my eyes grew faint as I scanned in vain
 For my tardy bark coming o'er the main.
 I have watched big fleets, with their yards all
 square,

Sailing into port full of treasures rare;
 But I ne'er set eyes on this ship of mine
 Since I sent her off o'er the foamy brine.

I wonder where she has staid so long?
 Are her anchors down near the shores of song?
 Has her crew been snared by the Circe's smiles?
 Or her course been shaped for the enchanted
 isles?

Has the lightning joined with the hurricane
 To engulf my bark in the trackless main?
 Oh! I can't believe that she's yet afloat,
 For the Hopeful Heart is a royal boat.

She shall yet sail in full of every charm
 That her decks can hold to the fore and arm.
 Tho' she left the land in my early teens,
 She is yet afloat, one of ocean's queens;
 And she home-ward glides o'er the moonlit seas,
 As her proud sails thrill with the trembling
 breeze.

With a cargo rare, full of richer gems,
 Than have flashed from queenly diadems.
Shandy Maguire.

ARKANSAS CITY, KANSAS, Sept. 1, 1889.

Editor Firemen's Magazine:

We are flourishing down here in Southern Sunny Kansas. The farmers are thriving and happy, the people are greatly satisfied, and the firemen on our division are the jolliest, best set of fellows that can be found anywhere. Everyone, I think, believes in federation, and also in the change of our name, if it will be a benefit to our Order to do so, and from the small argument brought up against the change I think common sense teaches us that it is a necessity.

Will Ballou has been sick with rheumatism for some time; at last reports he was growing

some better. Little Sam Small went to Baltimore, Md., to get married, and returned with the happiest smiling countenance we ever saw, so the suppositions are that all's well with him. Bingfan says Sam must "spring himself" or the boys will fire him out.

The boys are all quite busy at present and making good time. Oklahoma is growing a little dull, we don't have so many pretty women to flirt with as when the country first opened up.

Several of our members went to Gainesville, Texas, last June to help organize the B. of L. F. Lodge down there, but through some misunderstanding Hannahan failed to be there, and no Lodge was organized until two weeks ago, and let me say right here, that those who visited Gainesville had a grand time, and would thank the firemen for making everything so pleasant for them during their visit there, and we hope to meet them again in the near future.

Jim Maher looks blue. What's the matter, Jim? Frank Rogers will lose his girl if he don't look out.

James Dorn accompanied Bro. Hannahan to Gainesville to organize the Lodge there two weeks ago.

I think the Vice Grand Master's cow is a dandy. Every line is to the point. Let us hear again from "Gibbon." Yours,
Oklahoma Boomer.

NEW HAVEN, CT., Sept. 2, 1889.

Editor Firemen's Magazine:

The last meeting of Elm City Lodge, No. 284, was one long to be remembered. The session was one of the most interesting in the history of the Lodge. A New Haven paper, referring to the meeting, said: "A report of the condition of the Lodge was read for past year. There are ninety-two members in good standing. The Lodge is on a good financial basis. More than \$300 were paid out for sick benefits, each member being entitled to \$7 per week. Two candidates were admitted, and just before the close of the meeting, Brother Pyle was called upon to speak in behalf of the Lodge. During his remarks he presented Past Master Edward A. Ferrill with a handsome gold badge and pin of the Brotherhood. Mr. Ferrill has been and is one of the most earnest workers in the Lodge, and has won by his genial manner the esteem of his brother members, for whose interest he has always most earnestly labored. He fires the express between New York and Springfield for one of the veteran engineers, "Bob" Kellogg. Mr. Ferrill was very much surprised and responded most feelingly. Speeches were made by other Brothers of the Order, when Master Levi Rude invited the members to refreshments, which had already been provided for in the banquet hall. Those present pronounced the meeting to be one of the best the Lodge ever held." A new code of By-Laws has been adopted, and all feel that they will prove beneficial to the Lodge. Our present officers are all good men, and everything promises prosperity for the Lodge.

Fraternally yours, W. A. P.

More About the New Name.

ROCHESTER, N. Y., August 17, 1889.

Editor Firemen's Magazine:

Well, I am around again, like a bad penny. I have a little more to say about the change of name; the readers will have to judge whether there is any sense in what I say or not. I want to know, if we change our name and adopt any of those which have been mentioned, *if it will not concede to all engineers the right to apply for admittance to the Order?* If so, is it not a possibility *that the men who have treated us with scorn and contempt in the past will want to join us when they see that we are gaining power*, and they think that it is to their interest to be with the winning side? You all know that man is a selfish creature at best, and would we not be opening our doors to a class whose sole ambition is the furtherance of their own selfish desires to the exclusion of all honor and principle? Don't you think that we have enough to do to keep down people of our own class, who are actuated by such motives, without having to fight against those who we know, from past experience, have made that their object in life? They might come to us and say that they were not delegates, and did not make the laws of their Order, to which we object. But at the same time we know that they did all in their power to support those laws and the men who enacted them. Now, Mr. Editor and readers, do we want to cut a new doorway in the Lodge-room for the entrance of this class of people? Do you think brotherly love would be on the increase? Don't you think that this action would breed discontent and strife in our midst? If we change the name to suit conditions and facts, as you say, and give the engineers a place in the name of our Brotherhood, we will have to *admit engineers, even those who have never belonged to our Order*. And what will be the result? I think in the near future you would see the same course taken which the conductors took—there would be a new Brotherhood of Locomotive Firemen formed. You see the habit would be so strong in these engineers that it would be impossible for them to refrain from giving us a sly kick once in a while, and that would make things interesting for all concerned. A rose may smell as sweet by any other name, but call it a mouse, where there is a room full of ladies, and what will be the effect? Change our name and it will be a Brotherhood just the same, but will it be as harmonious an affair as it now is? We have to deal with a *disfowler, liar or blackguard once in a while* and expel them from the Order, and that is enough without having to drive other people's pigs from our garden. What engineers we have in the B. of L. E. are men who have proven their worth and remained with us, and other good men and true will do the same. Do the Masons change their name so as to take in all the different classes of mechanics and merchants who belong to their order? Or, in fact, do any of existing societies do it?

Oh, Rip Van Winkle! You profess to be a Brotherhood man and see nothing wrong in the

laws of the B. of L. E. Truly you are a credit to the Order; a whole-souled, far seeing man. We are not bearing too hard on the B. of L. E., Rip. We are not even giving tit for tat. I hope we will never stoop so low as to deal with them as they have dealt with us. You think a man can not attend to more than one society at once. You say your chances of promotion are far off. Well, if you devote your energies to firing alone, you will never see your chance for promotion. Do you think an engineer devotes his mind and time to blowing the whistle and nothing else? I think a man who has not brains enough to attend to more than one thing at a time, or belong to more than one order, had better cease looking for anything more in this life than the pick and shovel.

Well, Mr. Editor, I may not understand this change of name as I ought, and if I do not, I am ready and waiting to be enlightened. I see one of the boys of "99" has awakened, and I am satisfied to let up for awhile, and let him fill the vacancy. I would like to hear from "99" in regard to the change of name. Have you nothing to say, boys?

Bro. Benedict has quit the egg business. Mansfield's time is spent in keeping track of the girls along the L. P. & C. I don't know, and don't mean to say, but I have heard that Roth asked J. F. B. to change off with Daggett so he could go to A. D. and see the girl. Oh, Charlie Rochester, don't stir Inman up unless you want to spread death and destruction along the B. R. & P. Julius Cooper is in the last stages now, and we don't want any more of the boys talked to death. Say! what sights one will see. There is Julius going along with a grindstone on his shoulder. Inman says he has an axe to grind. And there is Luttringer with his green tin box under his arm. Inman is the nearest to perpetual motion we have ever seen. Daggett, I would like to give you a shot, but I will spare you this time. Alsworth is in misery. He has to fire the "49" once in a while. They, Hess and Luttringer, are a good illustration of the long and short of it. Benedict is stuck on the passenger business.

Well, I am done for awhile. Won't some one in "99" fill my place. I know there are some of "99" who will remember *One of Them*.

[Let it be understood, that objections are not arguments. What is wanted, in discussing the new name question, is cogent reasoning. An objection that cannot be established and fortified by reason is not worth considering. "One of Them," in the foregoing communication says, "I want to know if we change our name, and adopt any of those which have been mentioned, if it will not concede to all engineers the right to apply for admittance to our Order?" "One of Them" ought to know that all engineers have the right to apply for admission "to the Order" now. In saying this, we dispose of all that "One of Them" writes in that connection. "One of Them" is exercised over the question of "harmony

nious" relations. He says, "we have to deal with a defaulter, liar or blackguard once in a while, and expel them from the Order," and intimates that a new name would increase that sort of cattle. The B. of L. F. has its laws relating to receiving members. It would have only gentlemen—good men—but, like all other human institutions, in spite of laws, it receives into its embrace defaulters, liars, blackguards, men who are at heart spies and traitors. Men morally and mentally deformed. Christ Himself, in selecting his twelve apostles, had one who betrayed Him. The B. of L. F. cannot escape from such vagabonds. Lodges have been wrecked by them, and they have given the Order infinite trouble. But it has been faithful to its motto and to its principles. It has weeded out the scoundrels as fast as it has found them out. Now, what of all this toil, this exasperating vexation? We have a large body of good men, tried and true. The Order educates them in all things of good report. They advance in their calling, become engineers, and then the B. of L. E. stands ready, by various arts and schemes, to induce them to abandon the B. of L. F. This done, the B. of L. F. can go forward and educate more men to swell the ranks of the B. of L. E. Is that the mission of our Order? Has it no higher aim and ambition? We think it has. The suggestion of a change in the name has the one prudent purpose in view—that of giving the Order a name in strict consonance with the vocation of its membership—some are firemen, some hostlers, some engineers, and all are Enginemen—all are men of the Footboard. A change of name proposes simply to call ourselves what we really are. Neither wrong nor injustice is possible by pursuing such a course, and level-headed men ought to see the point.—**ED. MAGAZINE.**

The New Name.

POCATELLO, IDAHO, August 10, 1889.

MR. EDITOR:—The discussion in regard to a new name, has certainly reached an interesting point. The opposing forces have boldly swung into line in the August issue of the *Magazine*, and in so doing, the B. of L. F. has, in my opinion, exposed among her membership some of the benighted ignorance that is forever standing in the way of progress, and has been in all ages, and will continue to be the curse of organized labor—the rock which has foundered so many nobly planned efforts for the emancipation of labor.

Why this continual bowl? "Wait until after the Denver convention." What has that to do with us? Nothing whatever. We, as free citizens, as workers, as men of intelligence are in duty bound to push ahead in the interest of right, justice, and self-protection, and make such laws and changes as the ever-changing conditions of our great Brotherhood require. Men *inside* of our

Brotherhood and *outside* of lunatic asylums say "Let well enough alone."

On the cover of our *Magazine*, in a very appropriate place, is inscribed the word "Progress," and with their eyes on that word, writers for the *Magazine* call a halt, and say, "Let well enough alone," cease to push upward and onward, but drive from our ranks thousands of good men, tried and true, and maintain forever our past position of absolute dependence on the assistance of others in time of war. What models of cowardice those men must be. To what conditions of slavery must they be compelled to submit, that they neither hope for nor ask for the dawn of a brighter day? How they must love the Brotherhood, that they would have it continue to be a breeding pen for something better, rather than an Order to take men in their childhood, educate them to be proficient in their calling, train them to a higher and nobler manhood, be to them and their families a shield and protector for all time, or while they continue loyal and true.

True there is a proud halo of glory surrounding the dear old name, and none of us will ever love it the less because we leave it behind. When we become men we put away childish things, but rarely indeed do we despise or feel ashamed of those things that have been our joy in earlier days. We tenderly lay them aside, and as becomes men, meet and overcome new difficulties and circumstances as they arise before us.

Those firemen, members of the Knights of Labor, who were rejected by "Rip Van Winkle" and others of his stamp, on the grounds stated in his article in the August *Magazine*, have my sincere congratulations on their narrow escape from the contaminating influence of such associations.

Frank Walton.

[We are satisfied that the great body of the membership of our Order favor the change of its name. Here and there an objection is made, but such objections are few, and as a general proposition, were made at a time when the importance of the change was not fully comprehended. It is not to be supposed that every member of the Brotherhood will favor the change. The present is not the age of miracles, but a vast majority, we are satisfied, do favor the change. There are some men who are never more delighted than when astride of the shirt tail of progress yelling "Whoa." That the Brotherhood of Locomotive Firemen should have its share of such infirmities is not a matter of surprise, that its share is insignificant is a matter for felicitation.—**ED. MAGAZINE.**]

SANTA ROSA, CAL., August 22, 1889.

MR. EDITOR:—As a friend of the B. of L. F. I wish to suggest that the new name of the Order be "Brotherhood of Locomotive Operators." This would convey the proper meaning and would not conflict with the name or initials of any other order.

Respectfully,

A. T. B.

For the Magazine:

SAD TIDINGS.

(Dedicated to the Memory of Ward Davis, of Red River Lodge, No. 8.)

Again and again comes the sorrowful word
Of a home made sad and fond hearts broken;
And we stand with fear when the step is heard,
And our hearts beat fast as the words are spoken
The kind and warm-hearted,
Forever departed,
O, why did he go from his children and wife?
But, true to his duty,
He fell on the beauty
Of glorious manhood, of promising life.

And now, as I think of the father who went
To his work, I see him fondly pressing
The tenderest kiss, as he kindly bent
O'er the wife and child he was there caressing.
Though simple his story,
There lingers a glory,
A halo of splendor hangs over the name
Of him who has perished
For those whom he cherished
More dearly, more sacred than honor or fame.

Though deep are our feelings, they cannot supply
The consoling balm of a father's kindness;
Or the "passing tribute of a sigh,"—
Can it bring relief for the fearful blindness?
While tear-drops are glistening,
The soul is but listening,
And longs for "the sound of a voice that is still."
The heart, in its yearning,
Is throbbing and burning,
But what can this great, aching void ever fill?

And thus to the memory of him who has gone
From a home now filled with pain and sorrow;
To a brighter realm, where a glorious dawn
Will break on the bright and glad to-morrow,
With kindest devotion,
And heart-felt emotion,
With the honored and faithful, his name we enroll
And hoping to meet him,
Endeavor to greet him
In a sunnier clime, the home of the soul.

STANBERRY, Mo.

George W. Hall.

Kind Words and Good Suggestions.

DANVILLE, ILL., Sept. 5, 1889.

Editor *Firemen's Magazine*:

Did you ever in starting to write an article for the *Magazine*, that is an article, the subject of which you had so many good things to say, and sometimes find it hard to get started? If so, you can sympathize to some extent with me. Many things have I to speak about and the first is the *Magazine*. It must be gratifying indeed to the Brothers to have such a champion of their cause. The steady improvement which is noticeable in every number, is but the outcome of the wisdom displayed by our able editor, not only in his choice of subjects but in the manner in which he has discussed the same. This is particularly visible with regard to the labor troubles in Pennsylvania which have been discussed but lately. How few of us realized to a full extent the aspect of things in that State? How would we have known about any investigation at the hands of a Congressional Committee and whether it was favorable to our cause or otherwise? Now, brothers, if you are enthusiastic in

your endeavors for the good of our Order don't you think that one of the best ways to get posted in the work which it has mapped out would be to read carefully and thoughtfully the articles in the *Magazine*? The *Magazine* should be to us what the newspaper of pronounced politics is to the politician; it should be our cyclopædia to refer to for proper authentication of any subject pertaining to the good of the cause of labor.

In speaking of the *Firemen's Magazine*, we should not think that because of its name it is meant that it is published only for the firemen or members of the Order to read. We should get it into the hands of the great mass of thinking people, and people whose lives are given up to doing good for their fellow-men; the only way to do this, would be for each member to turn himself a sort of assistant to the *Magazine* Agent of his Lodge.

Mr. Editor, there is one thing that I cannot see through, and that is why do some of the members stay from meetings and allow just a few to meet and transact business? That this is true, no one can deny. You will find it so in every Lodge in the Order, at least it is so in No. 63. It looks as though a person who has so much at stake as a member of a Lodge of the B. of L. F., would not begrudge two or three hours every month, to see how his Lodge is getting along. I notice in all, or most all I should say of the communications from the Lodges, that the writers always have something to say of the Lodge which he represents, and I will not be left out in the cold.

Hercules Lodge, No. 63, is still on deck, and is growing both in numbers and into the hearts of the boys. We have a few who don't think the old flag good enough to fight under and they are leaving as fast as they can get cards, but who can blame them? a man who has not been inside of a Lodge room once in a year can't expect to know how much he has left or how poor a change he has made. Some day they will know to their cost. Well, there is no use of crying over spilt milk, and the brothers of 63 can well appreciate the old saying, "good riddance of bad rubbish," especially when the milk which is spilt is sour milk and is not cream; we still have the cream.

With kind wishes for the B. of L. F., I remain,
Fraternally,
C. G. B.

[It is scarcely necessary for us to say that we appreciate the kind words of Bro. C. G. B. His suggestion, that each member of the Order turn himself into a sort of assistant to the *Magazine* agent of his Lodge, is wise and timely, and we hope the membership will act upon it. Subscribers could be obtained by the thousands if every Brotherhood Fireman would assist the agent in the good work. Some of our agents, are inert and do little or nothing, others are active and efficient. Why not all take hold and aid in making the *Magazine* more valuable to the Order?—ED. MAGAZINE.]

Give Us a Rest.

MOXTON, N. B., August 18, 1889.

MR. EDITOR:—Kindly allow me the space to give my sentiments on a matter on which I have hitherto been silent. I refer to the much talked over and hackneyed dispute with the B. of L. E. I think it is about time the members of the B. of L. F. took a tumble to themselves and shut up about the old worn out theme. Two wrongs will never make a right, and if the B. of L. E. have used us wrong in times gone past, it does not behoove us to use them wrong now. When I say this, I mean for the best interest of the B. of L. F. Some of the letters that appear, from month to month, filled with sarcasm and abuse, don't do any good, but put our Order in the position of the fox and the grapes. Now such is lowering to the dignity of our Order, and is playing into the hands of our enemies; the enemies of organized labor. Nothing can be more pleasing to a Stone, a Perkins, or a Bonzano, than to see the two great locomotive brotherhoods at war and wrangling; in truth, the wrangling all comes from our side and what are we wrangling about anyway? Because the B. of L. E. would not change laws which are obnoxious to us and because they won't federate. Now these laws have been on their books several years and what great harm have they done us? We have gone right on, *growing* and improving our Order. Some few have withdrawn and joined the B. of L. E., but the great majority of our members who have been promoted, have stayed with us and are going to stay. Now, all who write against the policy of the B. of L. E., agree that their policy is more hurtful to them than to us. Now, if this is the case, why, let them go and don't forever be chewing the rag, over what is not hurting us. As for their policy in regard to federation, why not let them alone on this point too, if they don't choose to federate now, it need not deter us from reaping the benefits of federation. Our brothers may talk as they like about paying the engineers off in their own coin. Well, this won't do. If the enemies of organized labor thought they could be sure of the firemen maintaining a position of strict neutrality, they would quickly open the ball, by a row with the B. of L. E. Suppose the engineers on a system should strike, the road supplies their places with O. R. C. men and other scabs picked up around the country, and what a spectacle it would afford, the B. of L. F. observing a course of strict neutrality, that would be, our members firing for scab engineers, and such of our members as were runners remaining at their posts and the brakemen and switchmen by virtue of the act of Federation doing the same, and thus defeating the aims of organized labor. Of course, such a thing I don't believe ever could happen while the great majority of the B. of L. F. is composed of the membership it now has, but I write this to show with what thoughtless inconsistency some of our brothers write in the columns of the *Magazine*. The utterances of the *Magazine* are taken for the sentiment of the Order it represents.

Now, in one part of an issue can be found a letter filled with abuse of the B. of L. E., and threatening them with dire punishment in the future, and in another part is found an article showing up some of the contemptuous proceedings of the heads of the O. R. C. So, therefore if our *Magazine* would adopt the plan of the *B. of L. E. Journal*, and suppress all abusive letters, and publish what is for the good of the B. of L. F., it would be a more dignified course, much more consistent with our standing to-day in the labor organizations of the country. A writer in the August number of the *Magazine*, signing himself S. W., speaks in a very sensible manner when he says he moves we drop this rag chewing and go on with our great duty of building up our institution on its own merits. There is not a member in our Order but what has friends in the Engineers, and what good can be done by making enemies of them; nothing but to defeat our own aims will be the result. I verily believe, that some of the letters that have been published in the *Magazine* are nothing more than the work of some sore-heads who wanted to have a slap at some particular engineer, and who had the unbounded gall to make the *Magazine* of our Order his weapon to strike with, and therefore make the B. of L. F. responsible for his spiteful utterances. This is why I say it would be for the benefit of the Order and its official organ if such writings were suppressed. Now, brothers, think over this, and try and arrive at the conclusion to give us a rest and every brother put his shoulder to the wheel of our own Order and help it along on the road to success. Let every member attend the meetings of his Lodge, keep his dues square and be able to vote intelligently on the questions that may come up concerning our Order. Work, work, work, for the B. of L. F. There are many ways in which every member of our Order can work, and every working member's effort is felt no matter how little he does, it helps and if every member would do his duty to the Order there will be no need to care whether our sentiments are entered into by the B. of L. E. or not. We will get there ourselves and the honor will all be ours.

Yours fraternally,

Pop.

[The foregoing communication demands some words from us. The time has come for frankness of expression. "Pop" invites it and "Pop" shall have it, as also all other "Pops," who while advising others to "take a tumble to themselves and shut up," take a "tumble" to themselves and open. "Pop" is one of those unfortunately constituted persons, who *opens* to plead the cause of those, who in season and out of season, by methods open and covert, seek the downfall of an organization they affect to love and cherish. Does it answer the purpose to say "they are built that way?" To say that, is to say they are objects of pity or contempt, as one may be affected by their mouthings. Such men as "Pop" are for-

ever bending, cringing, fawning and making excuses for the excoriations they receive—they kiss the rod that smites them. They seem to take delight in counting their stripes and apologize for the men who inflict them.

Their estimate of the mission of the Brotherhood of Locomotive Firemen, is, that, as has been well said, it shall forever be a "breeding-pen" for another organization, and that men who have the nerve, the pluck, the sand, the independence to expose wrongs and resist them should "tumble and shut up." The idea seems to be that they should be "tumble" burs, roll their little balls, containing the germ of another "tumble" bug, and be silent. "Pop" admits that a wrong has been done the Brotherhood of Locomotive Firemen, he admits that the wrong has not been redressed, that it remains in all of its haggard proportions, and with the fact in full view "Pop" expresses the opinion that to continue to antagonize the wrong, in itself constitutes a wrong, and that the right thing to do, is to play the role of lickspittle, and in silence and degradation submit to the wrong. "Pop's" idea is that Stone and Perkins, Bonzano and the rest of the subjugating autocrats, take courage, when they see a labor organization, exhibiting eternal hostility to degrading methods. In this "Pop" is all wrong. Such autocrats, are in sympathy with "Pop's" theory. They want the men whom they degrade, or whom others degrade, to "tumble to themselves and shut up"; and "Pop" in advocating silence and servitude assumes that he is advocating the best interests of the B. of L. F. He has diagnosed the condition of the B. of L. F., and is of the opinion that under the blistering and bleeding treatment it has received, it "has gone right along growing and improving."

"In this "Pop" shows his ignorance. The membership of the Order is less than it was two years ago, less than it was one year ago, while the Order that has used the B. of L. F. as a "breeding-pen" is growing in membership.

It is well known, that in many ways an engineer, a member of the B. of L. F., is embarrassed, bulldozed, intimidated, for the purpose of compelling him to abandon the B. of L. F. We have the facts. We know whereof we speak. The *Magazine's* mission, is not to advocate making the Brotherhood a recruiting camp for the B. of L. E. Its mission is not to condone flagrant wrongs and premeditated insults. On the contrary, its high ambition is to make the B. of L. F. self-respectful and independent.

"Pop" says the great majority of our members who have been promoted have "stayed with us and are going to stay."

This is not so. Nine out of ten abandon us and join the B. of L. E., and the stream is steadily flowing in that direction. Who has not been humiliated to know that men on the floor of conventions, who asseverated, with air-sawing gesticulations, that they were going to stay with their parent Order, in a few months subsequently, abandoned us. Many of them going because made the victims of schemes as outrageous as ever gave infinite infamy to the Corbins of the period. True, there are among the number, men who never drew a loyal breath for the Order that nursed and warmed them into life. Such mentally and morally deformed creatures are found in all organizations, but thousands of them go, because they learn that to remain is fruitful only of ceaseless embarrassments likely to involve them in trouble, from which there is no escape.

"Pop" would have the *Magazine* adopt the policy of the *B. of L. E. Journal* and "suppress" all allusions to wrongs inflicted. The *B. of L. E. Journal*, has never had occasion to print a word setting forth any wrong the B. of L. F. has inflicted upon the B. of L. E. Hence its silence. Nor need it speak while the B. of L. F. has its "Pops" to plead its cause. Tom Moore sung an appropriate prayer when he wrote

"O, for a prayer to curse the slave
When treason like a deadly blight
Comes o'er the councils of the brave
To blast them in their hour of right."

—ED. MAGAZINE.]

BIG SPRINGS, TEXAS, August 23, 1889.

Editor Locomotive Firemen's Magazine:

In answer to your call in August *Magazine*, for the boys to give their experience in firing on their Divisions, I have this to say, that firing a locomotive on the Texas & Pacific Railroad is anything but easy work. West of Fort Worth there are five Divisions. The first is 140 miles, the second, 130 miles, the third 154 miles, the fourth, 100 miles, and the fifth 90 miles. All of them are hilly. On the first Division they have ten-wheelers 17x24. The boys get Atoka coal out of Fort Worth. We call it good coal, but going east they get bad coal, called "strawn" or more commonly, "Johnny Gordon." It forms clinkers and fills up very badly—so the boys have to clean one and two fires over the division. They burn, on an average, from fifteen to sixteen tons on a round trip. Upon the next two divisions, the work is harder on account of all bad coal and which makes the engines leak. Most of the flues of the engines leak badly. The firemen are required to clean from one to three fires over a division, and clean an ash-pan at every stop, on account of having to shake the grates so frequently.

The engineers help us to clean fires. We have a good class of engineers here. The coal, for soft coal, is very hard, and is full of stones, slate,

Iron and God only knows what else. We get the coal in lumps, and if we do not get it in lumps, we get all dirt. The lumps are hard to crack. Considering the work of firing, it will be seen that it is very difficult for us to keep our eyes upon every sign of danger. We burn from fourteen to eighteen tons of coal on a round trip—some of the engines not so much. But it is not now as bad as it used to be four or five years ago. Then the coal was still more inferior and the track in bad condition, and the boys had to clean from six to nine fires over the division, and sometimes clean one or two fires standing on the siding, waiting to meet a train so as to keep the engine alive. The fellows who wanted to make the firemen responsible for all dangers, with engineers, did not know much about what some firemen have to contend with. It would pay these professors to look over their noses once in a while, and not make such asses of themselves.

The boys here are greatly delighted at the way you gave it to Corbin and Bonzano and Wheaton—three nice reptiles. Along with Pigott, Le Caron and Balfour, the devil will have a nice bunch. It will make h—l hot when they die.

I hope the boys East will find their work easier when they read this letter. The boys of Signal Mount Lodge, No. 172, are doing well, with the exception of a few whose engines are in the shop. They may blow down East about the run their Strong engine makes. We have engines on this road which have made their trip of 614 miles, with six, seven and eight coaches, four of them Pullman sleepers, and the boys had to clean plenty of fires on the way.

Is marriage a failure? It don't look that way down here, for the simple reason that Bro Bible and wife were blessed about three months ago with a fine baby boy. Al o Bro. Smith and wife with a little girl. How George did cut up because it was not a boy; he bit his finger nails for a week though his first was a fine boy. God bless them all. Brother Sam Hunter and wife were blessed yesterday with a fine big boy. Sam "set them up" for the boys, and one of them said "Sam don't get full" and Sam replied, "W-h-a t! don't get full and it a boy." Papa feels happy and we don't blame him. For a small town, Big Springs takes the cake. The old and the young prove that marriage is no failure down here. There are more little angels flying around here than one can count. It must be on account of the rain we have had this season for it is always very dry out here. The boys are always glad to hear from the ladies, their letters are always nice and instructive. God bless them, for our wives and sisters get a great many new ideas.

We are very proud of the federation of brakemen, switchmen and firemen. I hope to see the rest come in. If they are wise they will. Men who get the big head don't know much of this world. If they only knew how men of capital look down on them, they would be ashamed to raise their eyes, and look an honest American in

the face. The spotter is active on the T. P. Railway. Another tool, when worn a little, will be cast aside to the scrap heap.

We have a good Master Mechanic here, A. S. Douglas is the firemen's friend; also two good firemen, Owen Clark and J. Jenkins. Wishing the B. of L. F. a God speed I remain,

Yours truly,

Jack.

PUEBLO, COLO., August 12, 1889.

Editor Firemen's Magazine:

I see a reply in the *Magazine* by "I. No U." to ex engineer, "Set Back." Now we will find out something. In the first place, "I. No U." says that I contradict myself. We will see. I say Lodge No. 59 is very inactive, which I will prove. Brother M. C. Donnelly, Receiver of Lodge No. 59, told me that in the past two years he had handled quite \$7,000, and no one had ever looked at the books, and that he had requested No. 59 to look at the books. Now if that don't show inactiveness on the part of No. 59, I should like to know what it does show? There are some firemen that are as mean and contemptible as there are engineers. I will defy "I. No U." or any one else to bring anything against me as a gentleman or as a member of the Brotherhood of Locomotive Firemen, of which I have been a member over five years. "I. No U." knows that strict attention to business, sobriety, industry and honorable and upright action are the required traits in a fireman's character to secure him promotion here, and he knows that firemen have been expelled from the B. of L. F. for defrauding, and that others who have never fired on a time card have been promoted over competent firemen. I would ask "I. No U." if firing six years for two engineers without one word of complaint does not show attention to business? "I. No U." is mistaken in the amount that the "Ladies' man" got away with; it was \$130 instead of \$86. Modest man! I count no favors nor ask any favors. All I ask is equal rights and justice to all, which wrongs no man.

Fraternally yours,

Set Back.

PITTSBURG, PA., August 20, 1889.

MR. EDITOR: In order to promote the wellfare of Federation, the following Lodges of Pittsburgh and Allegheny cities: Nos. 219, 235, 302, 318, 378, B. of L. F., Nos. 106, 179, 225, 244, B. of R. R. B. and No. 62, S. M. A. A. will hold their first union meeting on September 30th and October 1st. A secret session will be held on both days at 1 P. M., a public meeting at 7:30 P. M. on September 30th, and a grand ball on October 1st at S. P. M. Imperial Hall on new Grand street has been secured for the occasion. The Grand Officers of the respective Orders will be present. Indications show that the brothers are bound to make the affair a grand success and much good will be accomplished. Hoping that our neighboring sister Lodges will be well represented I remain,

F. G. Thomas,
Chairman.

DON'T YOU FORGET IT.

MR. EDITOR:—As sure as God made the spheres;
As sure as cruelty brings tears;
As sure as God is just,
The working man must burst the trust, and
Don't You Forget It!

MR. EDITOR:—As sure as water will run down
hill;
As sure as battles maim and kill;
As sure as Spartans fought at Thermopylae;
Workmen must set down on monopoly,
And Don't You Forget It!

MR. EDITOR:—As sure as hot water makes steam;
As sure as milk produces cream;
As sure as Christians are taught to pray,
Workmen must have fair play, and
Don't You Forget It!

MR. EDITOR:—As sure as the rainbow spans a
cloud;
Sure as death demands a shroud;
Sure as capitalistic gangs sharpen hunger's
pangs,
Workmen who meditate will federate,
And Don't You Forget It!

Solon.

A New Name.

ELMIRA, August 20, 1889.

MR. EDITOR:—In reading my *Magazine* for August, I notice the discussion on the above subject continues.

To those of you who favor a new name, I would ask what do you seek to accomplish by adopting a new name? You claim it is to suit conditions to facts.

One of these facts is that we have about 5,000 engineers in our Brotherhood, you wish a name to suit them and keep them in our Brotherhood.

In the next five years it is fair to presume, there will be about 5,000 more firemen promoted and of course we will keep them in our Brotherhood. I would ask, what then is to become of the B. of L. E.?

Some have stated that this matter does not refer to the B. of L. E. at all. That we have nothing to do with them, that they are not to be thought of. On the other hand you wish to work in harmony with all labor organizations and do what you can to assist them, and in the same breath you strive to thrust a lance into the very heart of that organization which has done more to raise wages and keep them to a high standard, than any other labor organization.

To make it plain, you would cut off the supply of the B. of L. E. and claim that it did not concern them, and that they were not to be thought of.

The motto of the three federated bodies, B. of L. F., B. of R. B., and S. M. A. A., is Mutual Justice. A grand and noble motto. We seek Mutual Justice. Should we fail to do justice to others? Are we doing justice to the B. of L. E., by cutting off their supply? Is it consistent for any labor organization to tread on the toes of another? Can we afford to do anything that will lead to trouble between the B. of L. F., and the B. of L. E.

You claim a right to suit conditions to facts. In the east it is now customary on many roads

to promote brakemen to the position of firemen. To suit conditions to facts would it not be proper for the B. of R. B., to change its name B. of R. B., and Firemen. One would be as near right as the other, but I claim that both are far from anything that will elevate any class of railroad men or accomplish the plan of Federation which is so necessary to meet emergencies. We cannot afford to do anything that will cause antagonism on the part of any labor organization.

As an example of the results accomplished by that kind of work, you have only to look at the condition of the men on the P. and R. who have been so ably shown up by our *Magazine*.

The letter in our *Magazine* written by C. S. Wheaton and so ably expounded upon by our Editor is evidence of the fact that we should prefer peace and harmony, to discord and dissatisfaction.

To G. H. Tucker I would say that I consider it far better when we have a good name, one that is looked up to, one that has stood for sixteen years, to "let it alone" in preference to adopting one that gives evidence of causing plenty of trouble between men who are working together and who should work for each other,

Yours Fraternally,

Let Well Enough Alone.

[The forgoing communication is worthy of note in this, that it is a straight out plea for making the Brotherhood of Locomotive Firemen a "breeding pen"—a "recruiting camp" for the B. of L. E. It is the first instance that has come under our notice, where a Brotherhood Fireman, advocates the depletion of the B. of L. F., for the purpose of building up the B. of L. E. The writer says: The B. of L. F., already has 5,000 engineers in its ranks; that in the next five years, it will have 5,000 more, and then, in holy horror, lifts his eyes and hands heavenward, and exclaims, "What, then, is to become of the B. of L. E.?" Possibly, the B. of L. E. would say, "We recognize the B. of L. F. as composed of men, in all regards the equals of the members of the B. of L. E." Possibly the B. of L. E. would say that "belonging to the B. of L. F. does not constitute him a degraded, contaminated being, unworthy of membership in our Order until he has washed himself of the defilements incident to membership in the B. of L. F." As the case now stands, no member of the B. of L. F. can enter the B. of L. E. The B. of L. E. virtually says, "get rid of your leprosy, wash off your B. of L. F. nastiness. Sponge yourself of B. of L. F. dirt. Be a man—a gentleman; disown your Brotherhood, play traitor to obligations; turn your back upon your old associates; forget that you were ever firemen—and we will let you in." And this is called "well enough," and the writer signs himself, "Let well enough alone." If that is well enough, what, in the name of all the gods at once, would be bad enough? Under the old *regime*, a member

of the B. of L. F. could join the B. of L. E. without purging himself of any real or supposed odium consequent upon having been a Locomotive Fireman. He was accepted by virtue of his manhood, his skill, his respectability, his personal and moral worth. That was well enough. Did the B. of L. E. let well enough alone? No. It said, "If you remain a member of the B. of L. F. you shall never represent your Division in a convention of our Order." That was bad enough, humiliating enough, debasing and degrading enough, but there was more in store for Firemen. They were then told they could not become members unless they abandoned the B. of L. F. And this climax of insult is called "well enough" and something that ought to be let alone. And the men who are standing by their parent Brotherhood, pleading for it, resisting defamation and insult, are classed by such Brotherhood Firemen as "Let Well Enough Alone," as those who are antagonizing the welfare of the Order. Such estimates of the Brotherhood are not calculated to promote its standing in the estimation of men of brains.—[ED. MAGAZINE.]

Timely Reflections.

ABERDEEN, S. D., August 15, 1880.

MR. EDITOR:—The object of the Brotherhood of Locomotive Firemen is to maintain our rights, to protect ourselves and families, and care for them in sickness and death. The *Magazine* is published so we each may know our condition and position as working men. If any corporation, organization, or individual impose upon or injures us this same *Magazine* is the proper place to make a good, loud, distinct roar. One Brother in the August issue of this *Magazine* thinks we "have chewed the rag long enough." As I understand it, resenting insult and injury is what our worthy Brother defines as "rag chewing," which is our duty to do as well as a privilege. If any corporation tries to grind us under their heel of injustice (like the coal miners of Braidwood, Ill.) let us buckle on our armor and stand firm for our rights as free born American citizens and laboring men. If any organization insults or injures us, let us let them know that we are aware of the fact. If any individual (i. e., C. S. Wheaton) cooperate with any corporation to injure us, let us be on the alert for such enemies, for they strike when we least expect them.

I judge from past experience that our worthy Editor is capable of chewing the whole of the rag himself; but if he finds more of the indigestible article laying around the Grand office than he can masticate thoroughly, I hope he will send one end of it out here to Hub City Lodge, No. 380; we have metal here in the form of Locomotive Firemen who are hungry for a goodly amount of this same old "rag."

In regard to federation—that we need, that we have, and that we must maintain. If the engi-

neers do not want to come with us, let them stay away; they will find no string attached to them, from this vicinity at least. We have proved in the past that we could care for ourselves, and have every reason to believe that we can do so in the future. We ought to have a new name for our Order; it will make us none the weaker, and possibly will make us stronger.

The grand old ship, B. of L. F., has weathered many a hard storm, and I see no reason why a new name painted on her side in large gilt letters will make her less sea worthy; at least, it will represent what we are, and the name we now have does not. I think that Brotherhood of Locomotive Men just the cork to fit this bottle.

Hub City Lodge, No. 380, is only two months old, with only fifteen (15) members. We are trying to make up in quality what we lack in quantity. A number of our members are engineers, and we hope to keep them.

Well, Brothers, writing this article has disabled the right side, and the left side has stopped on the center; rather than get a pinch-bar I will stay right here until the next issue of the *Magazine*.
Hub City.

[The foregoing communication is written in the right spirit, and the writer comprehends the situation fully. The *Magazine* has sought, as its pages show, to live in the peace of equality with all organizations of workmen. To accept peace at the price of insult and degrading conditions is not the mission of the *Magazine*. It stands for manhood, independence, self-respect, fair play and honorable treatment. The Brotherhood of Locomotive Firemen has proven itself honorable in all matters, and the *Magazine* champions its rights and interests always. And there are thousands of men standing by it and aiding it in its good work. *Chevalier sans peur et sans reproche*. Their generous words means victory with honor.—ED. MAGAZINE.]

MACON, GA., Sept. 1, 1880.

Editor Firemen's Magazine:

As I hear it daily discussed, and as I see so many publications regarding changing the name of the Brotherhood of Locomotive Firemen to Brotherhood of Locomotive Enginemen, I desire to say, I am a fireman, employed on the Central Railroad & Banking Company, of Georgia, and I must say, from daily experience, while I do not admire the name of a big E. instead of the original F., from which the greater portion of our honest and true Enginemen sprang, but for the protection of our fellow-men, whom we are in duty bound to protect, I find we will be obliged to change the name of the Brotherhood of Locomotive Firemen to the Brotherhood of Locomotive Enginemen, though we may wait again, without further discussing the matter, and see if the B. of L. E. will change their laws at their next convention, so that when, like honest men, they meet a B. of L. F. man they

can say, "You are my companion and I am your friend." The question often arises why the Engineers do not work in conjunction with the Firemen? That is easily answered. Nine times out of ten, the man, after being promoted, say six months, believes he is one thousand percent. above the Fireman, and in such cases, nine times out of ten, he is not as good as the Fireman. This can be proven by the noblest men of America. I do not say this because I see so many publications, but it is a fact. The Brotherhood of Locomotive Firemen's Order was organized for protection of its fellow members against any injustice, and charity is also known in our Order. Have the above principles not been carried out by its members? It is not in my knowledge, but I will say, if a B. of L. F. man comes South, and especially at Macon, and does not receive all the courtesies of the Order, it is because he does not make himself known. There have been a great many brothers here looking for situations, and I am satisfied they will guarantee that we have good Brotherhood men in the South. But, on the other hand, can we say the same is done by the engineers of this country when they find their brothers looking for employment? I shall say that I have never heard of it here or anywhere else. But I only hope they do, for I am a great friend to the engineers, but I do not admire so much prejudice being used toward the firemen at large. For what purpose is this done? Because some men have made application for employment in other departments and could not find a position, he then says he is a fireman, and without recommendation, he is given a job, and if a train is delayed on account of steam, or other causes, not only the engineers, but other officials, will, and have said, "That is a fine B. of L. F. man." But how many times can we say that we have fired for men who were incompetent, and who were representatives of an Order, and not the Firemen's. Who is responsible for such men? Can the Brotherhood of Locomotive Firemen bear the blame for all? I desire to say from knowledge, where there are so many blames attached to firemen, ninety nine times out of a hundred, it was not the Brotherhood Fireman that was at fault. Still the B. of L. F. must be responsible for that man in the eyes of the public. Again, the question will be asked, "How do the firemen know that the engineers are not their friends?" This needs no reply. We take one instance alone, and without close inspection we can see it. See the form of federation that was made and adopted by the firemen at their convention, which was held in Atlanta, September 10, 1888, and which was kindly presented and explained to them for adoption or rejection, and which was rejected at their convention held at Richmond in 1888. Why? Because the laws were drawn up by such an honorable body of men, that we are not considered their equals. Nevertheless, had the laws been drawn up by some non-Interested men, or had they been so they could have been amended by that body of engineers who met at Richmond, they would have been accepted.

Brothers, we have a membership of fifty in Macon Lodge, No. 246. In the last six months we have had ten withdrawals to join the B. of L. E., and we have ten more that are eligible to membership if they desire to go, and there is no doubt but they will go soon. We average making at least fifteen men a year for the B. of L. E. from Lodge 243. If four hundred and two Lodges of the B. of L. F. can do as well as we can for them, of which there is no doubt, can we not soon make the B. of L. E. the supreme Order of the United States? But is it a benefit to the B. of L. F.? If so, I cannot see it. Now why should we not make our laws so we could cover both engineer and firemen, and if the engineers still claim to be independent of the world, and their membership decreases, and our honest members wish to stay at home with us, the B. of L. E. can get a full supply of expelled members from the B. of L. F., as the necessity demands.

Do not think I wish to make hard feelings with any one, I only speak from present information, and have no objections to the continuation of the discussion.

Windy Jim of Georgia.

SOMERVILLE, MASS., August 31, 1889.

MR. EDITOR:—I would like to ask the brethren and others that write in the strain of "if thy enemy smite thee on one cheek turn thou the other unto him," what they mean? What has been done at San Francisco, New Orleans and Richmond has gone by. In each of these places we have been insulted by that same lofty arrogance that caused the colonists of 1775 to rebel against the studied insults and calumny of George III. Are we not of the same stuff as our forefathers? Has all the pride of true manhood departed from us? Is there no good in us? Are we members of this Order to back it up and resent the insults given to our able officers and our noble Order? For shame to you who can forget so easily! I am not made of such stuff. I may forgive to some extent, but forget, NEVER! I have some of "Old Adam" in me yet. Do you realize, you who want to wait, that this P. & R. affair is but the outcome of the policy of an order that makes a business of going through this life antagonizing every line of organized labor. If the K. of L. men on the P. & R. were left alone and had but the P. & R. to fight they would have been there to-day, and Corbin would not have dared to issue the order to the men to leave their Orders. But now the B. of L. E. is getting it in the neck and have not the backbone to resent it in any manner, and through their lack of sand are showing to the men what they are made of, and how they are backed up. See the example set the firemen and other branches of organized labor by their action, and this is the order we are to wait and see what it will do for us. Rats! It's a wonder you do not get someone to walk all over you and wipe their feet on your mustache. What in the name of common sense do we care what they do at Denver, or anywhere else? There is one thing they can't

do, and that is, remove the feeling of insult that every true member of our Order feels that has a spark of manhood about him. Their order is good enough for them without federating, is it? Well, what are they joining their old enemy for, the K. of L.? Yes, you wait until the Denver Mutual Admiration Society meets, and you'll have an influx into our Order that will surprise you, and it won't be green firemen, either. Who will tell me to hold my tongue now? Who will do up the B. of L. F.? We don't hear quite so much of that since Charlie Trenholm took command of the Steam Railroad Men's Protective Union. If there is to be any doing up and the B. of L. F. or B. of R. B. are in it, my friends you'll find the Union men at their back, and don't forget it. You'll do nobody up but yourselves, and you are perfectly able and capable of doing it without advice, only follow out, the old rut. Good day.

I did not know that we had so many members that did not keep themselves informed of the current topics of the Order that they grace with their presence. Why don't some or all of our members who have membership in the B. of L. E. withdraw from them? Let me give you the advice that the B. of L. E. gives our members who are engineers and not members of the B. of L. E. "Why don't you give them up and come with us? It won't cost you much more, and if you get out of a job our card will get you work" (on the P. & R.). So will the B. of L. F. card, but you will need the same old letter from the Master Mechanic or General Superintendent as the B. of L. E. calls for, and don't forget to bring it, or you'll have to telegraph for it just the same as ever. A man that don't know an engine from a wheelbarrow can't get either of the cards or letters. It's a wonder you wouldn't get onto yourselves some time in the near future.

Charles H. Trenholm,
Boston Lodge No. 57.

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DENNISON, TEXAS, August 8, 1889.

Editor Firemen's Magazine:

I see a great many correspondents to our worthy organ, but have never seen a single line from No. 8. I know there are some here that could ably represent us and let our brothers over the continent know what we are doing.

Red River Lodge, No. 8, has over eighty members, but for the last year every one has seemed to lose interest in it—no attendance, no system. I think there should be something done to have members attend meetings more promptly, and in future, if our new officers do not do their duty there will charges preferred against them. There are a few here who never attend. We need Bro. Hannahan here to stir us up. Every one seems to be afraid. We do not stick together, do not put confidence in each other's support, still we are compelled to protect each other.

There are a great many of us here running engines who belong to the B. of L. F., and I will always belong; will never withdraw to join the engineers. The B. of L. E. has always made foot rugs of us. When they want help they call on

us, but when they do not, they do not recognize us. If any of us have a grievance, there has never been an engineer to sympathize with us. I will never again help the B. of L. E. until they say we can belong to both orders.

I think there should be two boards of adjustment in every Lodge—three firemen and three engineers. Our Master Mechanic and foremen are nice gentlemen, all of them. Our foreman, Mike Brown, is a perfect gentleman, but he has so much to attend to that he gets cranky a little sometimes but any one else would be cross. Three of the new engines are here. Business is good. One fireman here made \$114.75 last month. Engineers are not allowed to make over \$150.00. Twenty extra firemen are all making a living. There are fifteen extra engineers. I would advise our firemen to keep away from "Fords," as they will lose. The B. of L. F. members will be watched closely in future. Conduct yourself properly, or it will go hard with you. So-riety is our motto. I don't believe in carrying so many members when they can pay up in thirty days. If a member is sick a week, he wants the Lodge to carry him. No. 8 is as poor as a church mouse. There has been a Switchman's Aid Association organized here. They are men—I know their principles. Well, good day Mr. Editor.

Dennison Yard.

—♦—
GRAND RAPIDS, Mich., August 25, 1889.

Editor Firemen's Magazine:

Falling to notice in our *Magazine* any communication from Grand River Lodge, No. 285, I will inform all our brothers that we are still prospering. We have about seventy members and still they are coming. I am so situated that I can't attend all our meetings, but my heart is with them on all occasions. I enlisted in good old Calhoun No. 84, November 10, 1881, and I enlisted for life. It was then a small Order and the most of us were firemen. As the Order grew older our brothers were promoted to engineers, and to day I think most one-half of our members are engineers. I judge from our own Lodge. Our worthy Master is an engineer, as are a large number of our brothers.

And now as to the new name for our Order. I should like to see one that would cover all. I think the name which I see proposed is one that would cover all, and that is the Brotherhood of the Footboard. There are lots of members I know, who hate to part with the old banner we have sailed under so long. I, for one, do. But we, I say we, (I now speak the sentiments of No. 285) we are willing for anything that will be a benefit to all. I hope that at our next convention that matters will be settled satisfactorily to all. Our worthy Master, Bro. Decker, has just returned from a western trip, and I understand he had a very pleasant time. Our brothers are all anxious to receive a visit from our Grand Officers, which we all think will be soon. We will try and make it pleasant for all true brotherhood men who come our way. With my best wishes to the Brotherhood I close.

Kū.

TO F. X. H.

Ever since Atlanta, where Cupid with his darts,
Was shooting them, right and left, at many
throbbing hearts,
The little god observed a man, with heart all
iron-clad,
And said, "I'll pierce it with a dart—I will—that's
so—Be Dad."

He thereupon selected one, with a hickory stem,
And said, "Be Dad, this is the one that kills nine
times in ten."
He took good aim, and then let fly—great Caesar,
what a fall!
There was at Atlanta, said the friends of F.
X. H.—

The iron had disappeared from F. X. H.'s heart,
And in its very core was sticking Cupid's well-
aimed dart.
What next? A trip to——, a wedding ring
and vows,
A Benedict, a cradle, and going to keeping house.

Sliah.

A Terrible Accident.

MR. EDITOR:—On the night of July 28th a terrible accident occurred on the Oregon & California Railroad, at Albany Junction, in which Engineer John Miller, familiarly known as "Big Jack," and Bro. E. Q. Guthrie lost their lives. The train was the Oregon Express, which left Portland an hour and thirty minutes late, and was nearly an hour late leaving Albany—one mile north of which the accident occurred. The Junction is where the Lebanon branch comes into the main line, and main line trains do not stop. As a result, when the train reached this point it was running at a high rate of speed, and when the engine struck the switch she jumped the rail. Engineer Miller done all in his power to save the train, and succeeded, but at the cost of his own life and that of his fireman. The mail car, which was first behind the engine, took the Junction track, and, most unfortunately, neither draw-bar nor pin gave way, and as a consequence, the engine was thrown over bottom side up, with the mail car on top of the tank. Both men were caught under the wreck, and succeeded in getting out, but not before the scalding steam and water had done their work; possibly the only thing that saved them from dying before they got out, was the fact that when the tank was jammed against the corner of the running-board, a large hole was knocked in it, and the cold water poured over both men.

They were brought to Portland on a special train, but Engineer Miller died in an hour after getting to the hospital. He was buried at Muddy Station on Wednesday; the company running a special train for that purpose. He was a member of the A. O. U. W. and Division 277 of B. of L. E. and of the Masonic Order, the Masons taking charge of the funeral. Mr. Miller was 44 years old the day he died. He was a veteran of the civil war, having laid eighteen months in Andersonville prison. When he was released from that pen he weighed 90 pounds, and when he died he weighed over 250 pounds. He leaves a wife and two children, the youngest a baby of 5 months.

Bro. Guthrie, his fireman, survived him just

one week to the hour, and it was a week of terrible suffering. He was watched and tenderly cared for by his mother, brothers and sisters, who had hope of his recovery to the last. Bro. Guthrie was laid at rest in River View. The funeral was under the auspices of the Brotherhood.

The funeral of Bro. Guthrie furnished the second mournful chapter of the terrible wreck, the result of crime, perpetrated by three inhuman wretches, who removed the bolt in the switch-rail. The Portland *Sunday Mercury* of the atrocious deed, says:

The manner in which suspicion was cast upon them is without a precedent in detective history. Hill was at work for Thomas Froman, a farmer residing four miles from Albany. By some means he dislocated his elbow, and went to Albany for surgical aid. The doctor administered chloroform and proceeded to adjust the displaced joint. During the time that Hill was under the influence of the drug, he constantly talked of the railroad accident, saying among other things: "I didn't take out the bolt, but I know who did, but I'll die before I'll give it away." The doctor restored his patient to consciousness and instructed him to return on the following day that he might adjust the bandage to accommodate the swelling that would result from the injury he had received. He did as directed, and while in the doctor's office on his second visit, he inquired with evident uneasiness if anything further had been learned regarding the railroad accident. The doctor replied: "I have heard nothing except what you said while under the influence of chloroform." Hill hesitated an instant and then proceeded to make a full confession to the doctor. His statement was that on the Sunday the railroad wreck occurred, he and Fred and Herbert Rolfe were in town, and that they started for Froman's farm in the dusk of the evening, all under the influence of liquor. When they reached Lebanon Junction, he said Fred Rolfe, the younger of the two brothers, attempted to break the lock which secured the switch to its place, but failed. He then swore that he would take a bolt out of the switch-rail and began trying to do so. Hill further stated that he and Herbert told Fred to stop his foolishness, and went on, leaving him at work trying to remove the bolt. They had not proceeded far when Fred overtook them with the bolt in his hand. The doctor, after listening to Hill's statement, went to the office of Justice George Humphrey and gave him the information he had received, upon which warrants were issued and officers dispatched to arrest the guilty parties. They were found at Froman's, where they were arrested, conducted to Albany and lodged in the county jail.

The villains have made a full confession of their crime, and in due time will suffer the extreme penalty.

W. H. H.

AUGUSTA, GA., Sept. 4, 1889.

Editor Firemen's Magazine:

I take great pleasure in reading your valuable *Magazine*. I sincerely hope that it will continue to be a leading and protecting light for the B. of L. F., or rather, Brotherhood of the Foot Board. I also hope that the day is not far away when the Brotherhood will have a name that will represent both Engineers and Firemen, because you have both in your Order. I also hope that the firemen may stick to the old friend; that he may

"Remember well, and bear in mind,
A faithful friend is hard to find."

And that when they find one, good and true, like the B. of L. F., give not the old one for the new B. of L. E.

L. D. H.

SANTAFE, N. M., August 22, 1889.

Editor Firemen's Magazine:

As I have seen nothing from our Lodge I propose to let the boys know that there is such a Lodge as Kit Carson, No 257. Although I have not been in the Lodge for some time, as I live almost 200 miles away on the Santa Fe branch, in the old town of antiquities and curiosities, and one of the curiosities I found was the small pox, having had four cases in my family, causing loss of almost three months work. In my afflictions I was without a dollar, and no one to help me, as no one was allowed to come about my house. In the darkest hour there came a friend to me in the form of a postoffice order for the sum of \$25 from the Lodge. My heart leaped for joy, and I never will forget the boys of Lodge 257 for their kindness to me, and let me say that Bro. Edmunds, the one who came to relieve me, did the part of a brother toward me, and I love the boys of Lodge 267, with all my heart, and may the eye of Him that never shuts watch over them and lead them in the ways of prosperity. As to topics discussed in the *Magazine*—the one in regard to changing the Brotherhood's name—I do not know what the boys of No. 257 think about it. As to myself, I think the name is as good as either of those proposed, and I am in favor of the old name, but if changed at all call it the Brotherhood of Railroad Men. As to the engineers leaving on account of the name, they do not care much for the Order; and for what good the B. of L. E. has done for us I do not think it necessary to change our name to please them, for they would not stay with us anyhow, as they think they are a great deal better than the B. of L. F. As for the good they done me I shall always remember, and should like to speak of it here, but will forbear. True, I have not been a B. of L. F. man long enough to wear the pin, but I have always been a B. of L. F. in thought—ever since I commenced railroad work. I have gone out with them and stood with them, and in proof of this I was offered the second engine out of Hannibal on the Q. My reply to the two-story hat oppressor was, "If I can't run an engine like a gentleman I will never run one." And those boys that gave up their charter and rights to please those tyrants have but little thought for the laboring man's condition in the future. I do not expect I shall ever run an engine, as the road does not seem to set up every man, and I am too near worn out to commence elsewhere, but boys, hold firm in your principles, stand by your Lodge and the Grand Officers, and may I ever be able to pay my dues and other requirements and die in good standing in the B. of L. F.

I sincerely remain a
B. of L. F.

WAYCROSS, GA., August 20, 1889.

Editor Firemen's Magazine:

I was quite proud when I saw my letter to the *Magazine* in print, and as none of the other boys will say anything, will try once more to let the Order hear from Satilla Lodge No. 325. I don't

think there is a Lodge anywhere that could ask for any better success than we have. There is only one white fireman on the western division of this road who does not belong to the Order, and I don't think it will be long before he will be numbered among the tried and true. I can say a person never knows the good of the Order until he has occasion to leave one road and go to another. I am a young member, 'tis true, but from my short experience I will say, if I could not be a Brotherhood man I would just quit the road entirely.

Since we have organized here there is a great difference in the feeling of the engineers toward the firemen, and I am certainly glad to see it. My engineer thinks there is no book in the world like our *Magazine*, and I think he is about right.

At present our boys are in mourning for one of the noblest boys that ever lived, and that is Bro. Walling, who was killed in a collision on the 18th of July. He was one of the leading members of our Lodge, and will long be remembered by his host of friends on this road. I remain, as ever, a

B. of L. F.

PORT JERVIS, N. Y., August 28, 1889.

Editor Firemen's Magazine:

Thinking perhaps you and the Order at large might like to know how Port Jervis Lodge No. 1 is getting along, I will state that we are prospering first rate, with new members coming in right along, and with four applications in now. We hold a meeting nearly every Sunday; sometimes having debates that are very interesting. The brothers do not attend as often as they ought, but still we have a very good meeting.

Yours fraternally, J. H. F.

ALTOONA, PA., August 25, 1889.

Editor Firemen's Magazine:

As two of our worthy brothers have been promoted from the scoop to the right-hand side, I deem it worthy of publication. The fortunate firemen are F. A. Davis and W. R. Yockey. Bro. Davis is Receiver of Altoona Lodge No. 287, and Bro. Yockey, Trustee—two brothers who have the welfare of the Brotherhood at heart.

Yours fraternally, W. E. Burket, Sec.

For sometime past, Messrs. Reardon & Ennis, doing business in Troy, N. Y., have been manufacturing the Railroad Patent, Square Ventilated Dinner Pail, which has been advertised in the *Magazine*, and which has had a large sale and given great satisfaction. The firm now advertises an Electric Dustpan, which is said to be in all regards a superior device, so constructed that the operator can sweep perfectly clean all around it. The ad. appears elsewhere in the *Magazine*, and we invite special attention to it.

MEMBERS will take notice that their quarterly dues and protective fund dues are payable on or before November 1st, and that expulsion is the penalty for non-payment.

Personal.

On Friday evening, August 23d, Bro. and Mrs. G. W. Sebastian, celebrated the twentieth anniversary of their wedding at Crookston, Minn. Such occasions are brim full of joy and gladness, and we indulge the wish that on the occasion referred to the plenitude of happiness was more than usually large.

WILL H. SMITH, of Pike's Peak Lodge, No. 218, formerly of old 255, at McCook, was several months ago honored with the position of foreman for the Colorado Midland Co., at Aspen, Colo. We are pleased to learn that he has now been honored with a promotion to that of Superintendent of Car Inspector. Blood is bound to tell.

It was very sad when the "d—d nigger" prevented Bro. Miller from tickling his throat and stomach by drinking finger-bowl lemonade on the train. It was a shameful interference with the rights of a member of 82 and a citizen of the Blizzard State of the Union. It is enough to make Minne Tonka burst her stays and Minne Haha laugh herself dry.

CHEERING reports of the advancement of members of Altoona Lodge, No. 287 have been received. Promotion has come to a number of the boys and they wear their honors with becoming dignity. Among the latest promotions we are gratified to notice the name of F. A. Davis, Receiver; E. K. Gerhart, Collector; W. R. Yockey, H. B. Barke, John McNellis and S. D. McIntosh, all eminently qualified for right hand service, and we bespeak for them a record without a blemish.

Death of a Fireman.

The sad and untimely death of Bro. Orley T. Wheeler, of Connecting Link Lodge, No. 25, after a brief illness, is mourned by a large circle of friends who held the deceased in the most affectionate esteem. We extract the following closing paragraph from an extended obituary which appeared in the Boone (Iowa) Standard:

Orley had been employed as fireman for several months in the service of the C. & N. W. R. R. Co., and was a member of the Brotherhood of Locomotive Firemen of this place, under whose tender care he was nursed during his brief illness of eight days, and by whom his remains were attended to the grave, assisted by the Brotherhood of Locomotive Engineers and Brotherhood of Railroad Brakemen, where the beautiful and impressive burial service of the Order was rendered, together with the final benediction by the Rev. J. W. Allen, who also had officiated at the burial of his younger brother. The floral decorations by the neighbors were many and tasteful, and when combined with those from the Brotherhood formed an exceedingly beautiful tribute, to individualize which would be invidious, where all vied as to who could do most and do best. The love and kindness, the real tenderness of neighbors and friends, and especially the Brotherhood of Locomotive Firemen, will ever remain enshrined in the memory of the family and relations of the deceased.

A COMMUNICATION signed "Engineer," Pluver Grove, Texas, is declined because his name is not attached thereto. We have repeatedly given notice that anonymous communications can not be admitted to our columns. The name of the writer must accompany the communication, not for publication, necessarily, but as a guarantee of good faith. Writers who persist in disregarding this rule must not expect their communications to appear in our columns.

New York News Notes.

We take pleasure in reproducing the following list of "personals" which appeared in the programme of the Eighth Annual Reception of Just in Time Lodge, No. 149;

Nat Sawyer has been elected the "Maiden Delegate" of 363.

Will Bro. Bernstein please repeat to us the "Motto of the Order."

If you want to see Bro. Donigan smile, inquire of him about those pants he left in Atlanta,

Inquire quietly of Bro. Manning if he enjoyed himself on the evening of the 17th of July.

Pete Donohue has become quite an artist. His "latest" was sent to Bro. Hawley a few days ago.

J. Germain was looking unusually happy on the morning of the 15th of July. Sequel: It was a boy.

Why is it that a certain fireman of the Third Avenue Division calls Bro. Roscoe "Old Flew Rod?"

Can any one inform us why Bro. Lyons hangs his coat over the back window while going uptown?

To enjoy a good laugh, request Bro. Russell to sing you the song, "It Wasn't Coffee, It Wasn't Tea," etc.

Bro. Evans will soon take a trip up the Sound on his yacht. The boys wish him a most enjoyable time.

Bro. Reilly, of 363, has purchased a new goat, and is actively training it for use on Bro. Elliott in a short while.

Information is wanted as to how Bro. Cowdriek came to change his boarding house. Was it the young ladies?

The boys recognize in Bros. Harper and Russell, of the New Haven Railroad, two earnest and hard working members.

Engineer Wash, Parsons and his fireman, Bro. Williamson, are known as the "Coo-Coo crew" of the Third Avenue Division.

Bro. Peterson is one of the old stand-bys of 149, and one of its most jolly members, and can always take as well as give a joke.

Geo. Ford's smiling countenance can be seen every afternoon on the right hand side of Engine No. 185 of the Sixth Avenue Division.

Bro. Smith, of 291, is a hard worker for his Lodge and the organization. A party of members of 149 will shortly pay 291 a visit.

Bros. Martin and Mahoney, of 3, are occasional visitors of 149, and the members are always pleased to see them and listen to their remarks.

The boys of 149 have nothing but the best of wishes for Mr. Nat Sawyer, Chief of Division 145, B. of L. E., for his kindness to them on several occasions.

Will Bro. Gregory inform us why he most generally leaves the train at 195th street and Second avenue, when he resides in Seventy-second street near Third avenue?

Bro. Roscoe and wife request that when Bro. Donohue calls at their residence again with a committee, he will please not ring the bell like he did the last time.

M. J. Reilly, of 363, the second edition of Sir James Owen O'Connor, is running the night freight on the Harlem Railroad between White Plains and New York.

Nat Sawyer, of 363, is the Night Engine Dispatcher at the Seventieth Street yards of the Harlem Railroad, which affords him ample opportunity to cultivate his ale strainer.

Information is requested as to how Bro. Van Zandt attended the ball of Buffalo Lodge, No. 12, held in Buffalo in January, and at the same time was in New York attending to his duties.

Mr. J. D. Campbell, Superintendent of the Manhattan Railway Company, will shortly deliver a lecture to the boys of 149 on the construction and proper management of the locomotive.

Bro. Hawley would rather go without a good meal than miss a meeting. By-the-way, he is a single young man, and the members one and all will cheerfully recommend him to any young lady desiring a good husband.

Bro. Johns said he was going to the San Francisco Convention if he has to count the railroad ties between New York and there. By-the-way, what would be the matter with him and Bros. Perry and D-wey taking one of their barges and rowing there.

M. J. Lynch, the silver-tongued orator and Delegate of 363, is a most regular and welcome visitor at the meetings of 149 the boys looking upon him as one of their own members. By-the way, Bro. Lynch, have you had any "Connecticut or Virginia" dances since that night in Jersey?

While a party of the brothers were sailing up the Harlem river, a few days ago, Bro. Booth was seen on the bank with a long pole and line, attached to what looked to be an extraordinary large piece of ball. It was afterwards ascertained to be Bro. Witzel's body, and Bro. Booth was trying that modern invention to learn him to float.

Some of the brothers remark that it would be more appropriate for Bro. White to pay the maintenance of the New Polo Grounds fifty cents once in a while to see the game of ball than to sit in his window and look at it dead head.

The boys of 149 feel very thankful to Mr. E. J. Rauch, the Road Foreman of Engines, Eastern Division, for his assistance in obtaining for them an engine model from the Manhattan Railway Company and an injector and lubricator from the Nathan Manufacturing Company.

The firemen of the Third Avenue Division would like to see a half-mile running race between the light weight Engineers, Outwater, Ralph, Tyrell, Fowler, Thrall, King, Gibbs and Cafferty. Well boys, who would you place your money on for first place?

A New Name for the Brotherhood of Brakemen.

L. C. Mann, of Indianapolis, in the September number of the *Brakemen's Journal*, in discussing the necessity for a change of name, among other things says:

As we stand to-day we are composed of passenger, freight and coal train conductors, switchmen and baggage men, and to class these men under the one general term of "brakemen" is a misnomer and a fraud. We are no longer a Brotherhood of Brakemen, but rather a "Brotherhood of Railroad Train and Yard Men." Then why travel under an *alias*, no matter how dear it may be from association? Why not unfurl to the breeze a banner telling honestly and faithfully who and what we are?

Throughout, Mr. Mann argues the case cogently and makes many convincing points.

We regret that our absence from home prevented us from enjoying the pleasure of meeting and greeting Bro. T. T. Slattery, Third Vice Grand Master of the B. of R. R. B., who was recently in Terre Haute and honored the office with a call. Bro. Slattery is one of the most active and energetic members of the B. of R. R. B., a hustler from wayback, and is a tower of strength to his brotherhood.

NOTICE is given to Receivers that no assessment is levied by the Grand Lodge for the month of October.

Expulsions.

In writing of expulsions and their consequences, we deem it prudent to introduce the law upon the subject—sections 50 and 51 of the Constitution, as follows:

Sec. 50. The dues of a member of a subordinate Lodge shall be such an amount as the Lodge may determine, provided in no case it shall be less than five dollars (\$5.00) per quarter, payable quarterly in advance on or before the first day of August, the first day of November, the first day of February and the first day of May of each year. All assessments levied by the Grand Lodge for beneficiary purposes shall be paid from the fund thus created as hereinafter provided.

Sec. 51. Any member failing or declining to make payment of his dues as herein provided shall stand expelled, said expulsion taking effect on the second day of the quarter. On the second day of each quarter, or as soon as practicable thereafter, the Collector shall deliver to the Secretary in writing the names of all members expelled under the provisions of this section and the Secretary shall forthwith make a report thereof to the Grand Secretary and Treasurer, and at the first meeting thereafter he shall make a similar report to the Lodge and record the same on the minutes of the meeting.

The law is clear, explicit and easily understood. In reading it, no one need go astray, and yet it is violated in numerous instances. The fiscal year of the Order is divided into four quarters. These quarters begin on the 1st days of the months of August, November, February and May. On that 1st day of each quarter, every member must stand *square* on the books—that is to say, he must have paid his dues for that quarter in advance, not less than five dollars (\$5.00.) That is the law. It must be obeyed. It admits of neither violation nor evasion. It is wise, practical and just. It is the outgrowth of experience, and can be repealed or amended only by the power that enacted it.

If a member of the Brotherhood fails to pay his dues, not less than five dollars, in advance, for each quarter, on or before the first day of the quarter, he stands *expelled* the next day, the 2d day of the quarter. There is no appeal—neither Grand Lodge, nor a subordinate Lodge can interfere with the operation of the law.

Now read section 51. It will be seen, that the law requires that the *Collector shall deliver to the Secretary in writing the names of all members expelled by this section, on the SECOND DAY OF THE QUARTER*. Why is this duty imposed upon the Collector of the Lodge? It is because he knows who has paid, and who is delinquent, and therefore expelled.

Again, read section 51. It will be noticed that after the Collector has delivered to the Secretary the names of expelled members, that "*the Secretary shall forthwith make a report thereof to the Grand Secretary*."

Now, this is to be said: The secretaries of a number of subordinate Lodges have failed to perform the duty imposed upon them in section 51 of the Constitution. No report is made in cases when the law has expelled a member for

the non-payment of dues as provided in section 30 of the Constitution.

We assume that the Collector of the Lodge failed to deliver to the Secretary in writing, the names of delinquent members. If this surmise is correct, the chief blame rests upon that officer. If he faithfully performed his duty, then the blame rests upon the Secretary of the Lodge, but in either case, the Order suffers the consequences of its negligent officials.

To make the matter clear, if a member is expelled by the Constitution for the non-payment of dues, as provided by the Constitution, and the Collector or the Secretary of the subordinate Lodge, where the delinquent has his membership, fails to perform his constitutional duty, then in that case we have the anomalous condition of an expelled member still upon the roll of membership.

In this case, serious consequences might result. The expelled member might die or become totally disabled, and demand the payment of his insurance policy. The Grand Lodge might set up in defense that the member so claiming had been expelled and refuse to pay. The party demanding payment, would thereupon appeal to the books of his Lodge and show, that no record of his expulsion had been made; that on the contrary, the records show that at the time of death or disability, the member was in good standing, and to disprove the assumption, would involve time, trouble and expense, and possibly failure.

The attention of subordinate Lodges has been repeatedly called to this matter, but in numerous instances, the desire to have the laws obeyed has availed nothing.

Now we invite the attention of all the Lodges to the following Grand Lodge Order, in all such cases of delinquency on the part of Collectors and Secretaries.

In future, the Lodge failing to perform its constitutional duties in the matter of which we have written will be forthwith SUSPENDED. The rule will be strictly adhered to. Patience is exhausted, and forbearance is no longer a virtue. Extreme measures are demanded and they will in future be employed.

MR EDWIN CHATTENTON, the well-known engine dispatcher of the New York, New Haven & Hartford Railroad, recently had a narrow escape from death, but fortunately sustained no greater injury than a broken leg, which will keep him from duty six weeks or more. Mr. Chatterton is known to be a great friend of locomotive firemen, and was recently presented with a splendid gold-headed cane, by the boys in testimony of their appreciation of his friendship.

Unknown Address.

H. R. WIGHTON.—Is known to have been in Spring Hill, Montana, about the latter end of August; is six feet in height, slender build, brown hair, nose rather prominent. Any one knowing of his whereabouts will confer a great favor by addressing A. H. Gifford.

THE programme for the eighth annual reception of Just in Time Lodge, No. 149, New York City, held August 14th, is a gem of the art and an elegant and useful souvenir. It is gotten up in pamphlet form of large size and contains a complete and exhaustive history of the Lodge.

WE have received a copy of the Division Directory of the Brotherhood of Railway Conductors, in which we find that the Order has twenty-nine Divisions. A splendid showing considering the time the Brotherhood has been organized, and which bespeaks for it a grand victory.

To Secretaries.

In sending in applications for beneficiary certificates Secretaries should see to it that the full and correct address of the applicant appears thereon in the blank space assigned for that purpose. The *Magazine* is forwarded according to this address, and if it is incorrect the member fails to receive his *Magazine* and of course blames the Grand Lodge for the irregularity. If Secretaries will be careful in every instance to see to it that the correct address of newly admitted members appears on their applications for beneficiary certificates, numberless complaints and vexations will be avoided.

Attend the Meetings.

New York Dispatch.

The number of names upon the rolls of membership in the different railroad organizations shows that many thousand men have joined the cause. And now the question arises, how do the members attend the meetings of the several Divisions?

It is time to call a halt in the matter of enrolling names and swelling the membership, and turn to the duty of arranging some plan whereby the present members may all be induced to be punctual and steady in attendance at the meetings. It is not the number of names but the spirit and attendance that either makes or breaks an organization, for a body of ten men, punctual and steady in attending meetings, will do more good and effective work than will an organization of two hundred, of whom nine-tenths never make an appearance in the Lodge.

Non-attending members should be weeded out, or made to feel that the paying of dues does not constitute all the duties of a member.

The time has come when quality and not quantity is the great need of the day. Officers should impress strongly upon the minds of all members that constant and punctual attendance is what is needed.

New Haven Palladium.

"I've found an Irish name in the Bible," said Higgins to Wiggins the other day.

"In the Bible?"

"Yes, in the Apocrypha, at least."

"What is it?" asked Wiggins.

"Mac Cabea," was he reply.



This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Dues and Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

OCTOBER, 1889.



Notice of Quarterly Dues.

OFFICE OF GRAND LODGE, B. OF L. F.,
TERRE HAUTE, IND., October 1, 1889.

To Subordinate Lodges:

SIRS AND BROTHERS:—Notice is hereby given that the Quarterly Dues, for the Quarter ending January 31st, 1890, is payable on or before November 1, 1889. The amount is regulated by each of the several Lodges, provided that it be in no case less than five (\$5.00) dollars. This payment will be in full of local dues and Beneficiary Assessments for the quarter. Any member failing or declining to make payments as above provided will stand expelled (said expulsion taking effect November 2d) and will be so reported by the Secretary to the Grand Lodge.

Yours fraternally,

F. P. SARGENT, G. M.
EUGENE V. DEBS, G. S. and T.

Notice of Protective Fund Dues.

OFFICE OF GRAND LODGE, B. OF L. F.,
TERRE HAUTE, IND., October 1, 1889.

To Subordinate Lodges:

SIRS AND BROTHERS:—You are hereby notified that the amount of seventy-five (75) cents for the Protective Fund for the quarter ending January 31st, 1890, is now due, and must be paid to the collector on or before November 1st, as provided in Section 25 (Page 62) of the Constitution. Any member failing or declining to make payment as herein provided, will stand expelled, said expulsion taking effect November 2d, of which the Secretary is required to make due report to the Grand Lodge. Yours fraternally,

F. P. SARGENT, G. M.
EUGENE V. DEBS, G. S. and T.

Acknowledgments.

DANVILLE, ILL., July 25, 1889.

To the members of *Hercules Lodge*, No. 63, B. of L. F., Danville, Ill.

Please allow me to return my sincere thanks for the \$1.50 insurance, due me on the sad death

of my husband, J. F. Grabill, who died Nov. 24, 1888. May the blessings of heaven rest upon the noble Brotherhood, now and forever in my prayer. Many thanks to you all, especially to the Danville members of the Brotherhood.

MRS. FANNIE GRABILL.

BONHAM, TEXAS, July 31, 1889.

To the Brotherhood of Locomotive Firemen:

DEAR SIRS AND BROTHERS:—It is with feelings of sincere gratitude that I acknowledge the receipt of a draft for \$1500, due on my disability claim. My draft was presented to me by our worthy Brother, N. Moyer, of J. H. Selby Lodge, 213. Wishing the Brotherhood Godspeed, I remain,
Your disabled Brother,

W. F. THAYER.

DAYTON, OHIO, July 18, 1889.

To the Officers and Members of Eclipse Lodge, No. 107, B. of L. F.:

GENTLEMEN:—I hereby return my sincere thanks for the payment of the draft for \$1500. I also wish to thank the officers and members of Eclipse Lodge, No. 107, for their kind attention to us, and for the respect paid my son after his death. Wishing the noble Brotherhood a prosperous future, we remain

Respect fully,

MRS. BARBARA LEESHER AND DAUGHTER.

MAUCH CHUCK, PA., July 25, 1889.

Mr. S. E. Canaday, Secretary pro tem, Lodge No. 98, B. of L. F., Terrace, Utah:

DEAR SIR:—Yours of the 17th enclosing draft on National Park Bank of New York, for \$1,500.00, money due me on policy held by my son Elmer E. Line, was duly received and herewith enclose receipt for same as requested. I am very thankful to the Lodge for the money, and that they may prosper, is the wish of
Yours respectfully,

MRS. ELIZABETH LINE.

WICHITA, KAN., September 1, 1889

To the Brotherhood of Locomotive Firemen:

DEAR SIR:—Allow me to say I have received through the officers of the Walnut Valley Lodge, No. 303, of which my son was a devoted member, a draft of \$1,500.00 the amount of policy held by my son, Mike Fitzgerald.

I wish to express my devoted thanks to the members of the Walnut Valley Lodge and for the kindness shown in his sickness and death.

MRS. JENNIE ANENER.

MATTOON, ILL., August 26, 1889.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I wish to acknowledge the receipt of a draft from J. K. Robinson, Secretary of Bee Hive Lodge, No. 179, of fifteen hundred (\$1,500.00) dollars, being the amount due me on insurance policy held by my late son, Charles Miller.

You will accept my sincere thanks

MRS. L. L. B. MILLER

POMEROY, OHIO, August 31, 1889.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I wish to express the gratitude and thankfulness myself and family feel for the kindness and attention shown at the time of the death of my dear son Otho.

Though away from home when he departed this life, what a comfort to us in our sad affliction, to know instead of being among strangers, there were so many willing hands and kind hearts ready to do for him. And let me again thank you for your promptness in meeting the claim of fifteen hundred dollars, which I received without any trouble to myself whatever.

Very sincerely yours,

MRS. M. M. FOSTER.

Beneficiary Statement.

OFFICE OF GRAND SECRETARY AND TREASURER,
TERRE HAUTE, IND., September 1, 1889.

To Subordinate Lodges:

SIRS AND BROTHERS: The following is a statement of the Beneficiary Fund, for the month ending August 31, 1889:

RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	\$132	70	\$58	139	\$30	208	\$8	277	\$22
2	18	71	116	140	114	209	68	278	34
3	372	72	158	141	158	210	60	279	348
4	92	73	78	142	172	211	100	280	38
5	188	74	40	143	92	212	72	281	32
6	98	75	184	144	213	30	282	46	351
7	56	76	114	145	62	214	54	283	78
8	188	77	240	146	78	215	86	284	174
9	182	78	68	147	122	216	36	285	106
10	102	79	74	148	87	217	36	286	108
11	170	80	94	149	360	218	38	287	90
12	432	81	194	150	116	219	80	288	32
13	12	82	198	151	91	220	76	289	54
14	294	83	124	152	80	221	71	290	14
15	78	84	122	153	64	222	38	291	70
16	226	85	116	154	32	223	50	292	34
17	0	86	126	155	44	224	62	293	26
18	70	87	54	156	64	225	32	294	52
19	92	88	10	157	30	226	78	295	36
20	58	89	20	158	150	227	42	296	56
21	112	90	96	159	74	228	250	297	64
22	91	218	190	112	229	44	298	50	367
23	54	92	62	161	52	230	102	299	92
24	84	93	120	162	184	231	96	300	60
25	98	94	183	46	232	51	301	48	370
26	127	95	218	184	94	233	52	302	34
27	144	96	76	165	98	234	50	303	30
28	08	97	150	166	92	235	74	304	373
29	64	98	88	167	78	236	42	305	40
30	50	99	176	168	210	237	146	306	88
31	08	100	58	169	206	238	70	307	78
32	00	101	170	76	239	86	308	327	62
33	116	102	72	171	46	240	140	309	68
34	90	103	248	172	72	241	12	310	46
35	52	104	38	173	78	242	178	311	44
36	06	105	56	174	188	243	312	60	381
37	70	106	16	175	70	244	138	313	52
38	112	107	169	176	28	245	116	314	38
39	42	108	52	177	66	246	82	315	110
40	110	109	142	178	110	247	94	316	90
41	88	110	56	179	114	248	100	317	28
42	36	111	118	180	42	249	50	318	32
43	88	112	58	181	22	250	184	319	38
44	134	113	90	182	64	251	114	320	92
45	124	114	40	183	92	252	154	321	32
46	115	115	60	184	26	253	61	322	34
47	110	116	100	185	48	254	114	323	38
48	114	117	90	186	122	255	36	324	36
49	88	118	56	187	46	256	54	325	59
50	241	119	56	188	152	257	78	326	74
51	92	120	156	189	78	258	42	327	72
52	108	121	96	190	36	259	72	328	39
53	50	122	56	191	78	260	50	329	26
54	100	123	184	192	114	261	48	330	36
55	58	124	76	193	58	262	68	331	58
56	36	125	60	194	94	263	91	332	101
57	292	126	106	195	56	264	91	333	160
58	54	127	80	196	00	265	130	334	43
59	138	128	52	197	76	266	90	335	52
60	22	129	12	198	60	267	86	336	30
61	132	130	91	199	68	268	22	337	100
62	98	131	90	200	26	269	3	338	41
63	68	132	92	201	100	270	204	339	38
64	74	133	202	102	102	271	340	340	54
65	170	134	68	203	106	272	44	341	54
66	110	135	64	204	18	273	312	342	91
67	138	136	52	205	74	274	52	343	38
68	86	137	52	206	51	275	344	344	38
69	80	138	72	207	102	276	40	345	26

Balance on hand August 1, 1889 . . . \$30,848 75
Received during the month . . . 31,880 00

Total . . . \$62,228 75

DISBURSEMENTS.

By Claims 96, 97, 98, 99, 100, 101, 102, 103, 104,
105, 106, 107, 108, 109, 110, 111, 112, 113, 114
and 115 . . . \$30,000 00

Balance on hand September 1, 1889 . . . \$32,228 75

Respectfully submitted,
EUGENE V. DEBS, G. S. AND T.

Grand Lodge.

F. P. SARGENT . . . Grand Master
Terre Haute, Indiana.

J. J. HANNAHAN . . . Vice Grand Master
Box 655, Englewood, Ill.

E. V. DEBS . . . Grand Secretary and Treasurer
Terre Haute, Indiana.

E. V. DEBS . . . Editor and Manager of Magazine
Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

F. P. McDONALD . . . Chairman
617 North Fourth St., St. Joseph, Mo.

C. C. SUTHERLAND . . . Secretary
Goodland, Kansas.

C. A. WILSON . . . 141 Pacific Ave., Jersey City, N. J.

GRAND EXECUTIVE BOARD.

HARRY WALTON . . . Chairman
430 Wyoming St., West Philadelphia, Pa.

W. F. HYNES . . . Secretary
935 Eleventh St., Denver, Col.

J. J. LEAHY . . . 2627 Fremont St., Philadelphia, Pa.
SIDNEY VAUGHAN, 5 Draper St., Toronto, Ontario

C. J. SINGLETON . . . L. Box 835, Mattoon, Ill.

Subordinate Lodges.

1. DEER PARK; Port Jervis, N. Y.

Meets in Union Hall at 2 P. M. every Sunday.
James H. Fordyce, 13 Church st. . . Master
William Uhlman, 18 Crawford St. . . Secretary
William Uhlman, 18 Crawford St. . . Collector
Charles E. Barkman, 101 Pike St. . . Receiver
James H. Fordyce, 13 Church St. Magazine Agent

2. SPARTAN; Monon, Ind.

Meets in Odd Fellows' Hall 1st and 3d Sundays at
2 P. M.
Thos. F. Doran . . . Master
Chas. N. Hill . . . Secretary
Arthur M. Holmes . . . Collector
Eli L. Shields . . . Receiver
Thos. F. Doran . . . Magazine Agent

3. ADOPTED DAUGHTER; Jersey City, N. J.

Meets in Germania Hall, 140 Newark ave., 2d and
4th Sundays at 2 P. M.
C. W. Martin, 467 Grove St. . . Master
D. W. J. Mahoney, 421 Summit Ave. . . Secretary
J. B. Sweet, 125 Academy St. . . Collector
J. B. Sweet, 125 Academy St. . . Receiver
J. H. Voorhis, 421 Summit Ave. Magazine Agent

4. GREAT EASTERN Portland, Maine.

Meets in B. of L. E. Hall, 53 Temple St., 1st and
3d Sunday.
F. H. Pember, 89 Lincoln St. . . Master
C. D. Getchell, 9 Brattle St. . . Secretary
A. E. Dennison, 23 Merrill St. . . Collector
F. A. Huff, 47 Hanover St. . . Receiver
F. Howard Pember, 89 Lincoln
St. . . Magazine Agent

5. CHARITY; St. Thomas, Ontario.

Meets in Engineer's Hall every Tuesday at 7:30
P. M.
A. N. Darragh, Box 1273 . . . Master
C. W. Dyer, Box 1273 . . . Secretary
James Ballentyne, Box 1273 . . . Collector
Geo. W. Fenwick, Box 1273 . . . Receiver
Joseph R. Odell, Box 1273 . . . Magazine Agent

6. PRIDE OF THE WEST; DeSoto, Mo.

Meets in K. P. Hall, 2d and Boyd Sts., every Monday at 2 P. M.

F. W. Gratiot, Box 298 Master
Alexander Williams, L Box 212 Secretary
Michael Rabbitt, Box 18 Collector
Wm. H. Wonder, Box 4 Receiver
Alex. Williams, L Box 212 Magazine Agent

7. POTOMAC; Washington, D. C.

Meets 2d and 4th Sundays in McCauley's Hall, between 2d and 3d Sts., Pennsylvania avenue, southeast.

R. M. Smith, 129 Carroll St., S. E. Master
H. A. Wilvert, 17 Virginia Ave., S. W. Secretary
John F. Robey, 442 2d St., S. W. Collector
Wm. C. Jasper, 509 S Capitol St., S. W. Receiver
John F. Robey, 442 2d St., S. W. Magazine Agent

8. RED RIVER; Denison, Texas.

Meets in Brakemen's Hall, Main St., 1st and 3d Saturdays at 7 P. M., and 2d and 4th at 2 P. M.

Jerry Scott, 800 Shepherd St. Master
A. M. Rager, 418 Austin Ave. Secretary
T. W. Weaver, 700 W Munson St. Collector
J. F. Cramer Receiver
Jerry Scott, 800 Shepherd St. Magazine Agent

9. FRANKLIN; Columbus, Ohio.

Meets at 64½ N High St., first Monday and third Tuesday evenings.

F. W. Arnold, Box 53 Master
C. C. Coit, 996 Pennsylvania Ave. Secretary
N. T. Beynon, 240 2d St. Collector
F. J. Kistler, 212, 214 South High St. Receiver
Leonard Lawrence, 800 Arsenal Ave Magazine Agent

10. FOREST CITY; Cleveland, Ohio.

Meets at 182 Ontario St., 1st and 3d Sundays at 1:30 P. M.

August H. Buse, 42 Michigan St. Master
A. G. Laubscher, Seward St., West Secretary
Cleveland
A. G. Laubscher, Seward St., West Collector
T. P. Curtis, 41 W. Madison St. Receiver
A. G. Laubscher, Seward St., West Magazine Agent

11. EXCELSIOR; Phillipsburg, N. J.

Meets in Grimer's Hall, 2d and 4th Sundays at 2 P. M.

Abraham T. Vannatta Master
C. A. Stevenson, Box, 106 Secretary
Elvin Teel Collector
J. W. Sinclair, L Box 96 Receiver
E. F. Stevenson Magazine Agent

12. BUFFALO; Buffalo, N. Y.

Meets at 198 Seneca St., every Tuesday at 8 P. M.

J. J. Knauff, 28 Fifth St. Master
H. T. Muloney, 41 Fifth St. Secretary
W. J. Minor, 507 Eagle St. Collector
P. J. McNamara, 70 Michigan St. Receiver
Jno. S. Bauld, 257 Elk St. Magazine Agent

13. WASHINGTON; Jersey City, N. J.

Meets in Masonic Hall, cor. Maple St. and Pacific Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M.

George E. Hull, 336 Communipaw Ave. Master
Henry Kline, 128 Van Horn St. Secretary
Edward F. Jones, 106 Pacific Ave. Collector
Wm. Lewis, 225 Whiton St. Receiver
Edward Rhodes, 154 Whiton St. Magazine Agent

14. EUREKA; Indianapolis, Ind.

Meets at 34 W Washington St., fourth floor, every Tuesday at 8 P. M.

Wm. M. Linderman, I. B. & W. Shops Master
Wm. F. Smith, 680 E Washington St. Secretary
E. J. Kline, 631 North West St. Collector
W. J. Hugo, 79 N. Noble St. Receiver
H. Zink, Vandalia Yard Office Magazine Agent

15. ST. LAWRENCE; Montreal, Canada.

Meets in St. Charles Club Room, Point St. Charles, every alternate Sunday.

James Murphy, 65 Mullens St. Master
James Ashcroft, 240 Magdalen St., Point Secretary
St. Charles, Montreal
Samuel Edwards, 118 Grand Trunk St., Collector
Point St. Charles
H. J. Clarke, 154 Charron St., Point St. Receiver
Charles, Montreal Magazine Agent
Richard Burke, 60 Mullins St.

16. VIGO; Terre Haute, Ind.

Meets 2d and 4th Wednesdays, at 7:30 P. M.

Frank Dupell, 922 N 9th St. Master
J. F. O'Reilly, 624 N 5th St. Secretary
Henry Balesdorf, 208 N 12th St. Collector
C. A. Bennett, 1004 N 8th St. Receiver
Ralph Sherburne, 602 N 8th St. Magazine Agent

17. PINE RIDGE; Chadron, Neb.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M.

O. E. Collins Master
L. V. Bowman Secretary
G. P. Maikl Collector
J. E. Platner Receiver
D. H. Coyle Magazine Agent

18. WEST END; Slater, Mo.

Meets in I. O. O. F. Hall every Saturday night.

Charles McMillan Master
Rufus McCormick Secretary
C. A. Blackman Collector
George W. Michel, Box 145 Receiver
F. S. Adams Magazine Agent

19. TRUCKEE; Wadsworth, Nevada.

Meets in B. of L. E. and B. of L. F. Hall, every Friday at 7 P. M.

J. B. Cunningham Master
Tom J. Griffin Secretary
T. H. Wetmore Collector
Jas. Richardson Receiver
Chas. T. Short, Box 8 Magazine Agent

20. STUART; Stuart, Iowa.

Meets in Engineer's Hall every Monday at 7:30 P. M.

J. W. Taylor, Box 172 Master
George C. Wells, Box 117 Secretary
George Morse, Box 400 Collector
Alfred Hibbard, L Box 25 Receiver
Pat Quinn, Box 183 Magazine Agent

21. INDUSTRIAL; St. Louis, Mo.

Meets at 902 South 4th St., 2d and 4th Tuesday at 8 P. M.

Wm. Merkle, 810 Chambers St. Master
Chas. O. Ord, 2137 Adams St. Secretary
Eli Gichas, 914 Chouteau Ave. Collector
Wm. C. Linck, 1422 Dodier St. Receiver
Wm. C. Linck, 1422 Dodier St. Magazine Agent

22. CENTRAL; Urbana, Ill.

Meets in I. O. O. Hall, 2d and 4th Sundays.

Lawrence Sullivan, Box 367 Master
George Richter Secretary
Alexander McLennan Collector
Daniel O'Connor, 33 Decatur St., Indi- Receiver
anapolis, Ind Magazine Agent
George Brash

23. PHOENIX; Brookfield, Mo.

Meets 2d and 4th Tuesdays at 7:30 P. M. in Odd Fellow's Hall, cor. Brook and Main Sts.

Joshua Proctor Master
John S. Ott, Box 523 Secretary
C. M. Probst, Box 64 Collector
John S. Ott, Box 523 Receiver
A. P. Josselyn Magazine Agent

24. GREAT WESTERN; Parsons, Kansas.

Meets in I. O. O. Hall, on Johnson Ave., every Wednesday at 2:30 P. M.

Charles W. Maier, Box 514 Master
I. B. Melville Secretary
Thos. M. Hodges Collector
Lot. Brandenberg Receiver
Wm. J. Mathis, Box 589 Magazine Agent

25. CONNECTING LINK; Boone, Iowa.

Meets 1st and 3d Sundays at 2 P. M.
 Aaron Starke, Box 349 Master
 Geo. McCormack, Box 500 Secretary
 Geo. McCormack, Box 500 Collector
 A. M. Sourwine, Box 330 Receiver
 N. Burlingame Magazine Agent

26. ALPHA; Baraboo, Wis.

Meets in B. of L. E. Hall, 2d and 4th Mondays
 Henry Popjoy Master
 Frank Melcher Secretary
 Henry Popjoy Collector
 Frank R. Melcher Receiver
 E. M. Terry Magazine Agent

27. HAWKEYE; Cedar Rapids, Iowa.

Meets in Room 13, O'Hara's Block, 2d Sunday at
 2:30 P. M., and 4th Mondays at 7:30 P. M.
 J. E. Collins, 90 5th Ave., S. Master
 Jos. R. Byerly, 403 G Ave., West Secretary
 J. L. Jennings, 328 G Ave., West Collector
 Fred. McArdle, 363 G Ave., West Receiver
 Chas. R. Kimbro, 360 F. Ave. W. Magazine Agent

28. ELKHORN; North Platte, Neb.

Meets in Masonic Hall, 1st and 3d Sundays.
 W. H. Ryan Master
 Wm. L. Kingelty Secretary
 Lewis C. Clark Collector
 Frank D. Winn, L. Box 232 Receiver
 W. C. Stevenson, Box 15 Magazine Agent

29. CERRO GORDO; Mason City, Iowa.

Meets 1st and 3d Tuesday evening of each month,
 corner Second and Main Sts.
 Charles O. Burkhardt, Box 1-7 Master
 J. H. Fulton, Box 706 Secretary
 Max Newbowers Collector
 J. H. Fulton, Box 706 Receiver
 C. F. Larsen, Box 301 Magazine Agent

30. CEDAR VALLEY; Waterloo, Iowa.

Meets in Select Knights' Hall, Sycamore and 4th
 streets, 1st and 3d Sundays at 2 P. M.
 W. E. Penn Master
 R. A. Corson, Box 1154 Secretary
 H. A. Smith Collector
 R. A. Corson, Box 1154 Receiver
 J. A. Mulkern, 26 5th St., Dubuque,
 Iowa Magazine Agent

31. R. R. CENTRE; Atchison, Kansas.

Meets 2d and 4th Sundays in Woodman's Hall,
 cor. 6th and Kansas Ave.
 H. L. Clark, cor. Roberts and Commer-
 cial Sts. Master
 S. S. Hamrick, 1608 Main St Secretary
 Chas. Bennington, 1413 Santa Fe St Collector
 John O'Connor, 1420 Santa Fe St Receiver
 Frank Short Magazine Agent

32. BORDER; Ellis, Kansas.

Meets in K. of P. Hall every Tuesday at 3 P. M.
 Levi M. Stoner, Box 192 Master
 J. L. Clark, Box 115 Secretary
 J. L. Clark, Box 115 Collector
 George McClure, Box 205 Receiver
 Harry Stigall Magazine Agent

33. SUCCESS; Trenton, Mo.

Meets in Engineer's Hall, over Union Bank, 1st
 and 3d Mondays at 2 P. M., and 2d and 4th
 Mondays, at 7:30 P. M.
 Thomas E. Torpey Master
 F. M. McReynolds, Box 178 Secretary
 Chas. W. Gallup Collector
 Wm. C. Gallup Receiver
 C. H. Torpey Magazine Agent

34. CLINTON; Clinton, Iowa.

Meets in Engineer's Hall, 4th St., 1st and 3d Sun-
 days at 2:30 P. M.
 Frank A. Kinch, 522 7th Ave Master
 J. M. Wheeler, 515 Comanche Ave Secretary
 Frank A. Kinch, 522 7th Ave Collector
 Thomas E. Bulen, 235 7th Ave Receiver
 Jos. F. Butler, 1503 5th Ave Magazine Agent

35. AMBOY; Amboy, Ill.

Meets in Khrel's Hall, 1st and 3d Sundays.
 W. J. Wells, Box 435 Master
 James Lavell, Box 180 Secretary
 T. W. Monahan, Box 458 Collector
 James Lavell, Box 4-0 Receiver
 James P. Duggan Magazine Agent

36. TIPPECANOE; Lafayette, Ind.

Meets in Red Men's Hall, at 2 P. M., Sundays.
 Charles Ernst, 164 Salem St., over U. S.
 Express Co Master
 Albert H. Kelley 98 Green St. Secretary
 M. E. Clark, 82 Green St. Collector
 W. R. Johnson, 110 8 4th St Receiver
 Jos. F. Spears, 14 Walnut St Magazine Agent

37. NEW HOPE; Centralia, Ill.

Meets in Engineers' Hall, every Thursday at 8 P. M.
 H. G. Cornick, Box 151 Master
 W. D. Holton, Box 244 Secretary
 W. D. Holton, Box 244 Collector
 C. W. Styles Receiver
 T. J. Prickett Magazine Agent

38. AVON; Stratford, Ontario.

Meets in Foresters' Hall, 1st and 3d Sundays at 2
 P. M.
 John Turton Box 318 Master
 J. T. Burke, Box 318 Secretary
 William O'Brien, Box 318 Collector
 George Nursey, Box 318 Receiver
 S. J. Spencer, Box 318 Magazine Agent

39. TWIN CITY; Rock Island, Ill.

Meets in Engineer's Hall, 2d and 4th Sundays
 at 2 P. M.
 J. C. Kane, 2701 6th Ave. Master
 Daniel H. Moroney, 8th Ave. & 27th St. Secretary
 John F. Carney, 2255 Vine St. Collector
 Daniel H. Moroney, 8th Ave. & 27th St. Receiver
 James Griffin, cor. 9th Ave. and 27th
 St Magazine Agent

40. BLOOMING; Bloomington, Ill.

Meets at 910 W Chestnut street, Tuesdays at 7:30
 P. M.
 Wm. Ryan, 603 W. Graham St. Master
 P. L. Cutler, 604 N. Allen St Secretary
 P. L. Cutler, 604 N. Allen St Collector
 Ed. W. Spreen, 706 N. Mason St. Receiver
 Thomas Powderly, 1208 Western Ave.,
 Magazine Agent

41. ONWARD; Dickinson, N. Dakota.

Meets in Odd Fellow's Hall, every Thursday at
 7:30 P. M.
 Archie Campbell Master
 O. A. Dosskey, Box 17 Secretary
 Samuel Rutson Collector
 Walter Morris Receiver
 W. R. Williams, Box 32 Magazine Agent

42. ELMO; Madison, Wis.

Meets in Sharp's Hall, Mifflin St., 2d and 4th Sun-
 days at 2:30 P. M.
 Alfred H. Tyler, 312 Lake St Master
 W. J. Parsons, 520 W. Main St. Secretary
 John Harrington, 520 W. Main St. Collector
 Byron B. Wilber, 901 Johnson St Receiver
 Frank Lawrence, 614 Mifflin St Magazine Agent

43. ST. JOSEPH; St. Joseph, Mo.

Meets in I. O. O. F. Hall, 10 Pacific St., 1st and 3d
 Thursdays.
 W. E. Sullivan, 235 S. 6th St Master
 C. W. Dorsey, 2410 S. 5th St. Secretary
 James Hyndman, 2216 S. Sixth St Collector
 W. E. Sullivan, 235 S. Sixth St Receiver
 H. E. Slater, 1304 S. 9th St Magazine Agent

44. F. W. ARNOLD; East St. Louis, Ill.

Meets in Jackless Hall, corner Missouri and Main Sts., alternate Tuesdays at 7:30 P. M.
 Phil. C. Cramer, Box 68 Master
 J. P. Collins, Box 256 Secretary
 Wallace Reeve, Box 498 Collector
 J. P. Collins, Box 256 Receiver
 C. E. Long, Box 351 Magazine Agent

45. ROSE CITY; Little Rock, Ark.

Meets in Quapaw Hall every Monday night.
 George Emery, 1009 North St Master
 Ed. Chamberlain, Box 174, Argenta, Ark Secretary
 William Smith, 206 S. Cross St Collector
 George Emery, 1009 North St Receiver
 Ed. Chamberlain, Box 174, Argenta, Ark Magazine Agent

46. CAPITAL; Springfield, Ill.

Meets in Engineers' Hall, 217 South 5th St., 1st and 3d Sundays, at 2 P. M.
 A. Cunningham, 1125 N. Fifth St Master
 J. C. Ettinger, 901 E. Capitol Ave Secretary
 Wilson Somerville, 705 S. 9th St Collector
 D. C. Webster, 1117 S. 8th St Receiver
 E. W. Anderson, 1007 Cook St Magazine Agent

47. TRIUMPHANT; Chicago, Ill.

Meets in Prosperity Hall, N. E. corner State and 18th Sts., 1st Monday evening and 3d Sunday afternoons.
 Lawrence Murphy, 1174 Indiana Ave. Master
 George Porter, 1509 Indiana Ave. Secretary
 George Porter, 1509 Indiana Ave. Collector
 Ben. Busch, 1547 Michigan Ave. Receiver
 Thos. O'Connor, 1240 Indiana Ave. Magazine Agent

48. W. F. HYNES; Peoria, Ill.

Meets in G. A. R. Hall, 105 S. Adams St., 2d and 4th Saturdays at 7:30 P. M.
 George C. Watt, 617 1st St Master
 J. V. Johnson, 412 Spencer St Secretary
 W. A. McMillan, 206 State St Collector
 George C. Watt, 617 1st St Receiver
 John Watt, 617 First St Magazine Agent

49. J. M. RAYMOND; Decatur, Ill.

Meets in Engineers' Hall, E. Eldorado St., 2d and 4th Sundays at 3 P. M.
 E. J. Wilkins, 1330 E. William St Master
 Dan Dineen, 577 N. Broadway Secretary
 Charles Hockery, 1043 E. William St Collector
 A. H. Sutton, 975 N. Water St Receiver
 E. J. Wilkins, 1330 E. William St Magazine Agent

50. GARDEN CITY; Chicago, Ill.

Meets in Brown's Hall, S. W. cor. 47th and State Sts., 1st and 3d Saturdays at 7:30 P. M.
 Calvin M. Wolcott, 5901 State St Master
 P. R. Brislen, 4500 Wabash Ave Secretary
 C. D. Dickerman, 5142 Dearborn St Collector
 T. G. Perry, 4911 Butterfield St Receiver
 James T. Lee, 4404 Butterfield St. Magazine Agent

51. FRISCO; North Springfield, Mo.

Meets in G. A. R. Hall, Station A, Springfield, every Wednesday at 2 P. M.
 John S. Carson, Box 437, Station A, Springfield Master
 Michael Gaffney, Station A, Springfield, Secretary
 Geo. A. Hasler, Station A, Springfield Collector
 John S. Carson, Box 437, Station A, Springfield Receiver
 L. S. Wolfe, Box 448 Magazine Agent

52. GOOD WILL; Logansport, Ind.

Meets in Firemen's Hall, corner 4th and Market Sts., every Sunday at 2 P. M.
 Charles Truman, 1318 Spear St Master
 W. A. McDonald, 1216 Smead St Secretary
 John T. Maloy, 715 W. Ottawa St Collector
 M. W. Jamison, 405 Market St Receiver
 J. A. Holland, N. Sycamore St Magazine Agent

53. EMPORIA; Emporia, Kansas.

Meets in A. O. U. W. Hall, corner 6th Ave. and Commercial St., 1st and 3d Monday at 1:30 P. M.
 A. E. Pearce, Box 1201 Master
 J. T. Williams, 121 Congress St Secretary
 John McGaha, Moline, Kan Collector
 John C. Hadley, 22 Pine St Receiver
 Edward Fithen, Strong City Magazine Agent

54. ANCHOR; Moberly, Mo.

Meets in Supplies Bros.' Hall, Tuesdays at 7 P. M.
 J. C. Myers, Box 232 Master
 R. P. Corrigan, Box 682 Secretary
 M. Sullivan, Box, 1551 Collector
 R. P. Corrigan, Box 682 Receiver
 M. Sullivan, Box 1551 Magazine Agent

55. BLUFF CITY; Memphis, Tenn.

Meets at No. 16 Johnson Ave., 2d and 4th Thursday evenings.
 Jacob Fuches, L. & N. Shops Master
 Jacob Wagner, L. & N. Shops Secretary
 Jacob Wagner, L. & N. Shops Collector
 A. S. Klyce, L. & N. Shops Receiver
 J. E. McFadden, 196 Johnson Ave. Magazine Agent

56. BANNER; Stauberly, Mo.

Meets in R. L. Hall, every Saturday at 7:30 P. M.
 W. E. Baldwin, L. Box 400 Master
 Charles H. Runyan Secretary
 Joseph J. Smith, Box 51 Collector
 T. A. Newcomb Receiver
 Joseph J. Smith, Box 51 Magazine Agent

57. BOSTON; Boston, Mass.

Meets in Engineers' Hall, 47 Hanover St., 1st and 3d Sundays.
 F. F. Derby, 16 Hotel St., Salem Master
 T. H. Haines, Ocean View St., Winthrop, Mass. Secretary
 A. W. Spurr, 66 Hammond St Collector
 T. H. Haines, Ocean View St., Winthrop, Mass. Receiver
 H. E. Stevens, 5 Davis St Magazine Agent

58. SACRAMENTO; Rocklin, Cal.

Meets in Masonic Hall, every Monday and Thursday at 1:30 P. M.
 Elmer E. Greeley Master
 C. B. Cottrell Secretary
 C. A. Thyle Collector
 George B. Clark Receiver
 Frank J. Peacock Magazine Agent

59. ROYAL GORGE; South Pueblo, Colo.

Meets in B. of L. F. Hall, cor. High St. and Union Ave., every Monday at 7:30 P. M.
 A. M. McMurray, Box 458 Master
 R. R. Sexton, Box 330 Secretary
 C. S. Walker, 124 Mechanic St., Pueblo Collector
 M. C. Donnelly, 610 E. 3d St., Pueblo Receiver
 John T. Derjsey, No. 601 B St., Pueblo Magazine Agent

60. UNITED; Philadelphia, Pa.

Meets in Dover Hall, Marshall St., above Susquehanna Ave., 1st and 3d Sundays.
 James Wertz, 2013 N. 3d St Master
 Howard Reeder, 1913 Lawrence St Secretary
 James Wertz, 2013 N. 3d St Collector
 B. F. Pettit, 1933 Marshall St. Receiver
 Chas. H. Reihner, 529 Butler St., Franklinville, Pa Magazine Agent

61. MINNEHAHA; St. Paul, Minn.

Meets in Druid's Hall, corner Jackson and E. 7th St., 2d and 4th Sundays.
 James V. Piper, corner Jackson St., and Como Ave Master
 P. McLaughlin, 101 Sycamore St Secretary
 Geo. W. Klinckfelter, 889 Azate St Collector
 Theo. T. Hart, 709 Tuscarora St Receiver
 J. F. Mullany, Cor. Como Ave. and Jackson St Magazine Agent

62. VANBERGEN; Carbondale, Pa.

Meets in Odd Fellows' Hall, cor. 7th and Church
Sta., 2d and 4th Sundays at 1 P. M.,
Geo. P. Berry Master
U. S. Van Dermark, Box 41 Secretary
W. H. Brokenshire Collector
A. M. Banks, Box 479 Receiver
D. N. Swan Magazine Agent

63. HERCULES; Danville, Ill.

Meets in K. of H. Hall, West Main St., 1st and
3d Sundays.
H. J. Bohn, 501 E. Main St Master
Wm. Corbitt, 911 N. Hazel St Secretary
E. E. Partlow, 713 N. Hazel St Collector
B. M. Manion, 202 Collett St Receiver
T. A. Hudson Magazine Agent

64. SIOUX; Sioux City, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at 2:30
P. M.
D. L. Davenport, 1521 E 6th St Master
Chas. Forsyth, St. James, Minn Secretary
Sidney Welfr, 506 Iowa St Collector
James Griffin, 419 Clark St Receiver
H. G. Stowell, 1117 Seventh St Magazine Agent

65. FORT RIDGELY; Waseca, Minn.

Meets in Engineers' Hall, 1st and 3d Sundays.
F. Gillan, Box 235 Master
F. Chamber, Box 50 Secretary
J. Evans, Box 488 Collector
Geo. T. Bennett, Box 3 Receiver
M. J. Fitzpatrick, 821 W 5th St., Wino-
na, Minn Magazine Agent

66. CHALLENGE; Belleville, Ontario.

Meets in B. of L. F. Hall, Station St., 2d and 4th
Sundays at 2:30 P. M.
Victor Wensley, Box 51, Belleville Station Master
W. C. Curtis, Box 80, Belleville Station Secretary
T. E. Elliott, Belleville Station Collector
T. E. Elliott, Belleville Station Receiver
R. Snell, Belleville Station Magazine Agent

67. DOMINION; Toronto, Canada.

Meets in I. O. F. Hall, 2d and 4th Sundays, at
2:30 P. M.
John Ross, Clarence Square Master
Sidney Vaughan, 5 Draper St Secretary
James Pratt, 172 Huron St Collector
Sidney Vaughan, 5 Draper St Receiver
Robert Reid, 31 Leonard Ave Magazine Agent

68. EAU CLAIRE; Altoona, Wis.

Meets 2d and 4th Sundays at 2 P. M.
J. S. McCauley, Box 24 Master
Richard Hall Secretary
Patrick E. Keating, Box 62 Collector
E. W. Brogan Receiver
Charles Dinneen Magazine Agent

69. ISLAND CITY; Brockville, Ontario.

Meets in the Merrill Block, every Thursday at
7:30 P. M.
J. B. Hislop, Box 620 Master
George Purvis, Box 620 Secretary
J. G. Goodison, Box 206 Collector
W. J. Dowell, Box 183 Receiver
Francis Flanigan Magazine Agent

70. LONE STAR; Longview, Texas.

Meets in I. O. O. F. Hall, every Tuesday at 2
P. M.
J. H. Doan, Box 411 Master
Charles H. Weller, Box 411 Secretary
Albert N. Oden, Box 411 Collector
T. E. Watts, Box 411 Receiver
C. W. Slayter, Box, 421 Magazine Agent

71. SUSQUEHANNA; Oneonta, N. Y.

Meets in B. of L. E. Hall, 2d and 4th Sundays at
3 P. M.
J. E. Owens Master
W. W. Rowe, 45 Clinton St Secretary
Howard Wickham Collector
Irvin Baker, 38 Grove St Receiver
James Walters, 82 W Broadway Magazine Agent

72. WELCOME; Camden, N. J.

Meets at 2d and Federal Sts., 1st and 3d Sundays.
Geo. W. Tash, 236 Senate St Master
James L. Gibbs, Collingswood Secretary
Geo. W. Austerhuhl, 437 Mickle St Collector
James L. Gibbs, Collingswood Receiver
G. W. Austerhuhl, 437 Mickle St. Magazine Agent

73. BAY STATE; Worcester, Mass.

Meets at Stationary Engineer's Hall, 302 Main St.,
2d and 4th Sundays.
James W. Mead, 75 Prospect St Master
Charles A. Smith, Box 739 Secretary
J. J. Cunningham, 29 Pescott St Collector
Charles A. Smith, Box 739 Receiver
W. N. Holland, 9 Cutler St Magazine Agent

74. KANSAS CITY; Argentine, Kan.

Meets in K. of P. Hall, alternate Thursdays.
Thomas Donahue, Box 21 Master
Robert W. H. Dickinson, Box 421 Secretary
G. B. Campbell, Box 421 Collector
Edwin J. Pearce, Box 421 Receiver
G. B. Campbell, Box 421 Magazine Agent

75. ENTERPRISE; Philadelphia, Pa.

Meets in Erickson's Hall, 3847 Lancaster Ave.,
2d and 4th Sunday afternoons
W. W. Jones, 1403 N. 52d St Master
C. W. Reeves, 750 N 36th St., West Phila-
delphia Secretary
John Finley, 3904 Fairmount Ave Collector
C. W. Reeves, 750 N 36th St., West Phila-
delphia Receiver
J. T. Findley, 3904 Fairmount Ave Magazine Agent

76. NEW ERA; Breckenridge, Minn.

Meets in Masonic Hall, 2d and 4th Sundays at 2
P. M.
Wm. Pannon, Box 67 Master
W. C. Hall Secretary
Harry Pearce Collector
W. W. Hurd Receiver
Wm. Pannon, Box 67 Magazine Agent

77. ROCKY MOUNTAIN; Denver, Colo.

Meets in Neef's Hall, 15th St., every Thursday at
7:30 P. M.
Thos. N. Worth, 2813 Blake St Master
W. F. Brundage, 1216 Larimer St Secretary
D. L. Marrs, 445 Beecher Ave., N side Collector
W. F. Brundage, 1216 Larimer St Receiver
H. M. Johns, 2837 Arapahoe St. Magazine Agent

78. GOLDEN EAGLE; Sedalia, Mo.

Meets in Hart's Hall, E 13th St., every Thursday
at 7 P. M.
Frank Boltinghouse, 1, 03 E. Third St Master
J. P. Alcorn, 1223 Engineer St Secretary
C. H. Lyons, 318 Engineer St Collector
Henry Alneiter, 1113 E 5th St Receiver
G. H. Lyons, 318 Engineer St Magazine Agent

79. J. M. DODGE; Roodhouse, Ill.

Meets in Engineer's Hall, 1st and 3d Mondays
and 2d and 4th Sundays.
John Underwood Master
Charles E. Stone Secretary
Charles E. Stone Collector
Frank I. Carr Receiver
J. A. Wells Magazine Agent

80. SELF HELP; Aurora, Ill.

Meets over 2d and 28 Broadway, every 2d Sunday
John S. Slick, 417 Main St Master
P. G. Springer, 17 Downer Place Secretary
Geo. J. Waters, 102 5th St Collector
Chas. S. Mason, 91 South St Receiver
Chas. Kelly, 308 Fox St Magazine Agent

81. PINE CITY; Brainerd, Minn.

Meets in I. O. O. F. Hall, 6th St., South, 2d and
4th Sundays 2 P. M.
W. J. Bain, Box 1763 Master
George Watts, Box 1831 Secretary
George F. Watson Collector
Rowland Arundel, Box 1545 Receiver
S. W. Green, L Box 1878 Magazine Agent

92. NORTHWESTERN; Minneapolis, Minn.

Meets 2d Saturday evening and 4th Sunday afternoon of each month, at 68 and 70 8th St., S.
 Ernest B. Mayo, 424 1st Ave. South . . . Master
 W. E. Richmond, 820 N Girard Ave . . . Secretary
 Robert J. Watson, 716 4th Ave. North . . . Collector
 W. E. Richmond, 820 N Girard Ave . . . Receiver
 Ernest B. Mayo, 424 1st Ave. S. . . Magazine Agent

93. TRINITY; Fort Worth, Texas.

Meets in B. of L. F. Hall every Wednesday, at 8 P. M.
 I. M. Dean, Box 406 . . . Master
 George H. Tucker, Box 406 . . . Secretary
 I. M. Dean, Box 406 . . . Collector
 George H. Tucker, Box 406 . . . Receiver
 J. S. Whitley, Box 406 . . . Magazine Agent

94. CALHOUN; Battle Creek, Mich.

Meets in B. L. E. Hall, 256 E. Main St., 2d and 4th Sundays at 2:30 P. M., and 1st Monday at 7:30 P. M.
 John Tighe, 70 Hart St . . . Master
 James Burgess, 64 Cliff St . . . Secretary
 Frederick Voss, 103 Green St . . . Collector
 E. C. Wilder, 50 South Ave . . . Receiver
 Thos. Minshall, 24 Irving St . . . Magazine Agent

95. FARGO; Fargo, N. Dakota.

Meets 2d and 4th Mondays at 8 P. M. in I. O. O. F. Hall, corner Robert St. and 2d Ave.
 W. W. Sturman, 1604 16th St . . . Master
 Wash. Terrett, 17 16th St . . . Secretary
 Wash. Terrett, 17 16th St . . . Collector
 Eugene McAnuliffe, 114 9th St., S . . . Receiver
 A. J. Thometz, Jamestown . . . Magazine Agent

96. BLACK HILLS; Laramie City, Wyoming.

Meets in K. of L. Hall, Friday evening at 7:30.
 George W. DeForest, Box 455 . . . Master
 William N. Roth, Box 346 . . . Secretary
 George W. DeForest, Box 455 . . . Collector
 William N. Roth, Box 346 . . . Receiver
 George M. Harris . . . Magazine Agent

97. SUMMIT; Rawlins, Wyoming.

Meets in I. O. O. F. Hall, every Thursday, at 7:30 P. M.
 Thomas F. Croake, Box 87 . . . Master
 Ed. Smyth . . . Secretary
 B. Robinson . . . Collector
 T. F. O'Donnell . . . Receiver
 Myles Scallan . . . Magazine Agent

98. MORNING STAR; Evanston, Wyoming.

Meets in I. O. O. Hall, Thursdays at 7:30 P. M.
 J. C. Bowman . . . Master
 Kenneth G. McLean, Box 150 . . . Secretary
 Wm. Veny . . . Collector
 Frank McAnn . . . Receiver
 Samuel Carpenter . . . Magazine Agent

99. CHEHAW; Montgomery, Ala.

Meets every Sunday at 3 P. M. in K. of P. Hall, over National Bank, Commerce St.
 E. L. Cranford, 207 Holt St . . . Master
 D. C. Hair, Box 435 . . . Secretary
 J. F. Sugg . . . Collector
 E. L. Cranford, 207 Holt St . . . Receiver
 W. H. McDade, Atlanta, Ga . . . Magazine Agent

90. SAN DIEGO; San Bernardino, Cal.

Meets in A. O. U. W. Hall, every Sunday at 7:30 P. M.
 Jas. C. Sharp, Box 704 . . . Master
 R. S. Compton, Box 645 . . . Secretary
 Wm. Fleming, Box 645 . . . Collector
 J. M. Walker, Box 645 . . . Receiver
 W. H. Fletcher, Box 645 . . . Magazine Agent

91. GOLDEN GATE; San Francisco, Cal.

Meets corner Valencia and 16th Sts., 1st Sunday at 1 P. M., and 3d Tuesday at 7 P. M.
 John A. Center . . . Master
 Chas. A. Crites, 203 16th St . . . Secretary
 Ed. F. Dougherty . . . Collector
 Chas. A. Crites, 203 16th St . . . Receiver
 F. W. McCune, 230 Shotwell St . . . Magazine Agent

92. FRONTIER CITY; Oswego, N. Y.

Meets 2d and 4th Sundays in Frontier City Hall, Jefferson Block
 Charles H. Spath, 39 W Talman St . . . Master
 John F. Schilling, 74 W. Second St . . . Secretary
 James Whalen, 290 W. 7th St . . . Collector
 James Whalen, 290 W. 7th St . . . Receiver
 Thos. Bradley, cor. 9th and W. Cayuga Sts . . . Magazine Agent

93. GATE CITY; Keokuk, Iowa.

Meets in Horn's Hall, corner 8th and Main St., 2d and 4th Sundays at 2 P. M.
 John Cronin, corner Band and Bluff St . . . Master
 E. J. Kelly, 519 Ridge St . . . Secretary
 John Burns, 513 Pcs Moines St . . . Collector
 E. J. Kelly, 519 Ridge St . . . Receiver
 Henry Montgomery, Centerville, Magazine Agent

94. CACTUS; Tucson, Arizona.

Meets in B. of L. F. Hall, corner Tool Ave. and Pennington St., every Tuesday at 7:30 P. M.
 W. W. Walker, Box 218 . . . Master
 H. W. Brandt, Box 218 . . . Secretary
 W. E. Buller, Box 218 . . . Collector
 J. W. Hudson, Box 218 . . . Receiver
 W. D. Anderson, Box 218 . . . Magazine Agent

95. CHICAGO; Chicago, Ill.

Meets at 237 Milwaukee Ave., 2d Tuesday at 8 P. M., and last Sunday of each month, at 9:30 A. M.
 D. M. Leavitt, 36 Temple St . . . Master
 John J. Doyle, 1651 W. Chicago ave . . . Secretary
 J. F. Cantlon, 142 Front St . . . Collector
 E. W. Wallbaum, 188 Milton Ave . . . Receiver
 Wm. R. Stuart, 174 N Halstead St. Magazine Agent

96. ALEXIA; Wellsville, Ohio.

Meets 1st and 3d Sundays in B. of L. E. Hall, Main St.
 G. Leibtag, Box 695 . . . Master
 Joseph Quinn, Box 695 . . . Secretary
 L. M. Lockhart, Box 695 . . . Collector
 Joseph Quinn, Box 695 . . . Receiver
 John Leibtag, Box 695 . . . Magazine Agent

97. ORANGE GROVE; Los Angeles, Cal.

Meets in Engineers' Hall, at 512 San Fernando St., every Tuesday at 7:30 P. M.
 Ed. Whitney, 46 Ann St . . . Master
 H. C. Forsyth, 22 Railroad St . . . Secretary
 Wm. T. Curl, 638 San Fernando St . . . Collector
 Ed. Whitney, 46 Ann St . . . Receiver
 A. V. Blackburn, 35 Railroad St. Magazine Agent

98. PERSEVERANCE; Terrace, Utah.

Meets in Engineers' Hall every Tuesday.
 S. E. Canady . . . Master
 H. J. Grubman . . . Secretary
 Fred Frolich . . . Collector
 Edward G. White . . . Receiver
 Veli. Gudmonson . . . Magazine Agent

99. ROCHESTER; Rochester, N. Y.

Meets in K. of H. Hall at No. 33 Market St., every Friday evening
 E. E. Pruyn, 41 1st Ave . . . Master
 W. P. Couch, 24 Thompson Ave . . . Secretary
 George Kingsley, 22 Upton Park . . . Collector
 George Kingsley, 22 Upton Park . . . Receiver
 W. H. Rice, 9 Norwood St . . . Magazine Agent

100. ADAIR; Bowling Green, Ky.

Meets in Wright's Hall, corner Main and Adams Sts., every Monday at 2 P. M.
 Jas. M. Claypool . . . Master
 Woods L. Miller, Box 446 . . . Secretary
 Woods L. Miller, Box 446 . . . Collector
 Richard A. Potter . . . Receiver
 Richard A. Potter . . . Magazine Agent

101. ADVANCE; Creston, Iowa.

Meets in Firemen's Hall, 222 Pine St., every Sunday at 2 P. M.
 John Igoo, Box 246 . . . Master
 Frank E. Giltner . . . Secretary
 Frank E. Giltner . . . Collector
 John Igoo, Box 246 . . . Receiver
 Frank Strunce . . . Magazine Agent

102. CONFIDENCE; East Des Moines, Iowa.

Meets in I. O. O. F. Hall, S. E. cor. 8th St., and Grand ave., alternate Sundays at 2 P. M.,
 R. E. Nash, 1412 Grand ave. W. Master
 W. L. Carss, 849 W 13th St. Secretary
 C. C. Woodard, N. W. cor. Locust and Penn ave Collector
 F. S. Payne, 115 9th St Receiver
 W. L. Carss, 846 W 13th St Magazine Agent

103. FALLS CITY; Louisville, Ky.

Meets in Colgan's Hall, corner 10th and Walnut Sts., every Thursday at 2 P. M.
 Isaac Honaker, L. C. & L. Shops Master
 Christ. Ketterer, 710 18th St Secretary
 John B. Reynolds, 1017 13th St Collector
 Christ. Ketterer, 710 18th St Receiver
 John B. Reynolds, 1017 13th St Magazine Agent

104. "OLD KENTUCKY;" Ludlow, Ky.

Meets in M. J. Connelly's residence, 106 Oak St., 1st and 3d Thursdays at 7:30 P. M.
 Frank Robertson Master
 M. J. Connelly Secretary
 Charles Heimberger Collector
 Frank Robertson Receiver
 Charles Heimberger Magazine Agent

105. PROGRESS; Chillicothe, Ill.

Meets in McLean's Hall, 1st Wednesday at 7:30 P. M., 2d and 4th Sundays at 2 P. M.
 F. W. Petterson Master
 James Strahan Secretary
 J. M. Lindemon Collector
 Frank D. Fenn, Box 1353 Receiver
 Frank D. Fenn, Box 1353 Magazine Agent

106. KEY CITY; Dubuque, Iowa.

Meets in Dofth Hall 2d and 4th Sundays at 2 P. M.
 Joseph Chaloupka, 1470 Cedar St Master
 Henry Quade 446 High St Secretary
 Joseph Chaloupka, 1470 Cedar St Collector
 Laverett Douglass, 993 Garfield Ave . . Receiver
 Edward A. Forster 438 High St Magazine Agent

107. ECLIPSE; Gallon, Ohio.

Meets in Zimmerman's Hall every Wednesday night.
 August Gerhart, Box 196 Master
 P. D. Gregg, Box 677 Secretary
 Chas. D. Hoyt, Box 183 Collector
 Thomas Wilson, Box 497 Receiver
 George Canaan, Box 398 Magazine Agent

108. PIONEER; Chama, New Mexico.

Meets in D. & R. G. Passenger Depot, every Thursday at 7:30 P. M.
 Wm. J. Brown Master
 Edward Bradley Secretary
 Frank Wilson Collector
 R. T. Pearson Receiver
 John A. Simon, Alamosa, Colo. . . . Magazine Agent

109. PEACE; St. Louis, Mo.

Meets in Summit Hall, corner Ewing Ave. and Market St., 2d and 4th Fridays of each month at 7:30 P. M.
 W. J. Murphy, 314 Montrose Ave Master
 J. L. Pate, 2919 Caroline St Secretary
 Charles Durnell, 1303 S Compton Ave . . Collector
 J. L. Pate, 2919 Caroline St Receiver
 J. L. Pate, 2919 Caroline St Magazine Agent

110. OLD GUARD; Bucyrus, Ohio.

Meets in Engineers' Hall, cor. Sandusky & Mansfield St., every 2d and 4th Sundays at 2 P. M.
 J. R. Gordon, L Box 235 Master
 C. P. Collins, Corning, O Secretary
 William Fitzmaurice Collector
 W. C. Bruce Receiver
 C. P. Collins, Corning, O Magazine Agent

111. BEACON; Mattoon, Ill.

Meets in K. of L. Hall, Sunday at 2:30 P. M.
 P. J. Slagle, L Box 864 Master
 W. P. Fitzgerald, L Box 846 Secretary
 F. W. Neidheiser, Box 605 Collector
 Paul Rider, Box 744 Receiver
 George S. Norris, Box 862 Magazine Agent

112. EVENING STAR; Mt. Vernon, Ill.

Meets in Odd Fellow's Hall, 1st and 3d Tuesdays at 7:30 P. M.
 S. R. Wild Master
 John C. Branham Secretary
 John C. Branham Collector
 S. R. Wild Receiver
 G. T. Colvin Magazine Agent

113. CLARK-KIMBALL; Pocatello, Idaho.

Meets in Masonic Hall every Monday at 7:30 P. M.
 W. J. Ingling Master
 John H. Hiller Secretary
 John H. Shannon Collector
 Frank Walton Receiver
 H. F. Christman Magazine Agent

114. MAGIC CITY; Cheyenne, Wyoming.

Meets in Engineers' Hall, Idleman's Block, every Wednesday at 8 P. M.
 Michael Waich Master
 Thomas O. Jones, Box 250 Secretary
 Thomas O. Jones, Box 250 Collector
 Ernest Heenan, 1010 Central Ave Receiver
 James J. Keelan Magazine Agent

115. GULF CITY; Galveston, Texas.

Meets 1st and 3d Wednesdays in the Temple of Honor.
 H. L. Briggs, Cor. 8th and Market Sts . . Master
 Jno. Buckley, 19th and O½ Sts Secretary
 Wm. Powell, 29th St. & Broadway Collector
 H. L. Briggs, Cor. 8th and Market Sts . . Receiver
 Wm. Powell, 29th St. and Broadway . . Magazine Agent

116. ST. CLAIR; Fort Gratiot, Mich.

Meets in Engineers' Hall, 1st and 3d Sundays at 1:30 P. M.
 William Dingwall, 2004 Stone St., Port Huron, Mich Master
 R. J. Gee, 1604 Poplar St., Port Huron . . Secretary
 R. J. Gee, 1601 Poplar St., Port Huron . . Collector
 E. G. Hubbard, Box 127 Receiver
 J. J. Jackson, 2202 Stone St, Port Huron, Mich Magazine Agent

117. BEAVER; London, Ontario.

Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.
 S. T. Fletcher, 221 Maitland St Master
 R. Hornsby, 151 Clarence St Secretary
 S. T. Fletcher, 221 Maitland St Collector
 John Dickson, 367 Simcoe St Receiver
 Robert Lister, 411 Hill St Magazine Agent

118. STAR OF THE EAST; Richmond, Quebec.

Meets in Pearson's Hall, Main St., opposite Skating Rink, 1st and 3d Sundays at 2 P. M.
 R. A. Leonard Master
 Geo. A. Pearson, Richmond Station Secretary
 Geo. A. Pearson, Richmond Station Collector
 John Kelly, Richmond Station Receiver
 Geo. A. Pearson, Richmond Station, Magazine Agent

119. COLONIAL; River du Loup, Quebec.

Meets Wednesday and Thursday nights, alternately, in English School Room.
 Wm. Carmichael, River du Loup Station . . Master
 Louis D. Poulin, J. C. Ry. Station Secretary
 Louis D. Poulin, J. C. Ry. Station Collector
 W. H. Rougean, River du Loup Station . . Receiver
 W. H. Rougean, River du Loup Station . . Magazine Agent

120. FORTUNE; Syracuse, N. Y.

Meets in C. M. B. A. Hall, Cor. Fayette and Salina Sts., 1st and 3d Sundays at 3 P. M. and 2d and 4th Tuesdays at 7 P. M.
 E. F. McNulty, 266 W Fayette St Master
 Simon Mangan, 730 Otisco St Secretary
 L. G. Rousson, 16½ Richmond St Collector
 F. H. Livingston, 404 Jackson St Receiver
 A. D. Collins, 312 Putnam St Magazine Agent

121. FELLOWSHIP; Corning, N. Y.

Meets in Odd Fellows' Hall, 1st and 3d Sundays of each month at 3 P. M.

James F. Roody Master
Isaiah D. Wolcott, 2 Magee St Secretary
Isaiah D. Wolcott, 2 Magee St Collector
E. E. Everts, 159 E Erie Ave Receiver
Chas. J. Boylan Magazine Agent

122. FEDERATION; Pana, Ill.

Meets in Woodmen's Hall, every Sunday at 2:30 P. M.

Wm. J. Miller Master
W. D. Stokes, L Box 13 Secretary
Charles Roley Collector
Thos. H. Crowner Receiver
Wm. Wolf Magazine Agent

123. OVERLAND; Omaha, Neb.

Meets in K. of P. Hall, 1402 Douglass St., every Wednesday at 8 P. M.

J. T. Fitzmorris, 1314 California St Master
E. S. Emmons, 1820 Mason St Secretary
J. T. Fitzmorris, 1314 California St Collector
Albert Cole, 636 S 17th St Receiver
William A. Cummings, 1306 S 12th St Magazine Agent

124. PILOT; Perry, Iowa.

Meets in Odd Fellows' Hall, 2d and 4th Sundays at 9:30 P. M.

H. A. Draper Master
Wm. L. Johnston, Box 554 Secretary
H. C. DeGroat Collector
B. W. Zillely Receiver
E. G. Benson Magazine Agent

125. GUIDE; Marshalltown, Iowa.

Meets in B. of L. F. Hall, 15 S Center St., 2d and 4th Sundays.

W. M. Gallup, 512 S 3d St Master
J. P. Boyce, 103 W Nevada St Secretary
J. S. Smedes, 307 S Center St Collector
J. M. Larimer, 307 S 3d Ave Receiver
J. O. Rose, 410 W Church St Magazine Agent

126. COMET; Anstin, Minn.

Meets in Hays' Hall, 1st and 3d Mondays and 2d and 4th Sundays.

B. C. Henry Master
E. H. Talmadge Secretary
Thos. McFarlane Collector
John A. Brassard Receiver
C. J. Erickson Magazine Agent

127. NORTHERN LIGHT; Winnipeg, Manitoba.

Meets in Assinaboine Hall, 133 Ross St., 1st Tuesday and 3d Wednesday evening.

J. G. Johab, 226 McWilliams St Master
H. English, 76 Williams St Secretary
G. M. Vansickle, 31 Isabel St Collector
Thomas Reese, 20 Gunnell St Receiver
George M. Vansickle, 31 Isabel St. Magazine Agent

128. LANDMARK; Glendive, Montana.

Meets in Coleman's Hall, every Tuesday at 7 P. M.

Geo. M. Brown Master
C. C. Smith, Box 38 Secretary
B. F. Brown Collector
James McKenzie, Forsyth Receiver
J. C. Sorenson Magazine Agent

129. MINERAL KING; Escanaba, Mich.

Meets in B. of L. E. Hall 2d and 4th Sundays at 2 P. M.

M. A. Harring Master
T. F. Burns Secretary
M. Quinn Collector
J. S. Rogers, Box 622 Receiver
William Finnegan Magazine Agent

130. GUIDING STAR; Milwaukee, Wis.

Meets in Engineers' Hall, 2d and 4th Sundays at 2 P. M.

Thomas Dwyer, 335 Jackson St Master
Bernard J. Fahl, cor. 34th and Wells St Secretary
Con. S. McAnille, 531 Washington St Collector
Con. S. McAnille, 501 Washington St Receiver
James D. Dwyer, 335 Jackson St. Magazine Agent

131. GOLDEN RULE; Stevens Point, Wis.

Meets in Redfield's Hall, 2d and 4th Sundays at 2:30 P. M.

A. R. Johnson, Box 211 Master
George L. Gearhart Secretary
A. R. Johnson, Box 211 Collector
R. J. Luxan, Box 396 Receiver
R. J. Luxan, Box 396 Magazine Agent

132. MARVIN HUGHITT; Eagle Grove, Iowa.

Meets in Odd Fellows's Hall, 1st and 3d Sundays 2:30 P. M.

Harry G. Pool, Box 386 Master
W. R. Hammond, Box 408 Secretary
Stephen E. Calkins, Box 40 Collector
John H. Howell Receiver
E. G. Bates, Tama Magazine Agent

133. SPRAGUE; Sprague, Washington, Ty.

Meets in Engineers' Hall, 2d and 4th Sundays at 7 P. M.

J. D. Irby, Box 10 Master
H. A. Moore, Box 62 Secretary
A. E. Bowman, Box 10 Collector
Geo. F. Kendall Receiver
J. C. Smith Magazine Agent

134. EASTMAN; Farnham, Quebec.

Meets in Foster's Hall, every Sunday at 3 P. M.

W. C. Burney Master
H. E. Cowan Secretary
J. H. Cunningham Collector
E. W. Gibson Receiver
Louis Lepine Magazine Agent

135. NEW YEAR; El Paso, Texas.

Meets in Firemen's Hall, 1st and 3d Tuesdays at 7 P. M.

Colin McArthur Master
Jas. E. Handibo, Box 184 Secretary
Wm. Rader Collector
Colin McArthur Receiver
W. P. Sirsion Magazine Agent

136. J. SCOTT; Lindsay, Ontario.

Meets in S. O. E. Hall, alternate Saturdays at 8 P. M.

Thos. R. Wilkinson, Box 454 Master
Ardie McArthur, Box 454 Secretary
Ardie G. Edmunds, Box 454 Collector
John A. Watson, Box 454 Receiver
Jos. Kelcher, Box 454 Magazine Agent

137. PROTECTION; Eldon, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at 2:30 P. M.

C. W. Friend Master
J. T. Hull, Box 196 Secretary
Geo. Wright, Box 674 Collector
A. Shunterman, Box 423 Receiver
Geo. W. Wright, Box 674 Magazine Agent

138. UNION; Freeport, Ill.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.

W. C. Ingraham Master
Harry Stanley Secretary
Lewis Rame, 6 State St. Collector
George Showalter, 50 N. Galena ave Receiver
George Showalter, 50 N. Galena ave Magazine Agent

139. MT. WHITNEY; Tulare, Cal.

Meets in Schultz's Hall, 1st and 3d Sundays and 2d and 4th Fridays at 2 P. M.

J. J. Norton Master
George E. Landes, Box 31 Secretary
G. G. Hutchings Collector
George E. Landes, Box 31 Receiver
Frank Zuber Magazine Agent

140. MOUNT OURAY; Salida, Colo.

Meets in Fraternity Hall every Monday at 7:30 P. M.

A. G. Archer Master
W. S. Brewster Secretary
W. H. Hardy, L Box 590 Collector
Henry Wise, L Box 590 Receiver
N. A. Worden, Box 130 Magazine Agent

141. A. G. PORTER; Fort Wayne, Ind.

Meets in B. of R. B. Hall at 27 Calhoun St., every Wednesday at 7:30 P. M.
 A. J. Kohler, 461 Calhoun St. Master
 H. Kilpatrick, 142 N. Cass St. Secretary
 J. H. Westerman, 20 Buchanan St. Collector
 W. R. Fredericks, 415 S. Lafayette St. Receiver
 Frank C. Smith, 46 Elm St. Magazine Agent

142. SAFETY; Toledo, Ohio.

Meets in Johnson's Hall, St. Clair St., 5th Ward, 1st and 3d Sundays at 1:30 P. M., and 2d and 4th Thursdays at 7 P. M.
 Albert S. Mead, Air Line Junction Master
 B. J. Ross, Penn. Engine House Secretary
 S. W. Nesper, 406 Broadway Collector
 Fred. E. Bittman, 713 S. Erie St. Receiver
 J. G. Hofstatter, Air Line Junction Magazine Agent

143. E. C. FELLOWS; West Oakland, Cal.

Meets in Pythian Hall, 1050 Broadway, every Monday, at 8 P. M.
 T. S. Davis, 1232 Meinal Ave., Alameda Master
 R. H. Potts, 1792 7th St. Secretary
 T. J. Roberts, 1830 William St. Collector
 C. Sellander, 903 4th Ave., East Oakland. Receiver
 C. Sellander, 963 4th Ave., East Oakland, Cal. Magazine Agent

144. SUGAR LOAF; Campbellton, New Brunswick.

Meets in Patterson's Hall, I. C. R. Depot, 2d Sundays at 9 A. M., and 4th Sunday afternoons.
 Wm. A. Thompson Master
 A. B. Thompson Secretary
 Wilmoit Keith Collector
 Wm. A. Thompson Receiver
 William Hamilton Magazine Agent

145. DAVY CROCKET; San Antonio, Texas.

Meets in Jonas' Hall, 601 Austin St. every Tuesday at 8 P. M.
 Pat. Smith, 313 Burlesson St. Master
 Edward Beere, Cor. Cherry and Burlesson Sts. Secretary
 Edmond Lowe, cor. Sherman and Hackberry Sts. Collector
 Edward Beere, cor. Cherry and Burlesson Sts. Receiver
 J. D. Kennedy, 905 Ave. D. Magazine Agent

146. BAYOU CITY; Houston, Texas.

Meets in Bell's Hall, 1st and 4th Mondays at 7:30 P. M., and 2d and 3d Mondays at 2 P. M.
 D. M. Moody, 105 Hardy St. Master
 Ed. C. Gerber, S. P. Shops Secretary
 Chas. F. Miller, S. P. Shops Collector
 G. H. Keohler, 146 Congress St. Receiver
 D. M. Moody, 105 Hardy St. Magazine Agent

147. MIDLAND; Temple, Texas.

Meets every Monday at 8 P. M.
 R. Robinson, Box 105 Master
 L. J. Hudson, Box 105 Secretary
 Frank John, Box 105 Collector
 W. W. Short, Box 105 Receiver
 H. Sims, Box 105, Temple, Tex. Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.

Meets in K. of P. Hall, every Friday at 1:30 P. M.
 Mike Bannan, Box 416 Master
 S. F. James, Box 416 Secretary
 C. W. Rankin Collector
 M. E. Stafford, Box 488 Receiver
 David Tipton, Box 416 Magazine Agent

149. JUST IN TIME; New York, N. Y.

Meets at 110 East 125th St., 2d and 4th Saturdays at 8 P. M.
 James F. Hough, 1424 Ave. A. Master
 P. A. Donahue, 311 W 55th St. Secretary
 Robert T. Roscoe, 1958 3d Ave. Collector
 Albert H. Hawley, 2314 8th Ave. Receiver
 Charles Johnson, 451 E 119th St. Magazine Agent

150. S. M. STEVENS; Marquette, Mich.

Meets in Mack's Hall, cor. Washington and 3d Sts., 2d and 4th Sundays at 2 P. M.
 Fred. D. Fletcher, 212 Garden St. Master
 Wm. Charlesworth, 210 W. Washington St. Secretary
 Abe Switzer Collector
 Wm. D. Reany, 416 W Washington St. Receiver
 Wm. J. Turner Magazine Agent

151. MAPLE LEAF; Hamilton, Ontario.

Meets 1st and 3d Sundays at 2:30 P. M.
 Alexander McGilvery, 98 Elgin St. Master
 Wm. Perkins, 150 Wellington St. Secretary
 Wm. Broughton, 18 Inchbury St. Collector
 William F. Baines, 180 Queen St. Receiver
 William Broughton, 14 Inchbury St., S. Magazine Agent

152. NORTH POLE; West Bay City, Mich.

Meets in Royal Arcanum Hall, 1st and 3d Sundays.
 W. A. Maguire Master
 Frank E. Ayers, Box 104 Secretary
 Frank Potter Collector
 Thos. A. Weir Receiver
 Frank E. Ayers, Box 104 Magazine Agent

153. H. C. LORD; Fort Scott, Kansas.

Meets in K. of P. Hall, corner 2d and Main Sts.
 W. B. Lane, 202 Hill St. Master
 J. B. Martin, 461 S. Broadway Secretary
 H. L. Wright, 11 S. Barbee St. Collector
 J. T. Helman, 114 N Broadway Receiver
 J. M. Farnley, 624 1st and Hill Sts. Magazine Agent

154. McKEN; Chanute, Kansas.

Meets in Masonic Hall, on 2d and 4th Sundays 2 P. M.
 R. W. Cameron, Box 141 Master
 Ed. K. Brehl Secretary
 J. E. Flint, Box 819 Collector
 M. A. Lea, Box 77 Receiver
 James M. Jones Magazine Agent

155. J. F. BINGHAM; New York, N. Y.

Meets in Schrader's Hall, 147 W 32d St., 1st Saturday at 8 P. M., and 3d Thursdays at 10 A. M.
 Ed. S. Wetherbee, 417 W 48th St. Master
 William J. Campbell, 2546 8th Ave. Secretary
 William J. Campbell, 2546 8th Ave. Collector
 C. C. McFarlane, 133 Conover St., S. Brooklyn Receiver
 William P. Green, 119 Prospect St., Long Island City, N. Y. Magazine Agent

156. NECHES; Palestine, Texas.

Meets in Engineers' Hall every Saturday night.
 L. T. Branham, Box 256 Master
 O. A. Stetzel, Box 256 Secretary
 T. C. Inrle, Box 256 Collector
 R. F. Wright, Box 256 Receiver
 J. C. Potter Box 256 Magazine Agent

157. ECHO; Peru, Ind.

Meets in Echo Hall 1st and 3d Sundays at 2 P. M., and 2d and 4th Tuesdays at 7 P. M.
 B. E. Flaherty Master
 H. P. Matthews, L Box 201 Secretary
 H. P. Matthews, L Box 201 Collector
 B. E. Flaherty Receiver
 G. H. Smith Magazine Agent

158. STANDARD; Detroit, Mich.

Meets at No. 47 Monroe Ave., up stairs, 2d and 4th Sundays at 1:30 P. M.
 Alban Doane, W Detroit St. Master
 A. Edmiston, 298 Riopelle St. Secretary
 Louis Groscaup, 251 Labrosse St. Collector
 Ed. Heidenrich, 124 Hastings St. Receiver
 Peter Sewell, 199 Orleans St. Magazine Agent

159. W. H. THOMAS; Nashville, Tenn.

Meets in Simmons' Hall, cor. Summer and Union Sts., every Monday at 9:30 A. M.
 G. Kundinger, N. C. & St. L. Round House Master
 D. J. Singleton, 471 Humphrey St. Secretary
 J. H. Ballentine, N. C. & St. L. Round House Collector
 J. L. Enoch, 241 Foster St., E Nashville. Receiver
 L. Sudekum, cor. Market and Chestnut Sts. Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.

Meets in A. O. U. W. Hall, 3d and Main Sts., 2d and 4th Sundays at 2 P. M.
 W. H. Boleman, 509 William St. Master
 R. T. Skinner, 1,504 Walnut St. Secretary
 E. F. Stiker, 1,611 Division St. Collector
 W. W. Hunter, 1,044 Main St. Receiver
 John Z. Fairchild, 516 Upper 11th St.,
 Magazine Agent

161. HERALD; Burlington, Iowa.

Meets in Knights of Pythias Hall cor. Third and Jefferson sts., every other Sunday at 2 P. M.
 J. A. Richards, 1117 S 8th St. Master
 W. A. Flannery, 1212 N 8th St. Secretary
 S. W. Bowser, cor Port and Linn Sts. Collector
 J. D. Hawksworth, 2008 Madison St. Receiver
 W. A. Flannery, 1212 N 8th St. Magazine Agent

162. PROSPECT; Elkhart, Ind.

Meets in B. of L. F. Hall, 505 Main St., every Tuesday night 7:30, and 1st Sunday at 2 P. M.
 W. W. Howard, 1200 S Main St. Master
 J. C. Doity, 311 Harrison St. Secretary
 G. D. Shupert, 200 Prairie St. Collector
 D. F. Wagner, 326 Jefferson St. Receiver
 Charles White, 1008 S Main St. Magazine Agent

163. ETNA; Pine Bluff, Ark.

Meets in Masonic Hall, every Friday at 7 P. M.
 Tim Corder, Box 210 Master
 Dewitt Hope, Box 56 Secretary
 D. B. Rathfon, Box 56 Collector
 D. B. Rathfon, Box 56 Receiver
 Dewitt Hope, Box 56 Magazine Agent

164. EEL RIVER; Butler, Ind.

Meets Tuesday nights in I. O. O. F. Hall, on Broadway.
 Geo. E. Crider Master
 C. E. Blair Secretary
 John J. Derck, Box 202 Collector
 John J. Derck, Box 202 Receiver
 Ed. Eldridge Magazine Agent

165. ROBERT ANDREWS; Andrews, Ind.

Meets in Firemen's Hall every Monday at 7 P. M.
 J. E. Brombaugh Master
 M. M. Leedy Secretary
 George B. Richardson Collector
 Albert I. Routh Receiver
 J. N. Wright Magazine Agent

166. WM. HUGO; Huntington, Ind.

Meets in Engineer's Hall every Wednesday at 7 P. M.
 C. M. Keller, Box 619 Master
 J. P. McConley Secretary
 John S. Dolan, Box 915 Collector
 C. E. Wallace, L. Box 933 Receiver
 A. W. Beaver, Box 529 Magazine Agent

167. MOUNT HOOD; The Dalles, Oregon.

Meets in K. of P. Hall, 1st and 3d Wednesdays at 2 P. M., and 2d and 4th at 7 P. M.
 John Anderson Master
 C. E. Velin Secretary
 Chas. Bryan Collector
 James W. Ashton Receiver
 H. P. Smith, L. Box 347 Magazine Agent

168. GUARD RAIL; North La Crosse, Wis.

Meets in B. of L. F. Hall, 129 Rose St., 1st and 3d Sundays at 2 P. M., and 2d and 4th Mondays at 7:30 P. M.
 Fred. Stirnemann Master
 J. E. Wells, Avon St. Secretary
 George Brewer, 403 cor. Avon and Gould St., LaCrosse, Wis. Collector
 Thos. Cawley, 521 Mill St. Receiver
 Frank Krause, Box 206, Portage, Wis. Magazine Agent

169. H. G. BROOKS; Hornellsville, N. Y.

Meets in Washington Hall, Broad St., every Monday at 7:30 P. M.
 H. H. Sweet, 51 Elm St. Master
 V. C. Randolph, 79 River St. Secretary
 A. H. Spencer, 18 Elm St. Collector
 A. H. Spencer, 18 Elm St. Receiver
 C. S. Graham, 31 S Division St. Magazine Agent

170. PRAIRIE; Huron, S. Dakota.

Meets in Odd Fellows' Hall on 2d and 4th Sundays at 3 P. M.
 George E. White, 357 E 3d St. Master
 A. H. Garfield, 511 Beach St. Secretary
 Thos. C. Laulders, 520 Utah St. Collector
 Frank Booth, Room 1, Houghton blk. Receiver
 Ed. Sampson Magazine Agent

171. SUNBEAM; Truro, Nova Scotia.

Meets in Caledonia Hall 2d Saturdays and 4th Thursdays.
 John J. Furguson Master
 Thos. W. Hennessy, Box 167 Secretary
 Peter Fraser Collector
 Jas. A. Sproull, Box 167 Receiver
 R. A. Sutherland, Box 173 Magazine Agent

172. F. G. LAWRENCE; Ottawa, Ontario.

Meets alternate Sundays in Manchester Hall, cor. Sparks and Wellington Sts.
 George Hawley, 44 Lorne Ave. Master
 Mills Foster Secretary
 H. McAuley, C. P. R. Shops Collector
 Hugh Handyside, Hintonbury, via Ottawa, Ont. Receiver
 Mills Foster, 544 Wellington St. Magazine Agent

173. PACIFIC; Winslow, Arizona.

Meets in B. of L. F. Hall, every Sunday at 7:30 P. M.
 Clem Weiker Master
 Geo. P. Fleming Secretary
 Simon Frost, Coolidge, N. M. Collector
 Jas. Bullard Receiver
 Elmer E. Ward, Albuquerque, New Mex. Magazine Agent

174. HARRISBURG; Harrisburg, Pa.

Meets cor. 3d and Cumberland Sts., Sible's Hall, 2d and 4th Sundays at 1 P. M.
 Ed. E. Ewing, cor. Front and Boas Sts. Master
 H. O. Motter, 1720 1/2 N Third St. Secretary
 H. J. Roberts, 503 Riley St. Collector
 William Blessing, 422 Riley St. Receiver
 H. S. Gingrich, 1414 Wallace St. Magazine Agent

175. TAYLOR; Newark, Ohio.

Meets in O. R. C. Hall at 12 1/2 N 2d St., every Wednesday at 7 P. M.
 Ben. Tobin, 228 Indiana Ave. Master
 James Kelsey, 348 E. Main St. Secretary
 Willis Stone, Gay St. Collector
 C. D. Tomlinson, 351 Clinton St. Receiver
 C. D. Tomlinson, 351 Clinton St. Magazine Agent

176. MAIN LINE; Clinton, Ill.

Meets in Warner's Hall, 1st and 3d Wednesday evenings.
 A. G. Turley, Box 65 Master
 W. F. Gorman, Box 235 Secretary
 W. F. Gorman, Box 235 Collector
 C. H. Porter, Box 41 Receiver
 C. H. Porter, Box 41 Magazine Agent

177. SUNSET; Marshall, Texas.

Meets in Firemen's Hall, every Thursday at 7:30 P. M.
 Geo. M. Lovett Master
 H. M. Worthington, Box 184 Secretary
 Geo. C. Sparks, Box 184 Collector
 M. H. Neal, Box 184 Receiver
 H. M. Worthington, Box 184 Magazine Agent

178. SALT LAKE; Salt Lake City, Utah.

Meets in Emporium Hall Tuesdays, at 8 P. M.
 Leonard W. Kessler, 50 N 3d St. W. Master
 J. F. Keim, 704 1st S. St. Secretary
 F. A. Featherston, 222 N. 3d St. W. Collector
 W. C. Wightman, 50 N 3d St. W. Receiver
 E. L. Hawkins, 419 W. 5th St. S. Magazine Agent

179. BEE-HIVE; Lincoln, Neb.

Meets in K. of P. Hall, 2d and 4th Sundays, at 3 P. M.

J. W. Barber, University Place Master
J. K. Robinson, 718 H St Secretary
J. W. Barber, University Place Collector
J. K. Robinson 718 H St Receiver
E. L. Fuller, Box 632 Magazine Agent

180. THREE STATES; Calro, Ill.

Meets cor. 12th St. and Washington Ave., 1st and 3d Saturday evenings.

M. J. Kiley, 602 Jefferson Ave Master
Frank Jackell, 519 15th St Secretary
David Meehan, 1 C. R. K. Shops Collector
M. J. Kiley, 602 Jefferson Ave Receiver
Robert Stevenson, 438 6th St Magazine Agent

181. WELLINGTON; Palmerston, Ontario.

Meets in Odd Fellows' Hall, 1st and 3d Sundays at 2 P. M.

Wilson Munro Master
James Combs Secretary
Alexander Dunbar Collector
James Nicholson Receiver
Alexander Dunbar Magazine Agent

182. GOOD INTENT; Erie, Pa.

Meets in Firemen's Hall, Zuck's Block, every Sunday at 2 P. M.

H. E. Hilliker, Miles' Grove Master
W. G. King, 133 W. 15th St Secretary
A. H. Gifford, 221 W 18th St Collector
William Fitzmorris, 133 W 13th St Receiver
Charles Fitzmorris, 68 W 13th St, Magazine Agent

183. LAKE SHORE; Collinwood, Ohio.

Meets in Engineers' Hall alternate Thursdays at 7 P. M.

W. H. Jayred Master
W. H. Cross Secretary
W. T. Wade, 49 Maplewood Ave Collector
H. I. Miller, Box 154 Receiver
D. A. Carver, Box 301 Magazine Agent

184. LIMA; Lima, Ohio.

Meets 1st and 3d Sundays in Irish Hall.

E. L. Melhorn Master
M. R. Lacy Secretary
Joseph Bowsher, 496 S Tanner St Collector
John E. Myers, 734 Broadway Receiver
S. H. Harting, 328 N Pierce St Magazine Agent

185. FIDELITY; Delphos, Ohio.

Meets in Beyer's Hall every Sunday at 2 P. M.

J. B. Grove, Box 113 Master
L. S. Lytle, Box 311 Secretary
J. T. McGee Box 311 Collector
C. L. Webster, Box 311 Receiver
J. B. Grove, Box 143 Magazine Agent

186. CHAMBERLIN; Chicago, Ill.

Meets in Walther's Hall, 3834 State St., 1st and 3d Sundays of each month

J. E. Callaghan, 3013 La Salle St Master
Jas. Manning, Wabash Roundhouse, 41st St Secretary
John Nolan, 829 Butterfield St Collector
Jas. Everett, 4219 School St Receiver
Sherman Alsop, 4235 School St Magazine Agent

187. LITTLE GIANT; Charleston, Ill.

Meets in G. A. R. Hall, 1st and 3d Sundays at 2:30 P. M.

John W. Parson Master
M. Hudsonson Secretary
Frederick L. Patton Collector
John W. Parson Receiver
W. H. DeShane Magazine Agent

188. S. S. MERRILL; Chicago, Ill.

Meets cor. Western Ave. and Indiana St., 1st and 3d Sundays at 2 P. M.

E. P. Tobias, 39 Fairfield Ave Master
Walter Karch, 21 Maplewood Ave Secretary
Chas Benjamin, 49 Maplewood Ave Collector
L. L. Gay, 1069 Fulton St Receiver
Fred Myers, 829 Austin Ave Magazine Agent

189. BALDWIN; Ft. Howard, Wis.

Meets in Narris' Block, Green Bay, Wis., 2d and 4th Sundays.

H. L. Nichols Master
D. E. Hogan, 1 Box 152 Secretary
Jay Parkinson, Box 373, Green Bay, Wis., Collector
Martin Sheehy Receiver
George Shequin Magazine Agent

190. FERGUSON; Mitchell, Dakota.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M.

Emmet Wentworth, Box 102, Sanborn, Ia., Master
Albert D. Perry, Box 727 Secretary
Oscar W. Mervin, Box 189, Sanborn, Ia. Collector
Oscar W. Merwin, Box 189, Sanborn, Iowa Receiver
Edward Smith, Sanborn, Iowa Magazine Agent

191. CUSTER; Livingston, Montana.

Meets in Thompson's Hall every Wednesday at 7:30 P. M.

Win. T. Field Master
George N. Martin, L Box 16 Secretary
C. E. Huffman Collector
Hannibal Mavhew, Box 162, Billings Receiver
Forrest Bullard, Box 51 Magazine Agent

192. MT. TACOMA; Tacoma, Washington Ter.

Meets in Mason Block, 1st and 3d Thursdays and 4th Sunday at 7:30 P. M.

Fred. L. Dexter, 1,73 D St Master
John Cartwright, Box 222 Secretary
Frank S. Stevens, 1201 A. St. Collector
Phillip Green, 1516 Pacific Ave Receiver
William F. Lawton, 1702 Jefferson St Magazine Agent

193. J. B. MAYNARD; East Portland, Oregon.

Meets in Ross's Hall, 2d and 4th Sundays, at 2 P. M.

W. Hays, Albina Master
J. F. McQuade Box 287 Secretary
E. J. Stroud, Box 387 Collector
D. J. Byrne, Box 287 Receiver
Wm. A. Ransom, Box 287 Magazine Agent

194. BONANZA; Missoula, Montana.

Meets in K. of P. Hall every Monday night.

E. L. Hollister, Box 124 Master
Charles S. Cranston, Box 107 Secretary
Chas. Wiley Collector
Chas. E. Carrington Receiver
Chas. S. Liggett, Box 195 Magazine Agent

195. RE-ECHO; Montpelier, Idaho.

Meets in Montpelier Hall, Fridays at 7:30 P. M.

Chas. H. Thompson Master
Chas. C. Hammond Secretary
Joseph Bagley Collector
James Dully Receiver
Martin King, Glenn's Ferry Magazine Agent

196. CLOUD CITY; Leadville, Colo.

Meets in B. of L. F. Hall, 125 E 6th St., every Friday at 8 P. M.

Chas. E. Phelan, Box 330 Master
S. W. Burdick Box 330 Secretary
George Loughton, Box 330 Collector
John Nelson, 312 W. 7th St Receiver
Harry C. Newell, 214 E 10th St Magazine Agent

197. RIVERSIDE; Savanna, Ill.

Meets 1st and 3d Sunday of each month.

James Bailey Master
Ira M. Hurless, Box 79 Secretary
Leonard Hulbert Collector
James Bailey Receiver
F. L. Collier, 138 Clancy St. Grand Rapids, Mich Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.

Meets 1st and 3d Sundays.

V. C. Fitzsimmons, 50½ State St Master
H. P. Bayley, 15 State St Secretary
W. T. Clark, cor. Hester St. & Ford ave. Collector
W. Y. Dennis, 15 State St Receiver
H. G. Ferris, 50½ State St Magazine Agent

199. MAHONING; Youngstown, Ohio.

Meets every 2d Thursday evening and 4th Sunday afternoon in Union Veteran's Hall, Federal St.

David Heinselman, 313 Henrietta St Master
W. B. Wiseman, 1101 Oak St. Secretary
Wm. J. Reese, 1235 Emma St Collector
W. B. Wiseman, 1101 Oak St. Receiver
A. C. Clemens, 947 Sheehy St Magazine Agent

200. FAITH; Meridian, Miss.

Meets in Engineers' Hall every Thursday evening at 7:30 P. M.

J. M. Adams, 401 31st Ave. Master
W. H. Armstrong, L. Box 470 Secretary
John H. Woodruff, 3 9 5th St Collector
Simon Baker, 423 41st Ave Receiver
Simon P. Baker, 423 41st Ave Magazine Agent

201. FRIENDLY HAND; Jackson, Tenn.

Meets every in K. of P. Hall Saturday at 7 P. M.,

J. D. Bledsoe Master
James Gaffney Secretary
W. J. Teague Collector
Robert McKinley Receiver
J. L. Jones Magazine Agent

202. SCIOTO; Chillicothe, Ohio.

Meets in Clough's Hall, 1st Sunday at 2:30 P. M., and 4d Monday at 7 P. M.

Simmet A. Barker, 35 2d St Master
Lewis R. Gottle, Jr., 86 N Sugar St Secretary
Wm. Cutler, Box 320 Collector
J. H. Brandenburg, 143 Hearn St Receiver
W. P. Mathewson Magazine Agent

203. GARFIELD; Garrett, Ind.

Meets in G. A. R. Hall, every Friday at 7:30 P. M.

M. W. Smith, Box 109 Master
S. P. Phillips, Box 31 Secretary
J. M. Whiteman, Box 26 Collector
V. B. Moughlor, Box 27 Receiver
H. Wohlford Magazine Agent

204. COTTON BELT; Jonesboro, Ark.

Meets in Stacy Hall, every Wednesday at 7:30 P. M.

Geo. B. Youch, L. D. R. Master
L. D. Roberts, L. Box 165 Secretary
William E. Dixon Collector
L. D. Roberts, L. Box 165 Receiver
J. H. Lambert, Box 100 Magazine Agent

205. FLOWER OF THE WEST; Topeka, Kansas.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.

Christ. McGinnis, 16 State St. Master
Thos. Norwood, 229 Jefferson St Secretary
E. L. Rowell, 400 Chandler St Collector
Christ. McGinnis, 16 State St. Receiver
John R. Mullins, 120 Adams St. Magazine Agent

206. FORT PICKERING; Memphis, Tenn.

Meets in Miller's Hall, Cor. 5th and Jackson Sts., 1st and 3d Saturdays at 7:00 P. M., 2d and 4th Sundays at 7:30 A. M.

D. L. Forsyth, 83 market St Master
Chas. A. Crane, 85 Florida Ave Secretary
J. E. Smithers, 58 Florida Ave Collector
J. J. Smith, K. C. M. & B. Rnd House Receiver
John D. Franklin, K. C. M. & B. Round House Magazine Agent

207. LOYAL; Meadville, Pa.

Meets in Arcadium Hall, 1st and 3d Thursdays and 2d and 4th Wednesdays.

S. H. First, 771 N. Main St. Master
F. H. Nichols, 1025 Water St Secretary
Thomas Newberry, 3 7 E Center St. Collector
George A. Oster, 221 Pine St Receiver
H. J. Prenatt, 783 Garden St Magazine Agent

208. KEYSTONE; Susquehanna, Pa.

Meets in Doran's Hall every Sunday afternoon.

John Hile Master
W. P. Emery, Box 877 Secretary
C. Anderson, Box 337 Collector
W. P. Emery, Box 877 Receiver
C. A. Allen Magazine Agent

209. SARATOGA; Whitehall, N. Y.

Meets in Breet's Hall, alternate Sundays.

W. R. Combs, Box 36 Master
J. W. Farrar, Box 361 Secretary
Henry W. Collins, Box 274 Collector
W. R. Combs, Box 36 Receiver
Mike Bradshaw Magazine Agent

210. 18-K; Schenectady, N. Y.

Meets in McComus Hall every other Thursday.

John W. Vrooman, Box 497 Master
C. R. Weekes, Box 497 Secretary
John W. Vrooman, Box 497 Collector
J. L. VanVranken, Box 497 Receiver
C. R. Weekes, Box 497 Magazine Agent

211. OXOKO; South Easton, Pa.

Meets in Bragg's Hall, 1st and 3d Sundays at 2 P. M.

Stewart Bowers, 916 Wilkes-barre st Master
C. L. McKee, 200 S 5th St., Easton Secretary
James R. Morris, 711 Wilkesbarre St Collector
A. J. Mickley, 725 Berwick St Receiver
E. A. Seek, 823 Berwick St Magazine Agent

212. EMPIRE; Watertown, N. Y.

Meets in Good Templars' Hall, 2d and 4th Sundays.

T. H. Lynch, 101 Factory St. Master
Geo. D. Ackerson, 42 Coffeen St Secretary
S. G. Wells, 28 Meadow St. Collector
F. C. Nicolaus, 99 Arsenal St. Receiver
C. Dixon, 90 Arsenal St. Magazine Agent

213. WEST SHORE; Syracuse N. Y.

Meets in Doolittle Hall, Pine St., alternate Sundays.

James H. Allison, 103 Henderson St Master
Carl E. Blanchard, 256 Gertrude St. Secretary
Patrick Conlon, 410 Renwick Ave. Collector
Edward Davis, 103 Henderson St. Receiver
J. L. Sullivan, 103 Henderson St. Magazine Agent

214. ORIOLE; Baltimore, Md.

Meets in Lehman's Hall, 861 Garden St., 2d and 4th Sundays.

Jno. H. Baker, 1707 Maryland Ave Master
J. W. Akehurst, 442 Federal St. Secretary
Geo. F. Shuman, 515 3d Ave., Hampden City Collector
Frank B. Hall, 308 E Lanvale St. Receiver
 Magazine Agent

215. EAST ALBANY; East Albany, N. Y.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.

Victor D. Rhodes, 439 Broadway Master
J. W. Reed, 145 2d St Secretary
Wm. A. Buckner, 55 John St. Collector
Chas. J. Wrieker, 17 Glenn St. Receiver
Victor D. Rhodes, 439 Broadway, Magazine Agent

216. BLACK RIVER; Lorain, Ohio.

Meets in K. of P. Hall, 2d and 4th Sundays at 12 o'clock noon.

J. M. Hines Master
John J. Wright Secretary
J. C. Crouch Collector
Thomas Burns Receiver
John W. Graybill, Bridgeport Magazine Agent

217. HEADLIGHT; Brazil, Ind.

Meets in K. of P. Hall, 2d and 4th Sunday afternoons.

Elmer P. Collins Master
Thos. Shanahan Secretary
Henry Barnett Collector
Elmer P. Collins Receiver
Charles Davis Magazine Agent

218. PIKES PEAK; Colorado City, Colo.

Meets every Sunday at 12:30 P. M.

J. B. Blocker Master
Wm. Michie Secretary
Wm. Cole Collector
Richard Griffiths Receiver
William Walker Magazine Agent

219. SMOKY CITY; Allegheny, Pa.

Meets cor. Bidwell and Pennsylvania Aves. every Monday at 2:30 P. M.

Ed. Irwin, 363 Allegheny Ave. Master
Geo. R. Fletcher, 307 Allegheny Ave. Secretary
Samuel Overlander, 36 Bidwell St. Collector
H. B. Shaffer, 237 Franklin St. Receiver
U. H. Simpson, 403 Franklin St. Magazine Agent

220. PROVIDENT; Sunbury, Pa.

Meets in Masonic Hall, 3d St. 1st and 3d Sundays, at 1 P. M.

A. C. Mitchell Master
J. H. Kemperling, Box 212 Secretary
H. W. Shofstall, Box 212 Collector
C. C. Bowen, Box 212 Receiver
Hector Hughes, Box 212 Magazine Agent

221. HURON; Point Edward, Ontario.

Meets in I. O. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
 William H. Forbes Master
 J. W. Gray, L. Box 39 Secretary
 F. Burgess Collector
 J. McMillan Receiver
 D. Morrison Magazine Agent

222. WEBSTER; Fort Dodge, Iowa.

Meets in G. A. R. Hall, Child's Block. 1st and 3d Sundays at 2 P. M.
 Jacob A. Fessler Master
 O. G. Anderson, Box 49 Secretary
 M. McVicker Collector
 Homer M. Rhodes, Box 499 Receiver
 Joseph Kelly Magazine Agent

223. POTTAWATOMIE; Wamego, Kan.

Meets in Odd Fellow's Hall Sundays at 2 P. M.
 R. W. Spragg Master
 John H. Kane, 304 N. Fifth St., Kansas City Secretary
 F. E. Easterday, Box 178 Collector
 Jas. M. Sanders Receiver
 Jas. M. Sanders Magazine Agent

224. T. C. BOOERN; St. Cloud, Minn.

Meets in Odd Fellow's Hall 2d and 4th Sundays at 3 P. M.
 Abe Vogel, L. Box 944 Master
 J. A. Dickinson, L. Box 1128 Secretary
 John Mournan Collector
 Abe Vogel, L. Box 444 Receiver
 Marcellus Hill, Box 527 Magazine Agent

225. SUPERIOR; Fort William West, Ontario.

Meets in Smith's Hall every Monday night.
 George Glassford Master
 Wm. T. Reid Secretary
 Milo A. Bryant Collector
 Harry Poole Receiver
 Burton Wheatley Magazine Agent

226. MAGNOLIA; Corsicana, Texas.

Meets 2d and 4th Wednesdays. 2d at 1 P. M. and 4th at 7 P. M.
 J. H. Dunkin, 1,017 E Sixth Ave Master
 W. M. Nicol L. Box 230 Secretary
 J. Barry, H. & T. C. R. R. Shops Collector
 W. M. Nicol, L. Box 230 Receiver
 W. L. Blount, 112 W 4th Ave Magazine Agent

227. MAGNET; Binghamton, N. Y.

Meets in Stevens' Hall North Chenango St. 2d Wednesday and 4th Saturday at 7:30 P. M.
 Theo. Haskins, 3 Birdsall St Master
 T. W. Campion, 42 Robinson St Secretary
 Robert Rothrock, Cemetery St Collector
 Theo. Haskins, 3 Birdsall St Receiver
 G. B. Warner, 80 Lewis St Magazine Agent

228. ACME; Scranton, Pa.

Meets in G. A. R. Hall, No. 332 Lackawana Ave. 1st and 3d Sundays at 2 P. M.
 R. S. Gillingham, 128 10th St., Hyde Park Master
 Wm. H. Brutzman, 329 Franklin Ave. Secretary
 Albert J. Thomas, 317 S Hyde Park Ave. Collector
 Hyde Park Receiver
 Ed. H. Beldin, 1239 Academy St., Hyde Park Receiver
 Wm. Frothingham, 342 Franklin Ave. Magazine Agent

229. RICKARD; Utica, N. Y.

Meets in Post Bacon Hall 2d and 4th Sundays at 2 P. M.
 J. J. Quirk, cor. Mary and Albany Sts Master
 Chas. A. Pease, 102 Broad St Secretary
 John A. Weigand, 32 Hubble St Collector
 Chas. A. Pease, 102 Broad St Receiver
 Fred Ebersperger, 159 Catharine Street Magazine Agent

230. ALBANY CITY; Albany, N. Y.

Meets at Lehman Hall, 206 Washington Ave., 1st, 3d and 5th Mondays, at 7:30 P. M.
 William H. Bagley, 541 Clinton Ave Master
 Courtland Maher, 11 Prospect Ave Secretary
 Luke F. Kelly, W. Albany Collector
 Jas. J. Gill, 91 Livingstone, Ave Receiver
 L. C. Montague, 15 Hunter Ave, Magazine Agent

231. DELAWARE; Wilmington, Delaware.

Meets in G. A. R. Hall, corner 3d and King Sts., 1st and 3d Sunday, at 2:30 P. M.
 Geo. F. Fagan, 407 S. Jackson St Master
 G. H. Larimore, 916 Poplar St Secretary
 L. L. Sargent, 618 W 4th St Collector
 E. M. Sargent, 618 W 4th St Receiver
 Jacob Z. Orr, 104 Poplar St. Magazine Agent

232. LUCKY THOUGHT; Middletown, N. Y.

Meets in K. of H. Hall 2d and 4th Sundays of each month, at 1 P. M.
 D. H. Smith Master
 Fred. H. Davis, 17 Sprague Ave Secretary
 H. B. Weeden, 281 North St Collector
 C. E. Ward, 79 Wisner Ave Receiver
 James T. Hare Magazine Agent

233. GLAD TIDINGS; Moncton, New Brunswick.

Meets in Victoria Hall 1st Saturday evening and 3d Sunday afternoon.
 Henry Snider, Box 378 Master
 W. C. Hunter Secretary
 William H. Gay Collector
 Alfred Wood, Box 376 Receiver
 Geo. W. Speer Magazine Agent

234. NORTH BAY; North Bay, Ontario.

Meets in B. of L. F. Hall, alternate Tuesdays.
 John Mitchell Master
 Adam Beattie Secretary
 James Devine Collector
 John Clemenson Receiver
 Adolphus Christink Magazine Agent

235. THREE BROTHERS; Pittsburg, Pa.

Meets at cor. 26th St. and Penn Ave., alternate Sundays, at 2 P. M.
 R. O. Ferron, 2003 Penn Ave Master
 J. G. Gray, Banksville Secretary
 William J. Adams, Jones Ave., above 28th St Collector
 Henry B. Duff, 2,552 Penn Ave Receiver
 Henry B. Duff, 2,552 Penn Ave Magazine Agent

236. HINTON; Hinton, West Virginia.

Meets in Masonic Hall every Saturday at 7:30 P. M.
 W. E. Lyons Master
 J. P. Lear Secretary
 S. L. Ballenger Collector
 R. P. Boyd Receiver
 T. E. Cobbs Magazine Agent

237. CENTRAL PARK; Central Park, Ill.

Meets in Tilton School Hall, 1st and 3d Sundays.
 M. J. Kennedy, 549 W. Ohio St., Chicago Master
 Wm. Hartigan Secretary
 David Leavitt Collector
 Thaddeus Chew Receiver
 C. W. Warren Magazine Agent

238. PLAIN CITY; Paducah, Ky.

Meets in Rogers' Hall every Tuesday at 7:30 P. M.
 J. P. Wesley, 1,105 Broadway Master
 W. E. Paley, 1,115 Broadway Secretary
 J. A. McCann, 1,115 Broadway Collector
 C. F. Swanson, 716 Court St Receiver
 J. S. Hollingsworth, No. 1105 Broadway Magazine Agent

239. BUCKEYE; Delaware, Ohio.

Meets in Engineers' Hall, cor. Central Ave. and Sandusky St., 2d and 4th Sundays at 1 P. M.
 James B. Healy, 17 Union St. Master
 Fred R. Jaynes, 18 Liberty Ave Secretary
 Thos. F. Barker, 281 E Central Ave Collector
 Benj. Dettelback, 318 E Central Ave Receiver
 John Keefe, Central Ave Magazine Agent

240. GILBERT; Jackson, Mich.

Meets 1st and 3d Monday at 7:30 P. M., and 2d and 4th Monday at 2:30 P. M.
 George Hasting, cor. Orange and Grove Ave Master
 M. A. Henry, 327 Quarry St Secretary
 R. J. Black, N. Elm Ave Collector
 M. A. Henry, 327 Quarry St Receiver
 Edward J. Coy, 523 E Main St Magazine Agent

241. MOUNTAIN CITY; Hazleton, Pa.

Meets in Liberty Hotel, Laurell St., 2d and 4th
Sundays at 1:00 P. M.
John Gleam, Box 300 Master
P. C. Hagerty, 314 E. Broad St Secretary
P. C. Hagerty, 314 E. Broad St Collector
Andrew Krapf, 269 N Church St Receiver
P. C. Hagerty, 314 E. Broad St Magazine Agent

242. LIBERTY; Elmira, N. Y.

Meets in Redmen's Hall, 1st and 3d Sundays at 2
P. M.
John Finlay, Jr., 505 Fulton St Master
Harry F. Millins, 851 Magee St Secretary
J. B. Carpenter, 714 E Oak St Collector
Judson Hungerford, 325 Norton St Receiver
Daniel Keefe, 360 W 5th St Magazine Agent

243. J. H. SELBY; Texarkana, Texas.

Meets 1st and 3d Friday evenings over National
Bank, State line.
J. S. Evans, Eylan Master
W. F. Rowe, Box 210, Texarkana, Ark. Secretary
E. H. Evans, Bonham, Tex. Collector
C. J. Neff, Texarkana, Ark., Box 61 Receiver
J. J. Holmes, Texarkana, Ark. Magazine Agent

244. T. P. O'BOURKE; Chicago, Ill.

Meets in Schwerdt's Hall, 14th and Jefferson
Sts. 1st Thursday at 8 P. M., and 3d Sunday 2:30
P. M.
P. C. Winn, 225 Blue Island Ave Master
G. M. Whitmore, 1148 S. Renshaw St Secretary
E. Atkins, 180 Maxwell St Collector
Chas. J. Lynch, 356 W. 14th St Receiver
Elmer E. Crawford, 5380 School
St Magazine Agent

245. GEORGIA; Savannah, Ga.

Meets in Firemen's Hall, Sorrell Building, cor.
of Bull and Bay Sts., every Thursday at 7:30 P.
M., and 3d Sunday at 2:30 P. M.
J. R. Steltz, 64 W. Broad St Master
Adam Hutton, 271 Bull St Secretary
Adam Hutton, 271 Bull St Collector
John Murphy, Gaillard St., 3 doors from
Burrough St Receiver
Chas. Z. McArthur, 202 Gordon St. Magazine Agent

246. MACON; Macon, Ga.

Meets in M. & W depot every Sunday.
J. G. Skinner, 870 Second St Master
T. E. Jordan, 704 Third st Secretary
C. A. Dewees, 1425 Fourth St Collector
E. P. Almy, 704 Third St Receiver
Chas. W. Senter, 704 Third St. Magazine Agent

247. KENNESAW; Atlanta, Ga.

Meets in K. of P. Hall, every Sunday at 2 P. M.
B. H. Montee Master
C. L. Bixby, care Atlanta Cotton Mill Secretary
C. L. Bixby, care Atlanta Cotton Mill Collector
Chas. W. Fisher, 106 E Simpson St Receiver
Ed. L. Milan, care W. & A. R. R. Magazine Agent

248. WESTERN RESERVE; Ashtabula, Ohio.

Meets in G. A. Hall, 1st and 3d Sundays at 1:30
P. M.
William Rose Master
John C. Espy, Box 305 Secretary
Dan. L. Cook Collector
Wm. M. McGregor, Box 416 Receiver
Frank Bolmer, Harbor Magazine Agent

249. CALUMET; South Chicago, Ill.

Meets in Engineers' Hall, South Chicago 2d Sun-
day at 7:30 P. M., and 4th Sunday at 7:30 P. M.
William Muldoon Master
R. J. Aspin Secretary
Robert Cross Collector
Alexander Melville Receiver
John Hannon Magazine Agent

250. GOLDEN LINK; Wilkesbarre, Pa.

Meets in P. O. S. of A. Hall, 1st and 3d Sundays.
E. A. Reiley, Ashley, Pa. Master
Peter Becker, 15 Ralph St Secretary
R. H. Digory, Box 130, Kingston, Pa. Collector
Charles VanWhy, Box 73 Ashley Pa. Receiver
Joseph Keller, 33 N. Grant St. Magazine Agent

251. LEHIGH; Mauch Chunk, Pa.

Meet in Stahl's Hall, Upper Mauch Chunk, 1st
and 3d Sundays.
Wm. H. Spencer, Box 275 Master
John McAllister, Box 275 Secretary
Lafayette Wildonner, Box 275 Collector
Charles Roberts, Box 275 Receiver
Wm. H. Spencer, Box 275 Magazine Agent

252. COLUMBIA; Columbia, Pa.

Meets in Fendrich's Hall, 2d and 4th Sundays at
1 P. M.
J. C. Strawbridge, 709 Locust St. Master
Lafayette Fridy, Box 682 Secretary
Joseph Dennison, 640 Chestnut St Collector
Martin M. Hinkle, 711 Walnut St Receiver
H. A. Bennett, Box 531 Magazine Agent

253. TRENTON; Trenton, N. J.

Meets in Bayard Post, No. 8, G. A. R. Room, 24 E
State St., 1st and 3d Sundays of each month.
Chas. W. Scott, 24½ Grant Ave Master
Robert Stackhouse, 687 Broad St. Secretary
Thos. H. Decator, 45 Hart Ave Collector
Frank P. Parsons, 175 Brunswick Ave Receiver
Thos. H. Decator, 45 Hart Ave. Magazine Agent

254. CLIMAX; Missouri Valley, Iowa.

Meets in Masonic Hall, 2d and 4th Sundays at 7:30
P. M.
W. T. Mahoney Master
A. F. Dickinson Secretary
H. F. Reinohl, Box 524 Collector
P. J. Farrell Receiver
L. T. Nelson, Box 230 Magazine Agent

255. CANAL CITY; Arkansas City, Kan.

Meets in Odd Fellow's Hall, 1st and 3d Wednes-
day nights.
James M. Zorn Master
W. S. Ballou Secretary
C. W. Chapman Collector
Samuel S. Small Receiver
Charles Stuart Magazine Agent

256. HIGH LINE; Como, Colo.

Meets in State Hall, every Thursday at 8 A. M.
G. W. McAleer Master
M. D. Finn, Box 113 Secretary
Wm. Dunning Collector
A. L. Blanchard Receiver
G. A. Milroy, Box 14 Magazine Agent

257. KIT CARSON; Raton, New Mexico.

Meets in Engineers' Hall, on 1st St., every Sun-
day at 2 P. M.
Charles Miller, Box 56 Master
Aubyn Allison, Box 218, Trinidad, Colo. Secretary
John W. Cullen Collector
James R. Smith, Box 187 Receiver
Jas. F. Campbell, Box 173 Magazine Agent

258. RENO; Nickerson, Kansas.

Meets in Odd Fellows' Hall every Thursday even-
ing at 7:30.
Edward Norton Master
Wm. S. Delano Secretary
John M. Green Collector
Fred. Shirk Receiver
Oliver Newland Magazine Agent

259. D. J. CHASE; Ashland, Wis.

Meets in K. of P. Hall, Allen Block, 2d and 4th
Tuesdays at 8 P. M.
William Buckley, 409 Prentice Ave Master
Harry J. Hogan, 1813 8th St., E. Secretary
Ferd Godfrey, Box 929 Collector
William Buckley, 409 Prentice Ave Receiver
J. M. Rummel, Merchant's Hotel. Magazine Agent

260. CALIFORNIA; Sacramento, Cal.

Meets in Red Men's Hall, Masonic Building, 6th
and K Sts., every Monday at 7:30 P. M.
Jas. McCallum, Box 107 Master
Ralph Smith, Box 107 Secretary
Dan McIntyre, Box 107 Collector
C. W. Osborne, Box 107 Receiver
G. E. Hanford, 1730 O St. Magazine Agent

361. MAGDALENA; San Marcial, New Mexico.

Meets in Masonic Hall, 1st Sunday and 3d Tuesday.

W. G. Mathews, Box 52 Master
John J. McInnis Secretary
Charles McDonald Collector
Chas. A. Martin Receiver
John J. McInnis Magazine Agent

362. QUEEN CITY; West Toronto Junc., Ont.

Meets in Carlton Hall 1st and 3d Thursdays at 8 P. M., and 2d and 4th Thursdays at 8 P. M.

Fred. A. Sproul Master
John T. Nerison, jr Secretary
William Hyndman, Box 61 Collector
James Mahoney Receiver
T. R. Bain Magazine Agent

363. ALAMO; Taylor, Texas.

Meets in Alamo Hall every Thursday at 2 P. M. S. M. Bridgewater Master

E. P. Curtis, Box 72 Secretary
John C. Askew Box 10 Collector
W. S. Carter, Box 10 Receiver
S. M. Bridgewater Magazine Agent

364. J. K. GILBREATH; Butte City, Montana.

Meets in Brunnett's Hall, South Butte, Mont., every Thursday at 8 P. M.

E. E. Sweeney, 27 Wyoming ave., S Butte . Master
J. Hatter, 114 Wyoming ave., S. Butte . Secretary
John Alexander, 22 Wyoming ave., South Butte . Collector
J. S. Sweeney, 27 Wyoming Ave South Butte . Receiver
Mac. Haskins, 27 Wyoming St., South Butte . Magazine Agent

365. GRAND RIVER; Grand Rapids, Mich.

Meets in I. O. O. F. Hall, 1st and 3d Sunday at 2:30 P. M.

E. E. Decker, 447 S Division St Master
George Schaufele, 23 Sycamore St Secretary
H. L. Brown, 427 Cass St Collector
L. A. Ogden, 233 Center St Receiver
F. E. Mason, No. 88 Grandville Ave. Magazine Agent

366. JOHN HICKEY; South Kaukauna, Wis.

Meets 1st and 3d Tuesdays at 7:30 P. M., and 2d and 4th Sundays at 1:30 P. M., in Duggan Hall.

W. H. Buntin Master
Fred. J. Mayberry Secretary
R. B. Nichols, Box 120 Collector
M. Purdy Receiver
R. B. Nichols, Box 120 Magazine Agent

367. ENDEAVOR; Algiers, La.

Meets in Castle Hall 1st and 3d Tuesdays at 7:30 P. M.

M. H. Brown, 78 Webster Ave Master
J. E. Coyne, 121 Pacific Ave Secretary
A. H. Flynn, 37 Pacific Ave Collector
Wm. T. Douner, 83½ Alix St Receiver
P. J. LeSueur, 56½ Verret St Magazine Agent

368. CLIFTON HEIGHTS; New Albany, Ind.

Meets in Hadden's Hall, cor. State and Market Sts., 1st and 3d Sundays at 2 P. M.

Harry McDougall, 78 W 2d St Master
J. B. Goedeker, E. 3d and Oak Sts Secretary
George M. Kobe, 239 Poplar St Collector
J. S. Keane, 108 W Main St Receiver
George L. Stein, 37 W 3d St Magazine Agent

369. O. K.; Cincinnati, Ohio.

Meets in Eagle Hall, S. W. cor. 8th St., and Central Ave., 1st and 3d Sundays.

J. S. Shehan, 1110 W 6th St Master
Thos. Ballard, Box 24, Montgomery, O. . Secretary
Thos. Ballard, Box 34, Montgomery, O. . Collector
George W. Snyder, 56 Storrs St Receiver
H. E. Jordan, 479 Richmond St Magazine Agent

370. MINNEAPOLIS; Minneapolis, Minn.

Meets in A. O. U. W. Hall, 2006 Cedar Ave. South, 1st Sunday of at 1:30 P. M., and 3d Saturday at 7:30 P. M.

Oliver Johnson, 821 11th Ave. S Master
Patrick Perusse, 115 Cedar Ave. S Secretary
R. F. Humphrey, 22d St., between Cedar and 19th Ave. S Collector
George Cavanaugh, 2426 Fort Ave Receiver
Wm. Henderson, 2809 26th St S Magazine Agent

371. BYRAM; Port Morris, N. J.

Meets at Wm. Weiler's residence, 1st and 3d Sundays at 2 P. M.

Thos. F. Ayers Master
William Weiler, Box 25 Secretary
Chas. E. Force Collector
William Weiler, Box 25 Receiver
M. T. Dickerman, Box 31 Magazine Agent

372. WILSON; Junction, N. J.

Meets in Wells' Hall, 1st and 3d Sundays.

John S. Eveland Master
Jeremiah Desmond Secretary
James P. Butler Collector
John B. Everett Receiver
John S. Eveland Magazine Agent

373. DENVER; Denver, Colo.

Meets every Monday night in P. O. S. of A. Hall cor. 14th and Arapahoe Sts.

R. M. Huntington, 502 Santa Fe St Master
John P. Dale 1140 12th St Secretary
R. B. Hind, 1024 S. 7th St Collector
John P. Dale, 1140 12th St Receiver
Geo. Cordingly, 1354 S. 10th St Magazine Agent

374. JACKSON; Clifton Forge, Va.

Meets in Odd Fellows' Hall, 2d and 4th Mondays at 9:00 A. M.

R. R. Johnson Master
C. F. Jordan Secretary
R. B. Donovan Collector
A. P. Witt, Staunton, Va Receiver
James C. Eades Magazine Agent

375. LEE; Richmond, Va.

Meets in Druid's Hall, cor. 17th and Main Sts., 1st and 3d Sundays at 1:30 P. M.

W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va Master
B. F. Johnson, C. & O. Round House . Secretary
W. A. DeMaine, C. & O. Round House . Collector
W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va Receiver
W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va Magazine Agent

376. REGINA; Vancouver, B. C.

Meets in Sullivan's Hall, 1st and 3d Wednesdays. Fred. Clutterbuck, Box 621 Master

Angus Morton, Box 428 Secretary
Jas. E. Elwood, North Bend Collector
Robert Bunt Receiver
James Little Magazine Agent

377. ALABAMA; Mobile, Ala.

Meets in B. of L. E. Hall, 2d Sunday at 1 P. M.

O. E. Adams, L. & N. Shops Master
T. W. Kerns, L. & N. Shops Secretary
T. W. Kerns, L. & N. Shops Collector
C. W. Bernard, L. & N. Shops Receiver
R. E. Williams, M. & O. R., Okolona, Miss Magazine Agent

378. ANDERSON; Vicksburg, Miss.

Meets 1st and 3d Tuesdays at 2 P. M., and 2d and 4th Fridays at 7 P. M.

H. V. Nevill, 918 Mulberry St Master
B. K. Carter, 918 Mulberry St Secretary
D. F. Weaver, 918 Mulberry St Collector
C. H. Prince, 918 Mulberry St Receiver
E. R. Wright, 918 Mulberry St Magazine Agent

379. MONTE SANO; Tusculum, Ala.

Meets in K. P. Hall 1st Saturday.

R. P. Taylor Master
H. C. Burkhardt Secretary
J. W. Smith Collector
H. C. Burkhardt Receiver
H. P. Armstrong Magazine Agent

380. OZARK; Thayer, Mo.

Meets 1st and 3d Sundays at 9 A. M., 2d and 4th at 7 P. M., in Boyd's Hall.

W. W. Butler Master
Chas. D. Crane Secretary
James Kennedy Collector
C. D. Rice Receiver
Mat Frith Magazine Agent

281. MISSION; Yoakum, Texas.

Meets in K. of P. Hall, 1st and 3d Sundays at 2:30 P. M.
 Geo. J. Flynn Master
 Rupert D. Corey Secretary
 Rupert D. Corey Collector
 Jerry T. Day Receiver
 Alph. L. McClendon Magazine Agent

282. BURNSIDE; Mt. Carmel, Ill.

Meets in B. of L. E. Hall, Main St., between 4th and 5th Sts., 1st and 3d Sundays at 2:30 P. M.
 J. T. Worsham Master
 Calvin Minnlear Secretary
 Grant Lafferty Collector
 Harry Standring Receiver
 J. T. Worsham Magazine Agent

283. LACKAWANNA; Great Bend, Pa.

Meets in Red Men's Hall, 2d Sunday at 9:30 A. M., and 4th Sunday 8 P. M.
 F. J. May, Box 139, Halstead, Pa. Master
 E. Edenger, Box 67 Secretary
 W. B. Trowbridge, Halstead, Pa. Collector
 H. P. Trowbridge, Halstead, Pa. Receiver
 S. H. Wells, Halstead, Pa. Magazine Agent

284. ELM CITY; New Haven, Conn.

Meets in Elk's Hall, 852 Chapel St., 1st and 3d Sunday at 2 P. M.
 Levi H. Rude, 54 DeWitt St. Master
 Ed. A. Ferrill, 159 Rosette St. Secretary
 John Scannell, Box 1124 Collector
 William A. Pyle, 46 Arthur St. Receiver
 Charles A. Baldwin, 190 Cedar St. Magazine Agent

285. CHARTER OAK; Hartford, Conn.

Meets in Bliss Hall, cor. Pratt and Main Sts., 2d and 4th Sundays.
 Robert H. Osmond, 55 Allen Place Master
 Emory E. Bill, 1524 Broad St. Secretary
 Henry Vanderburg, East Hartford Collector
 Henry L. Stearns, 4 Wooster St. Receiver
 J. H. Osmond, 55 Allen Place Magazine Agent

286. SAGINAW VALLEY; East Saginaw, Mich.

Meets in Lester Adams Hall, 2d and 4th Sundays at 2 P. M.
 John C. Kull, 625 Janes St. Master
 Will F. Carle, 609 N Washington Ave. Secretary
 Will H. Moore, 110 Kirch St. Collector
 John C. Kull, 625 Janes St. Receiver
 Will F. Carle, 609 N Washington Ave. Magazine Agent

287. ALTOONA; Altoona, Pa.

Meets in Ramey's Hall, 12th St., between 8th and 9th Ave., 2d and 4th Sundays at 2 P. M.
 Chas. H. Ross, 416 Fifth Ave. Master
 W. E. Burket, 2008 10th Ave. Secretary
 E. K. Gerhard, 1903 Union Ave. Collector
 F. A. Davis, 1903 Union Ave. Receiver
 W. E. Burket, 2008 10th Ave. Magazine Agent

288. EMMET; Estherville, Iowa.

Meets in Masonic Hall, 1st Tuesday and 3d Monday at 7:30 P. M.
 A. S. Houlthouser, Box 5 Master
 P. J. Sullivan, Box 48 Secretary
 A. S. Houlthouser, Box 5 Collector
 R. S. Robinson, Box 102 Receiver
 Frank Little, Box 62 Magazine Agent

289. MT. LOOKOUT; Chattanooga, Tenn.

Meets in Odd Fellows' Hall, over Third National Bank, 2d and 4th Sundays at 2 P. M.
 Raimon Segasser, 153 Cowart St. Master
 J. C. Gilbreath, 618 Cowart St. Secretary
 J. A. Hartsock, 153 Cowart St. Collector
 Gerrie Vanarsdall, 153 Cowart St. Receiver
 Samuel D. Doss, 214½ Montgomery Ave. Magazine Agent

290. MARION; Hannibal, Mo.

Meets in Emmet Hall, 2d and 4th Sundays at 2 P. M.
 William Edson Miles, 1101 Church St. Master
 John Kenna, 140 Market St. Secretary
 J. T. Hart, 412 Washington St. Collector
 William J. Kelly, 135 Riverside St. Receiver
 L. R. Bickel, 120 3d St., S. Magazine Agent

291. ATLANTIC; Brooklyn, N. Y.

Meets in Schiellein Hall, 28th Ward, 2d Saturday evening and 4th Sunday morning.
 Thomas H. Smith, 707 Madison St. Master
 Geo. W. Bruno, 180 Hull St. Secretary
 C. L. Bennett, 1507 Fulton Ave. Collector
 Thomas H. Smith, 707 Madison St. Receiver
 Ed. Locke, Sackman St. near Liberty Ave. Magazine Agent

292. POCAHONTAS; Poplar Bluff, Mo.

Meets in Masonic Hall, 1st and 3d Sundays at 1:30 P. M.
 C. N. Kidd Master
 F. H. Richards Secretary
 J. R. Phelps Collector
 M. C. Andrews Receiver
 Wm. A. Granneman Magazine Agent

293. LAFAYETTE; Marion, Iowa.

Meets in A. O. U. W. Hall, 1st and 3d Sundays at 8 P. M.
 H. J. Kimbell, Box 5 Master
 Henry A. Heberling, Box 646 Secretary
 Hugh A. Fagan Collector
 Henry A. Heberling, Box 646 Receiver
 Thos. D. Harrington Magazine Agent

294. OHIO RIVER; Huntington, W. Va.

Meets in Engineers' Hall, cor 3d Ave. and 8th St., 1st Saturday and 3d Thursday at 7 P. M.
 Frank H. Rowley, Box 262 Master
 Lee A. D. Tate Secretary
 E. L. Newcomb Collector
 H. A. Wells Receiver
 E. A. T. Watkins, Box 262 Magazine Agent

295. U. S.; Davenport, Ia.

Meets in workmen's Hall, cor. 4th and Brady Sts., 1st and 3d Sunday.
 Martin L. Mitchell, 801, Switz St. Master
 Geo. Daugherty, 814 W 4th St. Secretary
 Geo. Daugherty, 814 W 4th St. Collector
 Martin Gillin, 813 Switz St. Receiver
 F. W. Duncan, 506 Brady St. Magazine Agent

296. IRON RANGE; Duluth, Minn.

Meets in Miller's Hall, 2d and 4th Tuesdays at 7:30 P. M.
 A. F. Mulkerna, 1530 W Michigan St. Master
 Peter Crossen, 707 Garfield Ave. Secretary
 A. F. Mulkerna, 1530 W Michigan St. Collector
 Peter Crossen, 707 Garfield Ave. Receiver
 Alfred Dahl, 2132 W 2d St. Magazine Agent

297. CLARK; Jeffersonville, Ind.

Meets in Beck's Hall, 2d and 4th Mondays.
 George T. Shirley Master
 C. E. Buehler Secretary
 W. J. Hannan, cor. 27th St. and Gifford Ave., Louisville, Ky. Collector
 B. M. Bennett Receiver
 M. S. Bennett Magazine Agent

298. SNOW FLAKE; Minot, North Dakota.

Meets 2d Saturday at 7 P. M., and 4th Saturday at 8 A. M.
 B. I. Hawday, Box 46 Master
 Robert M. Gilkey, Box 119 Secretary
 H. Neate, Williston Collector
 Geo. McLean Receiver
 John P. Sieber Magazine Agent

299. CENTRAL OHIO; Crestline, Ohio.

Meets in Jenner's Block every Sunday at 2:30 P. M.
 George W. Reed, Box 93 Master
 B. W. DeHaven Secretary
 Peter Beck Collector
 E. R. Colvin Receiver
 J. W. White Magazine Agent

300. HARBOR CITY; Michigan City, Ind.

Meets in I. O. O. F. Hall alternate Mondays at 2 P. M.
 W. H. Henry, Box 49 Master
 A. G. Hewitt, L Box 884 Secretary
 A. G. Hewitt, L Box 384 Collector
 Wm. H. Williamson, Box 153 Receiver
 Harry F. McLean, Box 831 Magazine Agent

301. GREEN MOUNTAIN; Lyndonville, Vt.

Meets in Engineers' Hall, 1st Sunday at 10 A. M.,
and 3d Friday at 7 P. M.
Frank W. Thompson Master
A. L. Howe Secretary
S. J. Norels Collector
W. C. Baldwin Receiver
W. C. Baldwin Magazine Agent

302. YOUGHIOGHENY; Connellsville, Pa.

Meets in Reisinger's Hall, Main St., 1st and 3d
Sundays at 2 P. M.
J. F. Smith, Box 261 Master
Louis Weihe, Box 865 Secretary
S. A. McPhee, Box 87 Collector
Louis Weihe, Box 865 Receiver
W. J. Keenan, Box 86 Magazine Agent

303. VILLA PARK; Streator, Ill.

Meets in Schlitz' Hall, cor. Main and Vermillion
St., 2d and 4th Sundays at 2 P. M.
J. J. Corcoran, 6 Larue St Master
James H. Nance, 118 N Everett St Secretary
E. S. Manley, 35 S Sterling St Collector
James H. Nance, 118 N Everett St Receiver
E. S. Manley, 35 S Sterling St Magazine Agent

304. THREE BRANCH; Argenta, Ark.

Meets in Faucett Hall every Tuesday evening at
7:30 P. M.
Sam'l Leesham Master
Chas. J. Jacks Secretary
R. S. Hunt Collector
H. F. Voss Receiver
W. R. Johnson Magazine Agent

305. UNWIN; Bat Portage, Ontario.

Meets in Garfield Hall every Wednesday evening.
William Burrage, Box 79 Master
Russell Woods Secretary
J. J. Sheridan Collector
Charles Unwin Receiver
James Wilson Magazine Agent

306. GRANITE STATE; Concord, N. H.

Meets 2d Saturday at 7:30 P. M., and 4th Sunday
at 4 P. M., in Temple Hall, Sanborn Block.
E. B. Chandler, 23 West St Master
M. F. Cleary, 26 Pearly St Secretary
Edwin D. Post, West Lebanon Collector
H. W. Morrill, 46 Washington St Receiver
J. C. Muzzy, Bradford, N. H. Magazine Agent

307. HAMPDEN; Springfield, Mass.

Meets in Crescent Hall, 218 Main St., 1st and 3d
Sundays
Chas. A. Chapin, B. & A. Engine House Master
J. A. Simons, Box 187, Merrick Secretary
John Fenton, 585 Chestnut St Collector
E. M. Wilcox, Box 245, Merrick Receiver
Frank H. Gero, 140 Franklin St Magazine Agent

308. SANTA ROSA; Porfiorio Diaz, Mexico.

Meets in B. of L. F. Hall every Sunday at 2:30
P. M.
Wm. Smith, Box 109, Eagle Pass, Texas Master
John Smitham, Box 109, Eagle Pass,
Texas Secretary
E. T. Manning, Box 109, Eagle Pass, Tex Collector
S. R. James, Box 109, Eagle Pass, Texas Receiver
S. R. James, Box 109, Eagle Pass, Tex-
as Magazine Agent

309. BARTHOLDI; Long Island City, L. I., N. Y.

Meets 2d Mondays and 4th Saturdays in Schwal-
lenberg Hall.
George H. Stinman Master
John W. Brown, 181 Freeman St., Green
Point, L. I. N. Y Secretary
John J. Galvin, 46 Clay St., Green Point,
L. I. N. Y Collector
Hugh H. Riddle Receiver
W. J. Simon, 102 Third St Magazine Agent

310. CHESTNUT RIDGE; Derry Station, Pa.

Meets alternate Mondays and Third Sundays in
Chosen Friends' Hall.
J. T. Cole Master
Ed. J. Marks Secretary
Eli L. Kistler Collector
H. B. Clark Receiver
J. T. Cole Magazine Agent

311. BELLE PLAINE; Belle Plaine, Iowa.

Meets 1st and 3d Sundays in B. of L. F. Hall.
Lewis A. North Master
Wm. A. Kennedy Secretary
Wm. A. Kennedy Collector
Robert Rippin, Box 238 Receiver
Ed. L. Condon, L Box 34 Magazine Agent

312. MOUNT SHASTA; Dunsmuir, Cal.

Meets in I. O. O. F. Hall every Monday night.
Harry L. Walther Master
F. W. Walraven Secretary
A. W. Cole Collector
Archie De LaMontanya Receiver
Archie De LaMontanya Magazine Agent

313. KAW VALLEY; Armourdale, Kansas.

Meets in Melville Hall, alternate Mondays at 7:30
P. M.
Oscar Kengott, 314 Colorado Ave., Kansas
City, Kan Master
John M. Frain, 108 Missouri Ave., Kansas
City, Kan Secretary
Wm. J. Myers, 9 N. 8th St., Kansas City Collector
E. C. Haddock, 120 N 5th St., Kansas
City, Kan Receiver
Wm. J. Myers, 9 N 8th St., Kansas City,
Kan Mag. Agent

314. MUTUAL; Knoxville, Tenn.

Meets in Engineers' Hall, North Knoxville, 1st
and 4th Mondays, at 3:30 P. M.
F. A. Stephens Master
John T. Carner, 5 E. Depot St Secretary
John T. Carner, 5 E. Depot St Collector
W. T. Armstrong, 36 Florida St Receiver
L. D. Crawford, 5 E. Depot St Magazine Agent

315. TROY CITY; Green Island, N. Y.

Meets 1st and 3d Sundays at 2 P. M. in Odd Fel-
lows Hall 101 Hudson Ave.
C. H. Haverly, 65 Hudson Ave Master
H. A. Norton, 119 Hudson Ave Secretary
Willis J. Spafford, 2252 5th Ave., Troy Collector
J. M. Williams, 20 Ingalls Ave., Troy Receiver
Eugene D. Brizer, 472 8th Ave Magazine Agent

316. OMEGA; Buffalo, N. Y.

Meets in Siebert's Hall, cor. Jefferson and Bristol
Sts., every Tuesday at 8 P. M.
John M. Hannon, 88 Central Ave Master
F. A. O'Neill, 94 Gatchell St Secretary
P. J. Donovan, 780 S Division St Collector
Joseph Kennedy, 811 Williams St Receiver
P. J. Donovan, 780 S Division St Magazine Agent

317. WELCOME HOME; Henderson, Ky.

Meets in I. O. O. F. Hall, every Saturday evening
at 7:30 P. M.
E. H. Zirekel Master
G. W. S. Austin Secretary
Michael Duffy Collector
George A. Brown Receiver
C. M. Broughton, L. St. L. & T. Ry Magazine Agent

318. IRON CITY; Glenwood, 23d Ward, Pittsburg, Pa.

Meets in Speck's Block, cor. 2d St., and Hazle-
wood Ave., 1st and 3d Mondays at 7:30 P. M.
Edwin Gutzler, Glenwood, 23d Ward Master
R. C. Chamberlain, Glenwood, 23d Ward, Secretary
J. F. Wills, Glenwood, 23d Ward Collector
W. B. Knepper, Glenwood, 23d Ward Receiver
J. E. Fox, Glenwood, 23d Ward Magazine Agent

319. ORPHANS' HOPE; Dennison, Ohio.

Meets in I. O. O. F. Hall, every Tuesday at 6:30 P. M.
Harry R. Brown, Jr Master
A. Harden Secretary
A. Harden Collector
J. H. Rowland Receiver
J. H. Rowland Magazine Agent

320. ARBITRATION; East St. Paul, Minn.

Meets in Wilde's Hall, cor. 7th and Bradley Sts.,
1st Sunday at 2 P. M., and 3d Wednesday at 7:30
P. M.
D. Lordan, 471 Jenks St., St. Paul Master
J. H. Bailey, 833 Payne Ave., St. Paul Secretary
Wm. Dykeman 486 Bradley St Collector
Chas. L. Work, 707 Minnehaha St., St.
Paul Receiver
P. Copeland, 468 Case St., St. Paul, Magazine Agent

321. SNOW DRIFT; Chapeau, Ont.

Meets in B. of L. F. Hall, every Monday at 8 P. M.
 Jas. D. McAdam, Box 116 Master
 John H. Stern, Box 110 Secretary
 Kenneth McRea, Box 116 Collector
 Geo. B. Nicholson, Box 113 Receiver
 Thos. Burt, Box 112 Magazine Agent

322. JULIEN; Dubuque, Iowa.

Meets in Bumgardner's Hall, cor. 19th and White
 Sts., 1st and 3d Sundays at 2:30 P. M.
 Geo. H. Kirkland, 2,351 Washington St. Master
 Luke F. Brennan, 2,351 Washington St. Secretary
 Ben. M. Snyder, 2,351 Washington St. Collector
 Thos. O'Brien, 2,351 Washington St. Receiver
 Ullman D. Luce, 769 W. 14th St., Chicago,
 Ill. Magazine Agent

323. ANTHRACITE; Tamaqua, Pa.

Meets in Kern's Hall, 2d and 4th Sundays.
 Frank Andrew Master
 James McCabe Secretary
 Michael Schmauch Collector
 William J. Dintinger, Box 847 Receiver
 Joseph Mucklow Magazine Agent

324. SOUTHERN CROSS; Gainesville, Texas.

Meets in K. of P. Hall every Sunday at 7 P. M.
 Geo. W. Goldsby Master
 J. C. F. Kelley Secretary
 Frank Strobel Collector
 J. C. F. Kelley Receiver
 Frank Strobel Magazine Agent

325. SATILLA; Waycross, Ga.

Meets in Masonic Hall 2d and 4th Sundays at 2 P.
 M.
 Thos. M. Foran Master
 H. J. Smith, Box 24 Secretary
 H. B. Lee Collector
 Wm. L. Knox Receiver
 John W. Miller Magazine Agent

326. FOLWELL; Bradford, Pa.

Meets in G. A. R. Hall 1st and 3d Sundays at 7:30
 P. M.
 G. P. Clough, 6 Allison St. Master
 C. H. Alger, 2 Gay St. Secretary
 G. E. Lovelace, 8 Webster St. Collector
 G. P. Clough, 6 Allison St. Receiver
 M. W. Maybee, 7 Pike St. Magazine Agent

327. SILVER MOUNTAIN; Needles, Cal.

Meets in B. of L. F. Hall every Saturday evening.
 Charles Dittenbaugh Master
 J. N. Brobant Secretary
 F. B. Hardy Collector
 Wm. C. Cox Receiver
 F. B. Hardy Magazine Agent

328. SPANISH PEAKS; La Junta, Colo.

Meets in Grand Army Hall, Mondays, at 2 P. M.
 John C. Cole Master
 Charles Gray Secretary
 Chas. S. Wolf Collector
 Leslie Jones Receiver
 Leroy W. Gilbert Magazine Agent

329. SOLOMON VALLEY; Downs, Kansas.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at
 2:30 P. M.
 John Milheiser, Box 102 Master
 A. Dillon, L. Box 183 Secretary
 John Milheiser, Box 102 Collector
 R. J. Dunlap, L. Box 266 Receiver
 Gus Lind, Jamestown, Kan. Magazine Agent

330. RIVER VIEW; Kansas City, Kansas.

Meets in Melville Hall, 2d and 4th Sundays at
 7:30 P. M.
 T. J. Birch, Station A, Kansas City, Mo. Master
 Frank Vaughn, 619 Wyandott Ave.,
 Armourdale Secretary
 G. W. Smith, 638 Highland Ave. Collector
 E. D. Root, 919 6th St. Receiver
 J. F. Casey, 617 W 7th St., Kansas
 City, Mo. Magazine Agent

331. CHICAGO BELT LINE; Auburn Junction, Ill.

Meets in Foresters' Hall, Auburn Park, 1st and
 3d Mondays at 8 P. M.
 John J. McCarthy, S Englewood Master
 J. D. Flood, Box 34, S Englewood Secretary
 T. J. Hogan, 714 Englewood Ave. Collector
 J. D. Flood, Box 34, S Englewood Receiver
 Frederick Wall, S Englewood Magazine Agent

332. STONE MOUNTAIN; Augusta, Ga.

Meets in Library Building, 1st and 3d Sundays at
 2 P. M.
 Wm. E. Barnes, 434 Telfair St. Master
 John W. Palmer, 315 McIntosh St. Secretary
 James I. Roney, 320 Pine St. Collector
 B. W. Furber, 1262 Broad st. Receiver
 Chas. A. Jansen, Ga. R. R. Shops Magazine Agent

333. FAIRMOUNT; Philadelphia, Pa.

Meets in Erickson's Hall, 3947 Lancaster St.,
 alternate Wednesdays at 8 P. M.
 H. C. Reagan, 3,319 Rockland St. Master
 R. L. Tomlinson, 3837 Linwood St., W
 Philadelphia Secretary
 C. H. Maul, 830 N 40th St. Collector
 Harry C. Ewing, 830 N 40th St. Receiver
 Harry C. Ewing, 830 N 40th St. Magazine Agent

334. LONG DOUBLER; East Syracuse, N. Y.

Meets in A. O. U. W. Rooms every Tuesday night.
 George F. Allen Master
 George M. Shaffer Secretary
 E. J. Terry Collector
 Jas. H. Fitzgerald Receiver
 Joseph Gale Magazine Agent

335. SAINT ADOLPHUS; Hochelaga, Canada.

Meets in B. of L. F. Hall, 11 Moreau St.
 Alfred Pring, 8 Donegan St., Montreal Master
 A. Maynace Secretary
 J. C. Currie Collector
 J. G. A. Brazeau, 83 Moreau St. Receiver
 J. G. A. Brazeau, 83 Moreau St. Magazine Agent

336. FALL RIVER; Neodesha, Kansas.

Meets in Pierce's Hall, 2d and 4th Saturdays.
 R. C. McClellan Master
 L. N. Baker, Box 178 Secretary
 Charles Koehler Collector
 R. C. McClellan Receiver
 Matthew J. James Magazine Agent

337. BIG FOUR; Kansas City, Mo.

Meets in Summerwell's Hall, 21st and Bellevue
 ave., alternate Tuesdays at 7:30 P. M.
 Homer Howard, 1210 Reservoir Ave. Master
 Charles T. Largent, 1673 Madison Ave. Secretary
 A. A. Sharum, 1,838 Mercer St. Collector
 L. F. Stephens, 1,623 Madison Ave. Receiver
 J. W. Leonard, 1810 Mercer Ave., Magazine Agent

338. WEST BRANCH; Renovo, Pa.

Meets in Spangler's Hall, cor. 6th St. and Huron
 Ave., alternate Sundays at 1:30 P. M.
 Frederick Kerby Master
 R. C. McFarland Secretary
 W. C. Robinson Collector
 G. B. McManigal Receiver
 James Campbell Magazine Agent

339. WHITE BREAST; Chariton, Iowa.

Meets in A. O. U. W. Hall, 2d and 4th Sundays.
 T. J. Birch, 618 Highland ave., Kansas
 City, Kan. Master
 A. M. Williby, Box 387 Secretary
 James C. Beck, Box 349 Collector
 A. M. Williby, Box 387 Receiver
 T. J. Howard, Box 448 Magazine Agent

340. STAR OF THE WEST; Newton, Kansas.

Meets in Odd Fellows' Hall, 1st and 2d Thurs-
 day at 7:30 P. M.
 Chas. G. Druce, L. Box 169 Master
 John Hampson, 309 W. 4th St. Secretary
 Thos. Breen Collector
 Chas. E. Jackson Receiver
 Charles T. Brant, L. Box 169 Magazine Agent

341. GOLD RANGE; Donald, B. C.

Meets in Firemen's Hall 1st and 2d Wednesdays,
 and 3d and 4th Sundays.
 Arthur Randall Master
 Francis H. Carson Secretary
 George B. Govett, Box 49 Collector
 James Falconer, Canmore, N. W. Ter Receiver
 H. J. McSorley Magazine Agent

342. CASCADE; Medicine Hat, North West Terr.

Meets in General Hall, 2d Wednesday and 4th
 Thursday.
 Wm. Lowe, Box 66 Master
 James Hawthorne, Box 66 Secretary
 William Rutherford, Box 66 Collector
 Leonard Dobbin, Box 66 Receiver
 Leonard Dobbin, Box 66 Magazine Agent

343. NEW STATE; Spring Hill, Montana.

Meets in Engineer's Hall every Wednesday at 2:30 P. M.

M. C. Cavanaugh, Allerdice Master
Wm. B. Dean, Box 66 Secretary
Magnus Ouse, Box 66 Collector
Albert E. Jones, Allerdice Receiver
E. J. Marchbanks, Allerdice Magazine Agent

344. LAS ANIMAS; Trinidad, Colo.

Meets in Odd Fellow's Hall, N Commercial St., 1st and 3d Sundays at 1:30 P. M.

J. V. Dailey Master
E. E. Perry, Box 470 Secretary
E. E. Biggs, Box 470 Collector
J. E. Durden, 240 Oak St Receiver
S. W. Hoage, Box 470 Magazine Agent

345. FRONT END; Paris, Texas.

Meets 1st and 3d Saturday at 8 P. M.

W. H. Dickinson, Box 24 Master
L. F. Tobin, Box 24 Secretary
A. E. Hitt, care G. C. & S. F. Shops, Dallas Collector
James Lyons, Box 24 Receiver
J. N. Ballew Magazine Agent

346. FLOWERY LAND; Pensacola, Fla.

Meets in Odd Fellows' Hall every Monday at 3 P. M.

F. T. Martin, 107 E Wright St Master
Geo. B. McArthur, 201 Gregory St Secretary
Geo. S. Walker, 300 E Wright St Collector
R. F. Metts, 300 E Wright St Receiver
R. F. Harmon, L. & N. shops Magazine Agent

347. OLD FORT; Dodge City, Kansas.

Meets in I. O. O. F. Hall 1st and 3d Thursdays at 8 P. M.

William C. Fadel, Box 416 Master
James Youngblood, Box 416 Secretary
Augustus Falkner Collector
B. S. Williams, L Box 21 Receiver
James B. Carothers Magazine Agent

348. BLUE MOUNTAIN; La Grande, Oregon.

Meets every Wednesday at 3 P. M. in K. of P. Hall.

Wallace Duryea Master
James Argyle Secretary
John Walker Collector
E. A. Stephens, L Box 18 Receiver
L. A. Stephens, L Box 18 Magazine Agent

349. HUDSON RIVER; Union Hill, N. J.

Meets in Concordia Hall, 2d Saturday at 8 P. M., and 4th Sunday at 2 P. M.

Martin O'Hara, New Durham, N. J. Master
S. B. Poole, New Durham, N. J. Secretary
A. L. Milliken, New Durham, N. J. Collector
Harry Poynton, New Durham N. J. Receiver
Joe Lewis, New Durham, N. J. Magazine Agent

350. JAMES DONNELLY; Perth Amboy, N. J.

Meets in K. of P. Hall 2d and 4th sundays.

Joseph B. Hoffman Master
W. J. Ditzler Secretary
Levi M. Landis Collector
Theodore R. Mertz Receiver
Levi M. Landis Magazine Agent

351. HOME; White Haven, Pa.

Meets in Runkey's Hall, 2d and 4th Sundays at 2 P. M.

James N. Deterline Master
Edward T. McNally Secretary
Robert Bush Collector
Charles Prutzman Receiver
Charles Deal Magazine Agent

352. CHAMPLAIN; St. Albans, Vt.

Meets in Engineer's Hall, 1st and 3d Sundays at 1:45 P. M., and 4th Mondays at 7:30 P. M.

John H. Sweeney Master
Charles E. Preston Secretary
Luke Hale Collector
C. P. Kelly, 80 Foundry St Receiver
George Hobart, 177 Main St Magazine Agent

353. NABBLE CITY; Rutland, Vt.

Meets in E. A. U. Hall, 1st and 3d Sundays.

John Grady, 8 Pine St Master
C. F. Whitehouse, 77 River St Secretary
C. F. Underhill, 8 Pine St Collector
C. F. Underhill, 8 Pine St Receiver
Wm. H. Murray, 17 Franklin St. Magazine Agent

354. HOBOKEN; Hoboken, N. J.

Meets in Burnett's Hall, cor. Bloomfield and 1st Sts., 2d Sundays at 2 P. M., and 4th Saturdays at 8 P. M.

John Curran, 222 Erie St., Jersey City, N. J. Master
John S. Kennan, 85 Madison St Secretary
Patrick Ash, South Orange, N. J. Collector
Lewis E. Genong, Chatam, N. J. Receiver
Chas. Carmon, Boonton Magazine Agent

355. STONE CITY; Joliet, Ill.

Meets in B. of L. F. Hall, 222 Jefferson St., 1st Tuesday at 7:30 P. M., and 3d Sunday at 2:30 P. M.

W. W. Brooker, 134 S Hickory St Master
John Malloy, 500 S Desplaines St Secretary
H. H. McPeck, C. S. F. & C. R. E. Collector
T. F. Hannan, 411 S Desplaines St Receiver
W. H. Brooker, 117 John St Magazine Agent

356. CHAUNCEY M. DEPEW; Albany, N. Y.

Meets 1st and 3d Sundays at 2 P. M.

Frank C. Wilson Master
R. J. Lilly, 57 1st St Secretary
R. J. Lilly, 57 1st St Collector
E. J. Kelley, 94 Livingston Ave Receiver
F. Degroff, 180 Clinton Ave Magazine Agent

357. JUSTICE; Vanceboro, Maine.

Meets in Plummer's Hall, Vanceboro and Main Sts., 2d and 4th Saturdays at 7:30 P. M.

John E. Shea Master
Whitfield Nobles Secretary
Clair J. Tabor, Woodstock, N. B. Collector
R. A. Kennedy Receiver
E. L. Hagerman, Woodstock, N. B. Magazine Agent

358. COOKE; West St. Paul, Minn.

Meets in I.O.O.F. Hall, cor. Fairfield and Dakota Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 2 P. M.

Christopher McKay, 154 Isabell St Master
W. R. Perrin, 1015 Washington Ave., South Minneapolis Secretary
W. R. Perrin, 1015 Washington Ave., South Minneapolis Collector
Peter Anderson, 1428 Washington Ave., S. Minneapolis Receiver
Fred. Whisten, West St. Paul Round House Magazine Agent

359. BIG FLINT; Wellington, Kansas.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M., and 2d and 4th Fridays at 2:00 P. M.

T. M. Brown, Chanute, Kan. Master
H. E. Hansen, E Harvey Ave Secretary
S. H. Barner, E. 4th St Collector
T. M. Brown, Chanute, Kan Receiver
J. F. Kendall Magazine Agent

360. COLD SPRING; Springfield, Ohio.

Meets in Engineers' and Firemen's Hall 1st and 3d Sundays.

Geo. W. Poor, 182 Patton St Master
A. W. Binns, E High St Secretary
Frank J. Mills, O. S. R. Shops Collector
Joseph A. Taylor, Box 48, Sandusky, O. Receiver
Jos. Greetham, Sandusky, O Magazine Agent

361. TRIED AND TRUE; Washington, Ind.

Meets alternate Tuesdays, in Masonic Temple, at 7:30 P. M.

Jas. Sabrill, O. & M. Shops Master
W. E. Ensign, O. & M. Shops Secretary
A. B. Mix, O. & M. Shops Collector
John H. Kernan, O. & M. Shops Receiver
Eugene Ensign, O. & M. Shops Magazine Agent

362. CATARACT; Suspension Bridge, N. Y.

David Huley, Niagara Falls, N. Y. Master

John C. White, Suspension Bridge, N. Y. Secretary
Jas. A. Shrimpton, Niagara Falls, N. Y. Collector
T. E. Swallow, Niagara Falls, N. Y. Receiver
John W. Francis, Niagara Falls, Ont. Magazine Agent

363. METROPOLITAN; New York, N. Y.

Meets at 490 8th Ave., 1st Sunday at 2 P. M., and 4th Sunday at 10 A. M.

A. W. Eggleston, White Plains, N. Y. Master
Fred R. Elliott, 535 E 140 St Secretary
A. W. Eggleston, White Plains, N. Y. Collector
M. J. Lynch, 206 E 45th St Receiver
M. J. Lynch, 206 E 45th St Magazine Agent

365. VIOLET; Bellows Falls, Vt.

Meets in G. A. R. Hall 1st and 3d Saturday evenings.
 J. W. Stuck Master
 A. E. Wells, Box 568 Secretary
 F. L. Darling, Windsor, Vt. Collector
 A. G. Firman, Windsor Vt. Receiver
 F. E. Keach, 1 Eastbrook St., Brattleboro, Vt. Magazine Agent

367. MORGAN CRANE; Somerset, Ky.

Meets in Engineers' Hall, 1st and 3d Saturday evenings.
 Wm. H. Steele Master
 M. J. McCabe Secretary
 Frank K. Smith Collector
 John G. Dikeman Receiver
 M. J. McCabe, Box 200 Magazine Agent

368. DEEP WATER; Springfield, Mo.

Meets in K. of H. Hall on Booneville St. (Headly Bldg.) 1st and 2d Tuesday at 7:30 P. M., and 2nd and 4th Monday at 2 P. M.
 B. S. Chinn, 802 W Elm St. Master
 Jno. Gallagher, 343 Brower St. Secretary
 L. J. Wise Collector
 C. W. Nipple, 328 New St. Receiver
 C. W. Hall, 963 Union St. Magazine Agent

369. WALNUT VALLEY; Eldorado, Kan.

Meets corner Main St. and Central Ave., 2d and 4th Tuesdays at 7:30 P. M.
 Merton Stewart Master
 W. L. Kellogg Secretary
 G. P. Mettler, Wagner, Kan. Collector
 J. C. Wickham, Box 304 Receiver
 C. J. Lester, 109 S Margrave St., Fort Scott, Kan. Magazine Agent

370. NEOSHO VALLEY; Council Grove, Kan..

Meets in A. O. U. W. Hall, 2d and 4th Wednesday at 7:30 P. M.
 Mat. S. Gilfray Master
 Clarence G. Stone Secretary
 Charles E. Leeman Collector
 Charles Torrence Receiver
 Peter S. DeHoff Magazine Agent

371. COVENANT; Nevada, Mo.

Meets 1st and 3d Fridays at 7:30 P. M.
 R. S. Reardon, Box 385 Master
 A. H. Page, Box 335 Secretary
 J. C. Fletcher, Box 335 Collector
 John Dandy, Box 256 Receiver
 A. H. Page, Box 335 Magazine Agent

372. SIGNAL MOUNT; Big Springs, Texas.

Meets in J. M. Walker Hall, 1st Wednesday afternoon and 3d Wednesday evening.
 Geo. H. Smith, Box 33 Master
 Samuel Hunter, Box 33 Secretary
 F. W. Farkenkamp, Box 33 Collector
 R. J. Bible, Box 33 Receiver
 A. M. Conaty, Box 33 Magazine Agent

373. PAWNEE; Fairbury, Nebr.

Meets in Odd Fellows' Hall, 2d and 4th Sundays at 1 P. M.
 W. F. Hackett, Box 316 Master
 John McPhie Secretary
 W. M. Green, Box 372 Collector
 Frank McAdams, Box 223 Receiver
 Sam Lindsey, Box 443 Magazine Agent

374. McALLISTER; Herrington, Kan.

Meets in Masonic Hall, 1st Thursday at 1:30 P. M., and 3d Thursday at 7:30 P. M.
 L. Gay, L Box 355 Master
 H. S. Smith, L Box 355 Secretary
 J. M. McChord, L Box 337 Collector
 H. A. Decker, Box 111 Receiver
 Jesse L. Brown, Box 241 Magazine Agent

375. FRIENDSHIP; Dayton, Ohio.

Meets in K. P. Hall, 17½ E. 31st St., 1st and 3d Sundays at 2 P. M.
 John F. Hoban, 635 E 2d St. Master
 Horace Hopkins, 452 May St. Secretary
 Frank G. Stillwell, 28 N Van Lear St. Collector
 N. W. Rose, 19 Galloway St. Receiver
 John Ryan, 120 Crane St. Magazine Agent

376. J. H. KIRK; Horton, Kan.

Meets in Mitchell's Hall every Saturday evening.
 W. A. Sawyer Master
 J. A. Carter, C. K. & N. Round House Secretary
 J. A. Carter, C. K. & N. Round House Collector
 Thomas Sheahan, L Box 39 Receiver
 James E. Geoghe, L Box 39 Magazine Agent

377. NICKEL PLATE; Conneaut, Ohio.

Meets in Harrington & Wildmar's Block, 1st and 3d Tuesdays at 8 A. M., and 2d and 4th Tuesdays at 8:30 P. M.
 H. A. Belding, Box 220 Master
 C. S. Ellinwood Secretary
 W. J. Baldwin, Box 79 Collector
 C. A. Wilcox, Box 301 Receiver
 C. S. Ellinwood Magazine Agent

378. HOLBROOK; Chartiers, Pa.

Meets every Sunday in Christian Hall, McKees Rocks, Pa., at 1 P. M.
 W. H. Graham, McKees Rocks, Pa. Master
 D. W. Scott, McKees Rocks, Pa. Secretary
 W. F. Morgan, McKees Rocks, Pa. Collector
 Frank J. Thomer, 3709 5th Ave., Pittsburg, Pa. Receiver
 Frank J. Thomer, 3709 Fifth ave., Pittsburg, Pa. Magazine Agent

379. WEAVER; Sayre, Pa.

Meets in K. of H. Hall, Cornell's Block, 1st and 3d Sunday at 11 A. M.
 Wm E. Preston, Waverly, N. Y. Master
 James Denton, Box 290 Secretary
 Wm. J. Stewart, Box 216 Collector
 John Durkin, Box 437 Receiver
 Archie C. Burr, Box 213 Magazine Agent

380. HUB CITY; Aberdeen, Dakota.

Meets in A. O. U. W. Hall, 1st and 3d Sundays at 1:30 P. M.
 B. F. Slater Master
 Wm. J. Aggus Secretary
 A. A. Zimmerman Collector
 Wm J. Aggus Receiver
 Frank Cox Magazine Agent

381. J. W. WALKER; Conemaugh, Pa.

Meets in B. of L. F. Hall 2d and 4th Sundays at 1:30 P. M.
 J. C. Hess Master
 H. E. Miller Secretary
 C. S. Graham Collector
 L. S. George Receiver
 R. C. McDowell Magazine Agent

382. BETHESDA; Waukesha, Wis.

Meets in Engineers' Hall, 1st and 3d Sundays at 2 P. M.
 Alex. Turner, Box 890 Master
 J. J. Purcell, Box 1150 Secretary
 Chas. Vrooman, Box 890 Collector
 J. M. Dowd, Box 1150 Receiver
 H. McMahon Magazine Agent

383. PETROLEUM Oil City, Pa.

Meets in K. of L. Hall, cor. Seneca and Sycamore Sts., 2d Sunday and 4th Monday.
 Edward McAfee Master
 John H. Quirk, Box 330 Secretary
 Thomas P. Martin Collector
 Timothy Downey Receiver
 John Davis, Box 763 Magazine Agent

384. R. H. WILBUR; Leighton, Pa.

Meets in Reaber's Hall, 1st and Bank Sts., 2d and 4th Sundays.
 Wm. H. Hoffer Master
 Alvin H. Miller, Weissport, Pa. Secretary
 A. T. Henry, Weissport, Pa., Box 122 Collector
 Alvin Rex Receiver
 John J. Walters Magazine Agent

385. MOUNTAIN DIVISION; Keyser, W. Va.

Meets in I. O. O. F. Hall, 2d and 4th Mondays at 10 A. M.
 M. S. Tucker Master
 L. Burkhalter Secretary
 L. Burkhalter Collector
 Henry Montgomery Receiver
 Magazine Agent

386. RAMONA; National City, Cal.

Meets 2d and 4th Sundays at 2 P. M., in Firemen's Hall.
 Edward Curtis Master
 John M. Davis Secretary
 Jas. L. Stearns Collector
 E. Ware Boyd Receiver
 John M. Davis Magazine Agent

387. RED ROCK; Schreiber, Ontario.

Meets in B. of L. F. Hall, 1st and 3d Mondays.
 Alfred Bible, Box 58 Master
 Fred. Hedgde Secretary
 W. T. Norris, Box 111 Collector
 J. A. Walker, Box 36 Receiver
 James Wilson, Box 36 Magazine Agent

388. PHIL. H. SHERIDAN; Milwaukee, Wis.

Meets in Firemen's Hall, 170 Reid St, 1st and 3d Sundays at 2:30 P. M.
 Thomas P. Tanner, 434 Barclay St Master
 John M. Grobden, 942 Kinnikinnic Ave. Secretary
 Wm. McHenry, 193 Burrell St Collector
 Wm. McHenry, 193 Burrell St Receiver
 G. E. McCosker, 349 Scott St Magazine Agent

389. LIVINGSTONE; Chillicothe, Mo.

Meets in I.O.O.F. Hall, 2d and 4th Sundays at 2 P. M.
 Harry L. Stow, Box 106 Master
 Jos. Claybaugh Secretary
 George Zugschwerdt Collector
 A. H. Tucker Receiver
 Mike Cunningham Magazine Agent

390. SILVER STATE; Carlin, Nevada.

Meets in Engineers' Hall Tuesday evenings.
 J. W. Littlejohn Master
 J. C. Dougherty Secretary
 William M. Wickel Collector
 C. H. Oliver Receiver
 S. S. Stoll Magazine Agent

391. NAUVOO; Ft. Madison, Iowa.

Meets in K. of P. Hall, N W cor. 2d and Pine Sts., 2d and 4th Sundays at 2 P. M.
 Wm. Bolk Master
 Wm. Lawrence Secretary
 Harry R. Kinne Collector
 O. L. McClellan, Box 83 Receiver
 O. L. McClellan, Box 83 Magazine Agent

392. WEST PENN; Blairsville, Pa.

Meets in Odd Fellows' Hall 1st and 3d Monday evenings.
 M. S. Anderson, Box 219 Master
 John D. Davis, Box 20 Secretary
 Luther H. Martin Collector
 Wm. D. Scott, Box 20 Receiver
 J. D. Davis, Box 20 Magazine Agent

393. DIAMOND VALLEY; Harrisburg, Pa.

Meets in Kimeard's 2d and 4th Sundays at 7 P. M.
 Wm. C. Taylor, 1506 First St Master
 S. M. Myers, 506 Kelker St Secretary
 Frank Snyder, 1228 N 7th St Collector
 William K. Drake, 1531 N 6th St Receiver
 William C. Taylor, 1506 N 5th St Magazine Agent

394. PLEASANT VALLEY; Beatrice, Nebraska.

Meets in I. O. O. Hall, Cor. 5th and Court Sts., 2d and 4th Sundays at 2:30 P. M.
 E. K. Cole, Riverside Hotel Master
 B. A. Downen, Riverside Hotel Secretary
 Charles E. Harris Collector
 B. A. Downen, Riverside Hotel Receiver
 D. A. McCarter, Riverside Hotel, Magazine Agent

395. MILLARD FOSTER; N. Topeka, Kansas.

Meets in A. O. U. W. Hall 1st and 3d Tuesdays at 7:30 P. M.
 Wm. H. Riley Master
 C. S. Wilcox Secretary
 John T. Cuff, 118 Topeka av., Topeka, Collector
 C. S. Wilcox Receiver
 John T. Cuff, 118 Topeka ave., Topeka, Magazine Agent

396. TIP TOP; Goodland, Kansas.

Meets in B. of L. F. Hall every Monday at 7:30 P. M.
 E. C. Wiley Master
 W. Sims Secretary
 D. W. Harding Collector
 J. W. Latchford Receiver
 Charles C. Hamlin Magazine Agent

397. LONG DIVISION; Hoisington, Kansas.

Meets in Masonic Hall, 1st and 3d Wednesdays, at 8:30 P. M.
 George M. Bagley Master
 F. M. Rainey Secretary
 Alonzo C. Shaffer Collector
 N. B. Scrogin Receiver
 Frank J. Parnell Magazine Agent

398. PINE MOUNTAIN; Columbus, Ga.

Meets in Odd Fellows' Hall, 1st Ave., opposite city market, every Sunday at 2 P. M.
 Wm. M. Reeves, 944 Fifth Ave Master
 Walter K. Mabone, 1232 Third Ave Secretary
 B. G. Harvey, 900 Fifth Ave Collector
 Henry Dickens, 944 Fifth Ave Receiver
 W. D. Melver, 944 Fifth Ave Magazine Agent

399. CRESCENT CITY; New Orleans, La.

Meets in Teutonia Hall, 2d and 4th Thursdays at 7:30 P. M.
 James Gordon, 586 N Rampart St Master
 Harry H. Dodson, 572½ Dauphine St Secretary
 Jas. C. Dupre, 218 Eiesianfield St Collector
 George Perry, 159 Spain St Receiver
 Wm. A. O'Donnell, 164 Laurel St. Magazine Agent

400. MARIAS DES CYGNE; Osawatomie, Kan.

Meets in Knutson's Hall every Saturday at 7 P. M.
 George P. Reed Master
 W. A. Bedell Secretary
 S. L. Keith Collector
 A. P. Coppers Receiver
 George P. Reed Magazine Agent

401. ITASCA; Two Harbors, Minn.

Meets in Knutson's Hall, 1st and 3d Sunday at 2:30 P. M.
 Walter H. Bell, Box 153 Master
 Wm. T. Dickenson, Box 229 Secretary
 Fred. Hickman, Box 911 Collector
 Wm. Grosse Receiver
 B. L. Searles, Box 217 Magazine Agent

402. WATER LILY; Water Valley, Miss.

Meets in Odd Fellows' Hall, 1st and 3d Mondays at 2 P. M.
 Wm. H. Thornton, Box 65 Master
 J. W. Diesel, Box 65 Secretary
 Wm. G. Guess, Box 65 Collector
 Jacob P. Bengtson Box Receiver
 H. S. Price, Box 65 Magazine Agent

403. ELIZABETH; Portsmouth, Va.

Meets in K. of P. Hall 2d and 4th Sundays at 2 P. M.
 Ed. Burton Master
 Hardy H. Duke, Drivers Secretary
 Ed. Burton Collector
 Jesse D. Lawrence, Belfield Receiver
 Ed. Burton Magazine Agent

404. GRAVITY; Dunmore, Pa.

Meets in Odd Fellows' Hall, 2d and 4th Sundays at 2 P. M.
 Peter J. Gallagher Master
 Chas. Collins Secretary
 Geo. W. Dersheimer Collector
 J. W. Stuart Receiver
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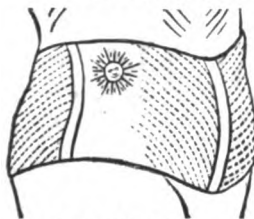
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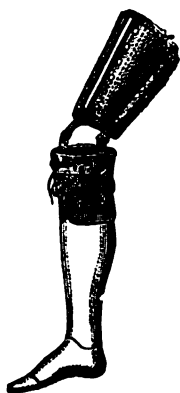
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Engraved, \$11.00.
Engraved, set with
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No. 013. B. L. F.
Engraved, \$10.00
Engraved, set
with 3 Garnets,
\$11.00.



No. 011. B. L. E.
Engraved \$10.00
Set with 3 Ga-
nets, \$11.00.

PINS.



No. 037. B. L. F.
Enameled, \$6.00.
Enameled set with
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No. 027. B. L. E.
\$8.00.



No. 029. B. L. F.
\$8.00.



No. 036. B. L. E.
Roman Gold
Chased, \$6.00.

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No. 034. B. L. E.
Enameled, \$7.00.
Enameled, with 5
Ruby Garnets,
\$11.00.



No. 035. B. L. E.
Roman Gold
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No. 018. Oval Black
Onyx Top, encrusted
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No. 022. Very Heavy,
Letters Black Ena-
meled, \$12.00. Can be
made with any initials

EAR-RINGS.



No. 048, \$6.00 per pair.

Catalogue containing full description of all these goods and several thousand illustrations of handsomest designs in Watches, Jewelry, etc., furnished on application. We are headquarters for emblems of all kinds and original designers of the majority of railway badges manufactured in this country. Send for particulars of our new "CO-OPERATIVE WATCH CLUB" system.

We guarantee our goods and assure our customers of lowest wholesale prices at all times. As to our responsibility, etc., can refer to Messrs. F. P. Sargent, E. V. Debs, J. J. Hannahan and First National Bank of Chicago.

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50 per cent. by sending orders to

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CELEBRATED

Pocahontas Semi-Bituminous Coal.

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The Pocahontas Coal is acknowledged by all Railroads that have used it to be the best American coal for Locomotive use. It generates steam with great rapidity, and at the same time holds the fire an unusually long time. The merits of the coal are shown by the unprecedented growth of the mines, which were not opened until 1888. Since that time the output has increased over 1,200 per cent., amounting in 1887 to 1,800,000 tons. During the present year it will be at least 2,000,000 tons. We are therefore prepared to fill all orders with prompt dispatch.

Special Announcement to R. R. Firemen!

The results of sales the past year by railroad boys acting as agents for

THE BEST POLISH IN THE WORLD.



BAKER'S

TRIPOLINE

Having been so satisfactory, we will for the balance of this year, ending Jan. 15th, next

GIVE FIVE PRIZES:

Viz:—1st Prize,	150 lbs. Tripoline, or a Watch of Equal Value.
2d "	125 " " " " "
3d "	100 " " " " "
4th "	75 " " " " "
5th "	50 " " " " "

Price same as last year, viz: \$2.40 per dozen for 1-lb. boxes. In lots of one-half gross, \$13.00. Lots of one gross, \$25.00.

3 lb. Pails 60 cents each, or \$6.50 per dozen; 5 lb. Pails \$1 00 each, or \$10.00 per dozen.

Cash must always accompany orders to avoid delays and mistakes.

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N. B.—We cannot accept but one agent in same locality.

Correct account of sales of each fireman will be kept and award made and announced in next February number of Magazine.

REGALIA

—FOR—

Brotherhoods of Firemen

ENGINEERS,
CONDUCTORS, BRAKEMEN,
Etc., Etc., Etc.

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Wholesale & Retail.

Old Baths Renewed.

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WITH
RUBBER FEET AND HANDS.

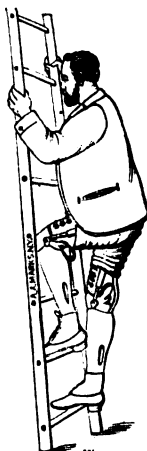


Fig. 1.

tent Judge have commended the rubber foot and hand for their remarkable advantages.

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Endorsed and purchased by the U. S. Government.

A treatise of 400 pages with 200 illustrations and copyright formula, SENT FREE.

Fig. 1 is from an instantaneous photograph of a man ascending a ladder; he has two artificial legs substituting his natural ones, which were crushed by a railroad accident and amputated. Fig. 2 exposes his stumps. With his rubber feet he can ascend or descend a ladder, and balance himself on the rungs. He can walk and mingle with persons without betraying his loss: in fact, he is restored to his former self for all practical purposes.

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Over 9000 in practical use, scattered in all parts of the world. Many of these have been supplied without presenting themselves to us, simply by sending measurements on a copyright formula which any one can easily fill out. Eminent surgeons and compe-

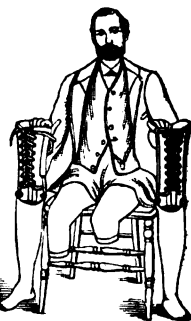


Fig. 2.

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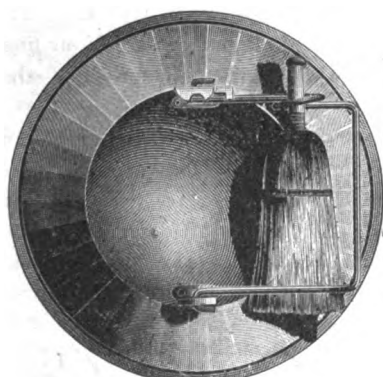
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Such as Wedding or Ball Invitations, Programmes, Menus, Address Cards, or anything in Book-binding? If so, send to MOORE & LANGEN, Terre Haute, Ind.

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THE

ONLY PERFECT DUST PAN
MADE.



"ELECTRIC" DUST PAN.

Its round shape enables dust to be swept up easily from all directions into its central chamber, and to hold its edge permanently. No upsetting and vexatious scattering of dust.

No stooping down, as the foot hold the dust pan secure at any point. Made in one piece. Convenient, strong and ornamental.

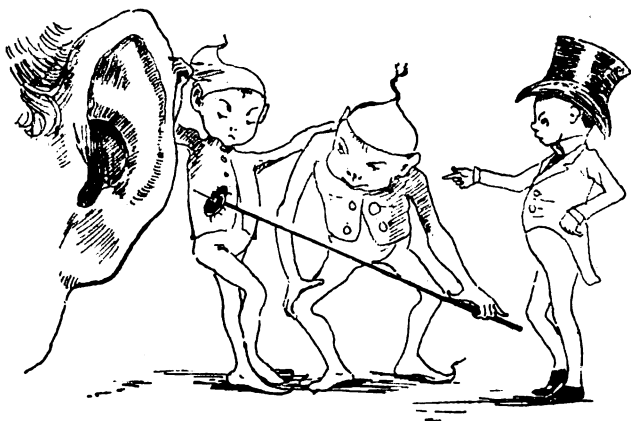
To introduce these Dust Pans we will deliver one of these Dust Pans, boxed and Expressage paid at any Express point in the United States on receipt of THIRTY-FIVE CENTS.

Please show this advertisement to your wives and sweethearts.

REARDON & ENNIS,

Sole Manufacturers, Troy, N. Y.

While you are hesitating about Buying a Filled Watch Case, let us



FUT A FLEA IN YOUR EAR.

First, DURABILITY—You need have no doubt here. Our filled cases will not fail you in this respect. Take this as a warranty; we mean it. What we say of the different grades of the Boss cases we guarantee. "But," say you, "it is easy to say 'guarantee' at the front end of a trade." We wish you to understand that we are at the hind end of all the guarantees we make as well as at the front end. We're easy on this point for

We've made Boss Cases long enough to know what's safe to promise about them.

Now, CONSTRUCTION.—UTILITY. Boss filled cases keep the dirt out. They're "built that way." The Dust Bands do it—in all our cases. Your fine movement is as safe from dust and cinders as if in the innermost chamber of the Great Pyramid!

The Third Point Is Beauty. We've spoken of Durability and Utility. You want the pleasing quality also. If "a thing of beauty is a joy forever," as Keats said, you may find a good many "joys forever among the Boss case designs your jeweler will show you if you ask him. This is a point we needn't dwell on. You can tell what pleases you—we can't. Only, look at the patterns—that's all we ask.

Keystone Watch Case Co.,
 PHILADELPHIA,
 NEW YORK, CHICAGO.

LOCOMOTIVE FIREMEN'S MAGAZINE



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NOVEMBER 1889.

No. 11

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The Brotherhood of Locomotive Firemen.

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EUGENE V. DEBS, . . . *Editor and Manager.*

NOVEMBER, 1889.

AUSTIN CORBIN IN THE NORTH AMERICAN REVIEW.

Impudence, hypocrisy, chicane, knavery and such other mental and moral defects as go to make up the modern scoundrel have no limits, and if such moral monstrosities have cash, as in the case of Corbin, they are able to push themselves to the front, and with exhibitions of effrontery that defy exaggeration or characterization, play the role of injured innocence, and demand for themselves a verdict of indorsement in the face of facts which pronounce them irredeemably vile, depraved and capable of perpetrating deliberate crimes, richly meriting the title of villain, and which ought to subject them to penal servitude.

The times, prolific of such abnormal productions, have not brought to the surface a creature of mental and moral deformities more repulsive than Austin Corbin, who in the October number of the *North American*

Review, writes of "The Tyranny of Labor Organizations."

Austin Corbin has money, a boast that any successful burglar, counterfeiter or pirate can make with equal nonchalance. Money, more than charity, is made to obscure a multitude of faults, but in Austin Corbin's case, while money paralyzes justice, thereby permitting him to practice his schemes of knavery, it has not saved him from the destestation of all honorable men. He is known to be a depraved wretch capable of concocting schemes of robbery, and this he has done with such a reckless disregard of law, with such shameless perversity, with such a piratical defiance of right, justice and public opinion, that the Congress of the United States was called upon to investigate his deep laid schemes of wreck and robbery, and a committee of Congressmen visited the "black hills," where his rule has produced poverty, degradation and famine, and as directed, have prepared a bill, which if it becomes a law, will, in some measure, at least, check the evils his rule has inflicted.

That such an abnormal combination of all that is loathsome in greed, of all that is depraved in morals, of all that is disreputable in business, of all that is false in profession, not content with a reputation for infamy which makes his name the synonym of all things despicable, should seek further conspicuousness by slandering labor organizations, can be accounted for

only upon the hypothesis that his inherent venom, like that of the rattlesnake at certain seasons, has so diffused itself through his mental, moral and physical organism as to render him blind to all things decent. There is not a labor organization on the continent that does not loathe the name of Austin Corbin, and his paper published in the *Review* will serve to intensify their detestation.

Austin Corbin, more properly Austin Cobra, starts out by saying, "it is a mistake to assume that employers are always wealthy capitalists." No labor organization in the country ever made such a mistake. On the contrary they know, as well as does Cobra Corbin, "that in a vast majority of cases employers are not men of great wealth." Many stockholders in great enterprises are people of moderate means. Such was notably true in the case of the Philadelphia & Reading Railroad, in which widows and orphans and men of small means made investments and received large dividends, but when such men as Cobra Corbin got hold and dominated the affairs of the splendid property it was wrecked and became the most corrupt corporation on the continent, but never until Cobra Corbin inserted his fangs into the corporation did it reach such a low degree of demoralization as to demand of the Congress of the United States an investigation and legislation to check, if possible, a career of unprecedented scoundrelism. The rascalities of Corbin are now as well understood as the treason of Benedict Arnold, or the colossal boodle career of Boss Tweed.

This superlative record of knavery is now known to the nation by virtue of the report made by the Congressional committee. It is not given to every scamp to have a national reputation, nor is every exposed knave proud of notoriety. Corbin is an exception. He seems to glory in his infamy, and has the vanity to suppose that by denouncing labor organizations his name will go down to history after the fashion of the fool bull that tried to arrest the speed of a locomotive.

In his article on "The Tyranny of Labor Organizations," Corbin asserts "there never has been a time," and assumes "there never

will be" a time the worker will not be permitted to leave "his employer's service." and upon the heels of this old chestnut remarks, "the worker in this country at least, under the law, happily, is not a slave." By all the Pagan gods at once, what a discovery! Not a slave "under the law." Ho! all ye workingmen, are you not under lasting obligations to Cobra Corbin for the declaration? And yet this embodiment of hate toward labor organizations without law, has compelled men on the Philadelphia & Reading Railroad, and in the mines controlled by that corporation, to play the part of slaves, to renounce their rights as men and as citizens, and yield to his dictation, the penalty of refusal being idleness. "Some employers," says Corbin, and he is of the number, "employ no new men who are members of any of the labor unions; applicants are required to promise not to join any while retaining their employment; those who prefer the unions are required to quit the service and promotions are entirely confined to those of undoubted loyalty to their employer and his policy."

It is eminently worth while for the working men, and all others who are interested in labor problems, to compare the "tyranny of labor organizations" with the tyranny of Corbin's rule in the anthracite regions of Pennsylvania, as set forth in the paragraph we have quoted. But preliminary to such comparisons the terms "tyranny" and "tyrant" should be defined. In this country the laws recognize neither one nor the other; nevertheless, in defiance of laws men exercise tyrannical authority over the affairs of men as autocratic and despotic as characterizes the reign of a Russian czar, and this has been done by Austin Corbin to an extent that the Congressional committee which investigated his methods did not hesitate to say he had "Russianized" the anthracite coal regions of Pennsylvania. To accomplish his tyrannical purpose he found it necessary to attack labor organizations, not because such organizations were tyrannical in their methods of operation, but because they stood in the way of his despotic sway.

What are the methods he adopted to carry out his nefarious designs? It is in proof

that by cruelty and oppression he drove his employes to resistance. He deliberately inaugurated a strike, which had these villainous purposes in view, characterized by hypocrisy, tyranny and robbery. He intended to advance the price of coal and thereby rob the public. He intended to reduce wages, and thereby rob his employes. He intended to break up labor organizations, and thereby reduce the men who would accept employment under him and the vile creatures who played the part of catiffs in response to his orders, to the degraded condition of *serfs*. His schemes succeeded. He did rob the public, he did reduce wages, and he did abolish labor organizations. Nor is this all. Corbin's villainies did reach the attention of Congress, and a committee of that body passed judgment upon him, the first instance on record, and now the scoundrel is known to the nation, not only as a tyrant, but a pirate as well, a brass-cheeked, bronzed-faced monstrosity, who, metaphorically, at least, is gibbeted before the world, and has become the target for the righteous maledictions of all men who abhor hypocrisy and depravity.

Such is the imperfect characterization of the man who stains the pages of the *North American Review* with the venom of intense hatred, but the excessive malignity of the attack, like an over dose of some poisons, defeats the purpose in view, and while labor organizations are not harmed, Corbin, by a law of retributive justice, is made more conspicuously infamous.

In what regard, we inquire, are labor organizations tyrannical? Throughout their entire history they have sought to achieve for working men better conditions. Not by antagonizing capital, but by defeating the impoverishing and degrading schemes of such heartless scoundrels as Austin Corbin. To defend labor organizations when attacked by such knaves as Austin Corbin it is not required to say that they have made no mistakes; that every movement and method has been perfection, the embodiment of wisdom, and therefore deserving of approval. Labor organizations are human, and therefore fallible. This may be said with equal propriety of all human organizations, including the church; but it may be said,

and should be said, because it is an eternal truth, as imperishable as the pillars of God's throne, that from first to last, every where, in all zones that belt the earth, where there has been a labor organization, their purpose has been to resist tyranny, oppression, despotism and degradation; to obtain fair wages for work; to elevate their membership in the scale of being; to obtain food, clothing and shelter befitting human beings, and something more for rainy days, for sickness and old age; to advance in educational power, consideration and influence; in moral excellence, in culture and refinement; to awaken noble aspirations, that in all things pertaining to citizenship there should be such development of mind forces, such comprehension of duties and prerogatives as would redound to the welfare of the state and be accepted as guarantees of the perpetuity of free institutions. Such are the undeniable facts of history relating to labor organizations. They have been written in tears and blood, with "an iron pen and lead in the rock forever." The chronicles are filled with records of victories and defeats, but every repulse has inspired defiance, and every triumph has emphasized the conquering truth, that

"Freedom's battle, oft begun,
Bequeath'd from bleeding sire to son,
Tho' baffled oft is ever won,"

And in confirmation of the truth, there is not a breeze nor a gale that freshens and blows in all our broad land, from ocean to ocean, from gulf to inland sea, that does not touch and unfold the banner of a labor organization bearing the motto, "The final triumph of labor draweth nigh." And yet it is these labor organizations that Austin Corbin, the bloated, cash-cursed representative of ideas as hostile to American institutions and to the genius of our government as ever sent a head to the block or a neck to the halter seeks to overthrow. What are the methods employed by virtue of which he has gained a temporary victory?

1st. To give employment to no man who is a member of a labor organization.

2d. To require a pledge of every man employed that he will not join a labor organization.

3d. Men employed who favor labor organizations are required to abandon their work.

4th. Promotions are entirely confined to men of undoubted loyalty to Corbin and his policy.

Corbin has at least 35,000 men in his employ who have yielded to his enslaving programme. They have renounced their rights as men and as citizens; they and their wives and children are Corbin's slaves; they are reduced to commodities; they are Corbin's chattels, and this condition of degrading servitude, of monstrous tyranny, comes at a time when the emancipated African slaves and their descendants are manfully asserting and maintaining rights which Corbin's employés, for considerations of bread and meat, throw to the winds. It is such facts that compelled the Congressional committee to declare that Corbin was "Russianizing" the anthracite regions of Pennsylvania.

It must not be assumed that Corbin is the only tyrant who rushes into print with his pleas to "excuse his devilish deeds." He is not the only gold-plated giant who uses his tyrannous strength to crush labor organizations. He may be more soulless than others of his type, may have more rattles on his tail and more fangs in his mouth, he may be the representative reptile, he may take more delight than others in seeing men resign their hopes, renounce their rights and forget their wrongs, when yielding to orders from his iron lips, but there are others, animated by his example of infernal despotism, who, revelling in the weakness and wickedness of luxurious power, have determined to break the bonds of brotherhood which bind man to man, and this accomplished, make the very sun in the heavens blush for the degeneracy of American citizens, who resign their birth-right at a time when the school and the church, press, poet and orator, the philanthropist and the statesman would have the world believe that ours is the "land of the free and the home of the brave."

The time has come for workingmen to rise superior to faction, to look facts squarely in the face, and determine to unify, to federate, consolidate, and thereby suc-

cessfully resist the encroachments upon their rights and liberties by such men as Austin Corbin.

.....
THERE are some people who are inclined to the belief that the time is near at hand when nations will learn war no more. Such persons do not consult the records, they do not keep up with the procession. The *Mechanical News* says:

Figures are at hand, also, regarding the navies of Europe; but for the present we shall confine ourselves to the purely military aspect of the question. For the sake of convenience we put the figures covering the different grades of the armed forces of the different nations in tabular form:

	War Strength.	Second Reserves.	Final Reserves.
Germany	2,520,000	1,520,000	1,880,000
France	2,440,000	1,570,000	1,700,000
Russia	2,405,000	1,980,000	2,200,000
Italy	1,010,000	1,320,000	1,200,000
Austria	1,145,000	1,470,000	1,700,000
Turkey	620,000	810,000	840,000
Balkan States . .	250,000	165,000	195,000
Total	10,48,000	8,335,000	9,195,000

The column headed "war strength" shows the approximate number of men disposable for offensive purposes in the event of the outbreak of war in 1890. The second column, headed "second reserves," shows the approximate number of men who in the event of the outbreak of war, would join the colors, but remain at home unless circumstances required them at the front. The third column, headed "final reserves," shows the number of men who, in addition to the above, would be available for defensive purposes in the event of invasion. The men in the first and second columns are all of them trained soldiers who have served with the colors. In the last column, many, but not all, of the men are also veterans.

All the nations named, are ready for a "strike" at a day's warning. They keep up these immense standing armies not altogether for the purpose of resisting invasion, but to keep people, who wish to rise above the level of slaves, silent and submissive. The annual cost of maintaining these standing armies is about \$600,000,000, and during the last seventeen years, they have cost not less than \$7,500,000, every dollar of which has been derived from labor. If workingmen should conclude to be idle one year, thrones, dynasties, crowns, scepters, armies, etc., would be involved in ruin.

.....
It is said that for 1889, the total revenues of the Government will reach \$440,000,000. Please remember that every dollar of the amount, is paid out of the surplus earnings of labor. That is the exact size of the fact, and don't you forget it.

THE CORPORATION INSURANCE SCHEME.

Consulting the pages of the *Magazine* it will be found that we are on record in opposition to Corporation Insurance Schemes. As the months go by, our opposition, instead of undergoing any modification, becomes strengthened. It may be said, and we think it ought to be said, that reasons should be assigned for this opposition. Hitherto, when we have written against the Corporation Insurance Schemes, we have assigned reasons for our antagonistic attitude. We deem it prudent to repeat some things we have written upon the subject and add such other arguments and conclusions as are warranted by the facts in the case.

At the outset let us be particular. There are before railroad employes two propositions. Parenthetically, let it be understood, that this *Magazine* is the official organ of the Brotherhood of Locomotive Firemen, and that in using the term "employé" we refer particularly to the membership of that Order, however wide the scope of the reasoning. The two propositions of insurance are, first, that of the Brotherhood, and secondly, that of the corporation.

The Brotherhood scheme involves vastly more than dollar and cent insurance. The corporation scheme begins and ends with the money consideration.

The Brotherhood idea is an elevating, educating idea. It glows with fraternal beauty. It is a bond of social union. It brings into harmony the homes of brothers. It creates an unselfish desire for mutual happiness and prosperity. It awakens, broadens and intensifies sympathies. In times of trouble and affliction the great heart of the Brotherhood is touched, and in a thousand ways the unfortunate brother, or the family of a brother, receives tokens of love and kindness which glorify our much abused human nature and demonstrate to all, except soulless corporations, that Brotherhoods of railroad employes ought to be encouraged.

No one, fit to be outside of an asylum for the insane, claims for the corporation any brotherhood sentiments. Benevolence, beneficence, generosity, alms giving, benignity, charitableness, and so on to the end of

the chapter of active goodness, are unknown to the corporation. It is not built that way. All of its ambitions, purposes, aims and efforts are to make money—increase profits and dividends—and if it organizes an insurance scheme the end in view is the same.

For illustration take the two corporations, the C., B. & Q. and the Philadelphia & Reading. They are great corporations in the sense of employing a great number of men, of having an intolerable burden of debt; of being virtually wrecked, and of being the implacable enemies of labor organizations. The Czar of Russia is not more hostile to Nihilists than are these two corporations to workingmen who are the members of a Brotherhood, and yet these two corporations have concocted insurance schemes for the purpose of robbing their employes and of breaking up Brotherhoods of railway employes. In our November issue, 1888, referring to Corbin's scheme on the P. & R., we said :

This fund is to be raised by monthly contributions of members, payable in advance, and the method of collecting is to deduct the contributions from the employes' wages. The benefits are divided into five classes, and range from fifty cents a day for sickness to those who earn \$40 a month, to \$2.50 a day to employes whose salaries are over \$100 a month. In case of death the claims of contributors range from \$250 to \$1,200. Employes under 45 years of age can become members of the association by undergoing a medical examination. The company agrees to assume all expenses of the management of the association and to contribute to the funds to the extent of 10 per cent. of the sum contributed by the employes until the fund reaches \$1,000,000.

The foregoing outlines the Corbin scheme, and it stands for all others of its ilk. Railroad employes cannot do better than to exhaustively analyze the scheme. It was in testimony before the Congressional committee, appointed especially to investigate Corbin's scoundrelisms, his feats of robbery, of falsehood and fraud, that he had on the Reading 15,000 employes; and it was furthermore in proof that Corbin and his associates had deliberately brought about a strike, that he might rob the public by advancing the price of coal and then rob his employes by reducing their wages—and this is the masculine devil-fish who exhibits solicitude for his employes by devising an insurance scheme, bristling with fraud and felony in every proposition. What else could be expected of such a colossal blood sucker? The unfortunate employé who receives \$40 a

month gets 50 cents a day if he is sick, but he must be sick a week before his 50 cents a day begins, and at the end of the month his assessment is taken from his wages the same as if he had been at work all the time. Now suppose John Smith was stricken down with cholera morbus on Monday morning, called a doctor immediately, writhed in agony five days, and was then pronounced out of danger. In that case John gets no sick benefits. He went into the scheme, possibly, with his eyes open, but whether open or closed, he went in, and it is worth while to find out the benefits John received. At the end of the month John's account would stand about as follows:

John Smith, wages for one month	\$40.00
Deduct five days' sickness at \$1.33 1/3	\$3.06
Assessment to insurance scheme,	1.00
	9.06
Due John Smith	\$30.34
Sick benefits	.00

But suppose John Smith was sick fifteen days and then died. Suppose his sickness began on the 1st day of the month—hence he was earning nothing. At the end of the month John's account would stand about as follows:

John Smith's death benefit	\$250.00
Deduct assessment	\$1.00
House rent, one month	8.00
Doctor's bill	15.00
Coal, one month	4.00
	28.00
Due Mrs. Smith	\$222.00
Mrs. Smith buried her husband, and the funeral expenses were, say	\$75.00
Her medicine bills and other expenses amounted to, say	25.00
	100.00
Mrs. Smith's fortune	\$122.00

She has, say, three children, and with her \$122 she is called upon to face the world, the flesh and the devil. Corbin has smashed the Brotherhood. John Smith was one of his cattle, part of his rolling stock, a part of his machinery. Dead, he is no more thought of than if he had been a mule.

On the Reading, under Corbin, the Lodge-fires are all extinguished. No word of brotherly sympathy, of kindness, of help, is ever heard. On Corbin's system it is every man for himself, and the devil take the hindmost. Corbin has injected into his employes his own spirit of indescribable sordidness. His employes are his slaves. They crawl in the dirt and do his bidding. If manhood were fire there is not enough of it in his 15,000 employes to light a cigar-

ette, and his insurance scheme helps on the work of degradation; in a word, he has Russianized his road as he has his mines. He's the Czar and his men are the serfs.

Corbin proposes to raise, in due time, from assessments upon his slaves, \$1,000,000, or \$900,000, stipulating that the road shall put in \$100,000 of the \$1,000,000. Corbin will raise the amount. His poor, debased, degraded, degenerated serfs will pay it in. Corbin will pay nothing. He will simply manipulate the figures. The \$1,000,000 will all be paid by his reptilian employes. They can't help themselves. They are without manhood, independence, self-respect, or any other redeeming quality. They pay in their money but have no more to say about its management than so many dogs. If Corbin deemed it necessary, they would submit to being known by their number, and not their name. In such cases the process of degeneracy is rapid, and Corbin may yet deem it prudent to brand his employes, as Texas ranchmen do their steers, and in Pennsylvania, the State of Penn and of Franklin; the State where the Declaration of Independence was written and first read, declaring "all men created equal;" it may yet happen that Corbin will not only brand his employes, but also their wives and children.

Corbin wants the \$1,000,000 from the wages of his employes. He thinks the sum sufficient to insure the everlasting degradation of his men, who would have on an average, \$66.66 interest in the pot, and that is about the value Corbin thinks the men set upon their manhood. The success which has attended Corbin's scheme does not surprise us. We predicted such results. Referring again to the utterances of the *Magazine*, we reproduce the following from our November issue:

Such railroad magnates as Corbin are students of human nature, and in concocting their mutual insurance associations, they reason about as follows: "The great body of railroad employes do not receive sufficient wages to enable them to belong to two associations requiring the payment of dues, therefore if they can be persuaded to contribute to our Insurance Association they will abandon the brotherhood, or what is still better, will not join one; hence in this way we shall strengthen the corporation while we weaken the brotherhoods." These railroad officials reason well, their conclusions are logical. The great body of railroad employes do not receive sufficient pay to warrant a membership in more than one organization supported by dues or assessments, and if Corbin can persuade his 15,000 employes to fall into the trap he has set

and baited he will be able, as soon as they have paid in money enough to exert any considerable influence upon their action, to dictate terms to them and assign them any degraded position he may choose, and they will be powerless to resent the insult, unless they, realizing their degradation, abandon their employment and leave their hard-earned dollars in the hands of Corbin and his associates. If they go away they lose all they have paid in; as a result, the longer they remain the stronger and more galling becomes the chain that binds them, and this the magnates know, and it is upon such conditions that they rely for final success, then railroad corporations may count upon their employees as under the old *regime* the southern planter counted his slaves or the Russian Duke his serfs.

The corporation proposes to break down labor organizations. Why? They are the citadels of manhood, of independence, of self-reliance, of all things that adorn and dignify citizenship. The corporation is unalterably opposed to the growth and perpetuation of such virtues in their employes. Corbin conceived the scheme of utterly abolishing such organizations. With consummate cunning he brought about a strike. This made his opposition to labor organizations plausible. Then came the logic of idleness, want, starvation. Following this came the ukase, "abandon your organizations or remain idle;" accept such wages as I offer, or starve." Huns, Dagoes, Poles, creatures born slaves, as was expected, submitted, and with them Americans accepted the degradation, and became as servile as the meanest of the debased horde of peons.

To hold them against any future exhibitions of independence, Corbin concocts his insurance scheme. He will bleed his employes to the tune of \$1,000,000. He will manage the fund. God help the poor misguided victims. Disrobed of manhood, and debased to a degree that makes an emancipated African blush, Corbin's cattle are to be regarded as examples of what is in store for labor organizations elsewhere in the country.

It were supreme folly for members of Brotherhoods of railway employes throughout the country to assume that they are out of danger. The Brotherhoods with all their cherished hopes are in danger. Corbin has crushed them, and Corbin is only one of a tribe animated by the same ambitions and ready to employ the same treacherous means.

There is one hope, and only one. It is found in the work of compact organization

and in *federation*. With these things accomplished, perfected, the Brotherhoods shall stand; without them Brotherhoods will disappear. Defrauded, cajoled, divided and disheartened, the corporation devil-fish will grapple them and drag them down, and this accomplished, the corporation insurance bubble will burst, and one word will suffice to write the history of the condition that follows—RUSSIANIZED.

AS INDICATING the smoking capacity of the universal Yankee nation, it is officially stated that "the Internal Revenue Department collected taxes during the month of April on 310,181,466 cigars, while during the same month of the previous year taxes were paid for 305,054,270 cigars, showing an increase of 5,127,196." Supposing the retail price of these cigars was five cents each, the amount which went to smoke would be \$15,509,073, and for twelve months, at the same rate, \$186,108,876. Such figures show pretty conclusively that smoke is more expensive than fire—vastly so, since the amount consumed by smoke is a clear loss, while insurance pays back to the victims of fire about sixty per cent. Suppose we say that a very excellent cottage home can be built with many modern improvements for \$3000, indeed \$2,000 is nearer the mark; in that case, we have 93,054 beautiful homes go up annually in smoke. Suppose that a family of five persons can subsist comfortably on \$1,000 a year; in that case the subsistence of 186,108 families rolls away annually in smoke—beautiful smoke. A great country, this, for smoke.

It is stated that the net earnings of the Southern Pacific, for 1888, amounted to \$15,990,000, equal to six per cent. on an investment of \$266,500,000. The Southern Pacific has 5,578 miles of track. If this costs \$25,000 a mile with equipment, the investment would represent \$139,450,000; hence, the net earnings are equal to 11.4 per cent. on the investment. That ought to be satisfactory.

In the future, it will be the right thing to call livery stables, "horse hotels." The world do move.

LAND.

Mr. Henry George is of the opinion that private property in land is the prolific cause of numberless curses to the human family and a ceaseless menace to modern civilization. He says "the great cause of inequality in the distribution of wealth, is inequality in the ownership of land." To remedy the evils which flow from such a cause, "common ownership of land must be substituted for individual ownership." The change proposed is extreme, though within the realm of the possible, and the author of "Progress and Poverty," is of the opinion that "nothing else will go to the cause of the evil;" in nothing else is there the slightest hope. This, then is the remedy. "We must make land common property." Common property is common ownership, public ownership, or, more properly, Government ownership.

The history of individual or private ownership of land, as also the Government or national ownership of land is an interesting study, because it serves to show the antiquity of ownership. Accepting the Bible as authentic history, it will be found that the first instance of private or individual ownership in land was a grant made by Jehovah Himself to Abraham, the patriarch, A. M. 2086 and B. C. 1918, as follows: "And the Lord said unto Abram, lift up now thine eye, and look from the place where thou art, northward and southward, and eastward and westward; for all the land which thou seest to thee will I give it, and to thy seed forever. Arise, walk through the land in the length of it, and in the breadth of it; for I will give it unto thee." There is no mistaking this language. The grant was absolute. It was, as lawyers say, a conveyance, a cession. The title passed from God, the Creator, to Abram the individual and to his seed. "A few years later, the following is recorded: And He (the Lord) said unto him (Abram), I am the Lord that brought thee out of Ur of the Chaldus to give thee this land to *inherit* it." Here is another form of title that of inheritance, an unquestionable title—a right, a title descendable by law. But it seems that Abram, had some misgivings after all about the title to the inheritance and he investigat-

ed as follows: "And he said, Lord God, whereby shall I know that I shall inherit it?" Abram was finally satisfied and later, in the same day, "the Lord made a covenant with Abram saying: "Unto thy seed have I given this land from the river of Egypt unto the great river, the river Euphrates." This seemed to satisfy the old patriarch. He felt that his title was good as against all other claimants. Time wore on, the name of Abram had been changed to Abraham. Rachel had died, and the husband wanted a sepulcher, a possession, a place to bury his dead wife, and he selected the "cave of Machpetah." He would not accept the land as a gift from the children of Heth nor from Ephron the son of Zobar who owned the cave and after considerable negotiating, Ephron sold Abraham the cave for "four hundred shekels of silver, current money," equal to about \$230. The incident serves to show that in this far away age, thousands of years before the advent of Christ, there was such a thing as the individual ownership of land; that land was bought and sold and titles given very much as at present, and as to the justice of such proceedings, it will be observed, that Jehovah recognized the propriety of the transaction, and that Abraham, who talked with God, insisted upon paying cash down to make sure of a title to so much land as was required for a "burying place," to the field and the trees that were in the field, and the cave. There is therefore no question about the antiquity of titles to land held by individuals, and Henry George, when he proposes to wipe out individual ownership of land, antagonizes a principle of accepted right and justice, at least four thousand years old. But it should not be contended that anything in government is right because of its antiquity, and Mr. George has at least some grounds for demanding the common or national ownership of land. Those who take a lively interest in the theories of Mr. George, a sort of a modern Lycurgus, will derive satisfaction, doubtless, in refreshing their minds upon the Spartan land-laws as introduced by Lycurgus. He found Sparta in a sad condition. The few owned all the land, the greater part of the people were poor. Lycurgus believed by

destroying private ownership in land he would banish from the country envy, fraud, luxury, extreme poverty and excessive wealth. But he did not tax land to bring about his sweeping reform, he persuaded land owners to give up their possessions to the commonwealth that a new division might be made, and all the people live together in a perfect equality. After this Lycurgus divided all the movables, goods and chattels of the people. He then cried down all gold and silver money and introduced iron; the coins being so heavy that it required two oxen to haul \$100. Lycurgus swept along in his pathway of reform like a Kansas cyclone. He required all the people to eat at public tables. The home was banished from Sparta. He believed that children belonged more to the state than to their parents; as a result, as soon as a boy was born the elders of each tribe visited him; if strong, well made, he was ordered to be brought up by the state, otherwise his doom was to perish. All of these things were in the line of reforms and the Delphian god informed Lycurgus, that as long as Sparta observed his laws she would be a glorious and happy city. That Mr. George has the same ideas that influenced Lycurgus, is shown, when he says, as the result of destroying private ownership in land, by taxation, that "there would be a great and increasing surplus revenue from the taxation of land values, for material progress, which would go on with greatly accelerated rapidity, would tend constantly to increase rent. This revenue arising from the common property could be applied to the common benefit, as were the revenues of Sparta. He could establish public baths, museums, libraries, gardens, lecture-rooms, music and dancing halls, theatres, universities, technical schools, shooting galleries, play-grounds, gymnasiums, etc." Isn't that a beautiful picture? a sort of a heaven on earth. Lycurgus thought he had done that for Sparta and was anxious to die when the priestess told him nothing more could be done, to make his countrymen happy and prosperous. But Mr. George sees still more good to be derived from destroying private ownership in land, giving it to the Government to be exclusively taxed. He

says, contemplating the vast surplus revenues to be derived from land, "heat, light, and motive power, as well as water, might be conducted through our streets at public expense, our roads lined with fruit trees, discoverers and inventors rewarded, scientific investigations supported, and in a thousand ways the public revenues made to foster efforts for the public benefit;" and better still, "thieves, swindlers and other classes of criminals" would soon be eliminated from society.

Manifestly, Mr. George would be a modern Lycurgus, and would make the United States another Sparta. Is he visionary? Can anyone read such fanciful, fantastic, utopian and shadowy notions, without realizing that their author is a dreamer, a castle builder in an age of practical ideas?

But we have, in history, another instance of the overthrow of individual ownership in land—that of Egypt, during the seven years' famine. Pharaoh did not tax the land to obtain possession of it, but he got possession of it all except that portion which belonged to the priests. When the years of famine began, the King was ready for business. First, he obtained all the money of his subjects, then all the cattle was transferred to Pharaoh, and finally, all their lands. This done, Joseph, the agent of the King in this business, informed the Egyptians, "Behold I have bought you this day and your land for Pharaoh." Poor, famine cursed creatures, they gave first their money, then their cattle and finally themselves and their lands to the King, and private ownership in land in Egypt ceased, and forever afterwards the King in the way of revenue received "one-fifth" of the product of the land. Mr. George, as a panacea for a thousand or more ills which afflict society, and as a preliminary movement to the advent of the millenium, proposes to make the United States of America like Sparta under Lycurgus, or Egypt, under Pharaoh, and by taxation utterly uproot all individual ownership in land, and so profoundly impressed is Mr. George in the righteousness of his reform ideas that he says "By the time the people of the United States are sufficiently aroused to the *injustice* and *disadvantages* of individual ownership of land,

to induce them to attempt its nationalization, they will be sufficiently aroused to nationalize it in a much more direct way than by purchase. They will not trouble themselves about compensating the proprietors of land." If the policy of Lycurgus is adopted, individual land owners will be persuaded to give up their titles. Pharaoh obtained possession of all the land by purchasing it with bread when a seven year famine raged, but Mr. George anticipates when the people are "sufficiently aroused" to do away with "individual ownership, they will adopt a different method, which is neither persuasion nor purchase, and this done, all the revenues are to be derived from land, and the surplus is to be of such boundless proportions that the Government will be able to adorn the earth until it shall become a paradise. There is to be neither wilderness nor waste places, even deserts will bloom like Edens. The Government will be the LANDLORD and the people, all tenants. Deeds and mortgages will be things of the past. The Government will be parental, and as all will be tenants, an officeholder will claim, with some show of propriety, that he has a sort of a divine right to rule, because there is something that smacks of the divine, when a Government assumes to take care of the people and direct all their ways, as it could do when once the owner of all the land. With an ever increasing revenue, "public baths, museums, libraries, gardens, lecture-rooms, music and dancing halls, theatres, universities, technical schools, shooting-galleries, playgrounds, gymnasiums, etc." would abound, free to all. Then we should have parks, fountains, race courses, shaded avenues, base ball grounds and games without charge. Land would pay all with one tax, the land tax. Mr. George believes crime and criminals would disappear, and that prisons would no more be required. Necessarily, the land tax and the destruction of "individual ownership of land" would reconstruct human nature, and men and women, under the influence of the new regime, would become sublimated creatures and the songs of the "better land" would no longer excite a desire to possess it, for the earth would be good enough. The subject is in-

viting and we may write of it again in the near future.

A GENTLEMAN of leisure, who has a penchant for rare statistics, brings forward the figures showing that from 1852 to 1879, the total cost of all wars was \$19,580,000,000; that 1,958,000 people were killed, at a cost of \$10,000 each. It will occur to the reader that a good deal of striking has been going on in the world, that nations have had grievances, that could not be settled by arbitration, and that a strike was the last resort. This Government during the period named, had to strike at a terrible expense, and the sacrifice of a great many lives, and now, it is getting ready for another strike by expending millions for war ships. It is to be hoped there will be no more strikes, but the part of wisdom is to be ready to defend principle, right and honor.

THE following is going the rounds of the press:

The number of locomotives in the United States, says a railway authority, is now over 29,000, to which Canada and Mexico can add about 3,300, making the total number on the North American continent not far from 32,300. The average number of locomotives per mile of road in the United States is about 5.4.

The average number of locomotives to one hundred miles of railroad as given in Poor's Manual is 22.84, which would give the sum total of locomotives now in the United States at 41,340. It is just as well to be accurate in such matters, as to perpetuate stupid errors.

THERE is a prison near Boston, where the criminals of all grades refuse to obey orders, because they are dissatisfied with their hash. The average prison of the United States, is run upon the principles of a sanitarium or a boarding-school, and the state pays far more attention to its felons than it does to honest men who are trying at pauper wages to rear their children and obey the laws, as become good citizens.

A FLORIDA paper tells a story of a fight between a sparrow and an alligator, in which the plucky little bird made the reptile back out and take water. A suggestive incident which could be read with profit by the firemen on the Reading.

IMPORTANT LESSONS.

In the discussion of labor questions, there is no escape from the consideration of wages, and of late many collateral propositions are forced upon the attention of investigators, as for instance agitation is going forward upon the point made by many, that all work on Sundays, save that of charity, that which is absolutely required, shall be forbidden. Not because of the Sinai command solely, but because man's physical, mental and moral well being demands one day's rest in seven; that one-seventh of a man's life shall be dedicated and consecrated to rest—freedom from toil. Then we have the eight hour question up for debate, not a new topic, but one which for various reasons has lately assumed more importance than has hitherto been accorded it.

As the discussions proceed, the field broadens, and new problems are brought forward for solution. We are confronted with the question of Chinese labor, the "pauper labor" of Europe and "foreign contract" labor, all matters of unquestioned importance and so considered by the Congress of the United States. As we proceed, we find in most of the legislatures of the states that bills are introduced, designed to repeal or modify certain laws which do injustice to labor, and necessarily to laboring men, or, for the enactment of laws, demanded by public opinion to put a final stop to the rulings of courts which have in numerous instances made them odious.

But of all the questions fruitful of discussion and unrest, not one approximates the importance of strikes—strikes in general and great strikes in particular. When a great strike occurs, a great wrong, or a nest of wrongs is disclosed, and when the strike is over, without reference to results, the country is invited to study "the lesson of strikes." The invitation is accepted by a steadily increasing number of students, and from time to time we are presented with reports. This thing of studying the lessons of strikes is immensely beneficial to the country at large, and it is to be hoped that the investigations will proceed, and the more assiduous the students, the better it will be for society at large. Bradstreet reports 679 strikes during the year 1888 involving 211,-

841 employes, a decline from 1887 of 23 per cent. in number of strikes and of 58 per cent. in strikers; against 1886 the decrease in number of strikers is 52 per cent. Higher wages or fewer hours were causes of strikes by 68 per cent. of the strikers in 1888, against 62 in 1887. Trades union questions were behind the strikes of 17 per cent. of the men enrolled in 1888, against 22 per cent. of the year before. Sympathetic strikes almost disappeared last year. About 45 per cent. of those striking were in Pennsylvania in 1888, against 32 per cent. in 1887. Only 38 per cent. of the strikes in 1888, involving 50 per cent. of the whole number who went out, resulted in favor of the employes, against 42 per cent. of the strikes, and 38 per cent. of those involved in 1887. There were 74,837 employes locked out in 1888, against 46,000 in 1887, of whom 82 per cent. were successful. The number of days' labor lost by striking and locked-out employes in 1888 was 7,562,480, against 10,250,921 in 1887. If the labor be placed at \$1.50 per man, the estimated loss of wages to striking and locked-out employes in 1888 would be \$11,343,720, against \$15,380,881 in 1887, a decline of 25 per cent. In favoring the public with such valuable statistics, Bradstreet has afforded great aid to those who desire to study the lesson of strikes. And here, we inquire, what are the lessons taught by

Except in rare instances the lesson taught by a strike is that it occurred because of injustice more or less flagrant to which the strikers were subjected. It follows, logically, that those who study the lessons of strikes should be animated by a desire to learn the cause of strikes, what it is that gives rise to them, brings them into existence, and if this is not done the time devoted to studying the lessons of strikes is thrown away—indeed, worse than thrown away. In the absence of a full understanding of cause the discussion of effects has always been wild, and conclusions unsound and often vicious. Those who are responsible for causes which lead to strikes, seek by every means in their power to obscure them. They resort to every species of subterfuge to evade exposure, not hesitating when the case is desperate, to resort to mean mendacity, anything to delude inves-

tigators, and lead the public to false conclusions—and while practicing their schemes of deception, seek to magnify the effects of strikes, and because disaster follows a strike, their energies are concentrated upon a purpose to convince the public that strikers alone are responsible for any and all inconvenience to which it may be subjected.

It is needless to say, that in the past, those who have perpetrated the wrongs that have been productive of strikes, have been able, in a degree most lamentable, to obscure their iniquitous schemes, and by the use of money, secure the influence of the press to aid them in debauching public opinion. We hear much about the "public heart," the "public conscience," the "public judgment," etc. But the powerful corporations, by the use of money, have ever been able to reach the public ear through the press and thus secure verdicts in their favor. As a general proposition, the public could study the lessons of strikes only through the press, and hence, if the press was less than just, in presenting the facts, if it failed to tell the whole truth or, for any consideration, it distorted facts, the verdict of the public, based upon such perversions of truth, would convict the innocent and permit the guilty to escape merited censure. This is just what has been going on for years past, and as a consequence, the conclusion has been reached, that men who strike are in the wrong or, that the wrong complained of, did not justify the strike.

The great public studies strikes only when inconveniences to the public result—and as a consequence, there are hundreds of strikes in which the great public feels no concern whatever. But a strike by railroad employes, which interferes with transportation at once creates universal anxiety; but this anxiety has no reference to the rights or the wrongs of employes. The great public is selfish to the last degree. It studies the lessons of strikes only as its interests are involved. The great public want trains to run regularly; any obstruction creates unrest, alarm and indignation. The great public does not stop to inquire the reason why the strike occurred, by which transportation was interrupted, and confusion took the place of order, or, if it does in-

quire, it is told by the corporation, that "organized labor, again, with mob blindness and violence is attacking capital." The wires flash the news over the country, the press reproduces the falsehood, a verdict is rendered against the strikers. The redress they sought is denied. The corporation triumphs and workingmen pay the penalty of idleness and the sacrifices incident to idleness.

We have pointed out the way the lessons of strikes are studied by the great majority. But a change is coming in the methods of studying the lessons of strikes. The press is no longer the pliant tool of the corporation. A press devoted to labor interests has been established—and is exerting a mighty influence, and not only the labor press proper, but the political press, without reference to party, in numerous instances, when a strike occurs, seeks to give the public the correct view of the matter. This being the case, the lessons of strikes are likely, at no distant day, to be productive of many and great benefits to society.

Of the 679 strikes in 1888, 464 of them were caused by demands for higher wages or a reduction of hours constituting a day's work. In numerous instances, it is found, that while wages are beggarly low, the number of hours out of twenty-four, men are required to work, is an injustice which all fair minded men admit without controversy. Men who are studying the lessons of strikes for the purpose of finding remedies, discover in low wages and excessive hours devoted to toil, the fruitful cause of the mental and physical wrecks, which everywhere bear testimony that the prosperity about which some people are so boastful is productive of social misery and degradation to a degree well calculated to produce alarm. The strike is therefore simply a protest against a condition of things, which, steadily growing worse, is fraught with danger to the peace and prosperity of society. As a consequence the investigation of strikes is becoming a matter of national importance, and it is becoming clearer every day to men capable of reasoning from cause to effect, that employers who insist upon the minimum of pay and the maximum of hours, are the enemies of society, selfish

and soulless men, who, considering only their own welfare, would fill the land with idleness and crime, if, thereby, they could add to their private fortunes.

If a strike never occurred, if workingmen were so abject, so debased and degenerate, as to accept wrong and insult without protest or resistance, if American workingmen could be reduced to the level of the Chinese, and the lowest order of Italian and Hungarian slaves, capitalists would be serene. The work of degradation would go steadily forward and the workingman's chains would the more securely riveted. But American workingmen will protest, they will agitate, they will strike, and it is because of this manliness, that thinking men, statesmen, philanthropists and economists are called upon to study the lessons of strikes, and the more the lessons are studied the better it is for the strikers.

In all such investigations it is found that workingmen are not the enemies of capital

or of capitalists, but that they simply resist wrongs which if not effectually eradicated, torn up by the roots, will be productive of consequences which no patriot can contemplate with composure. The outlook is full of promise. Throughout the broad land the hosts of labor are coming together. They too are studying the lessons of strikes. They are the students of labor problems. They are measuring and weighing with scientific exactness the opposition that confronts them. The unifying process may be slow, but it is certain. The right men for leaders may not have been found, but they will come. The final outcome is to be federation—not for the aggrandizement of one man, or any set of men—not for office or the emoluments of office, but for the redemption of labor from the thraldoms of unjust and discriminating laws and its emancipation from the degrading domination of corporations. The drift is in that direction and the immediate future is one of hopefulness.

WORDS OF PATRIOTISM.



MINE eyes have seen the glory of the coming of the Lord;
He is trampling out the vintage where the grapes of wrath
are stored;
He hath loosed the fateful lightning of His terrible, swift
sword;

His truth is marching on.

I have seen Him in the watch-fires of a hundred circling camps,
They have builded Him an altar in the evening dews and damps;
I have read His glorious sentence by the dim and flaring lamps;
His day is marching on.

I have read a fiery gospel writ in burnished rows of steel;
"As ye deal with my contemners, so with you my grace shall deal;"
Let the Hero born of woman, crush the serpent with his heel,
Since God is marching on.

He has sounded forth the trumpet that shall never call retreat;
He is sitting out the hearts of men before His judgment seat.
Oh, be swift, my soul, to answer Him, be jubilant, my feet!
Our God is marching on.

In the beauty of the lilies Christ was born across the sea,
With a glory in His bosom that transfigures you and me.
As He died to make men holy, let us die to make men free,
While God is marching on.

—Mrs. Julia Ward Howe.

ESSAYS

NOVEMBER, 1889.

ORTHOGRAPHY.

From reading the complaints made through the columns of the *Magazine* on account of contributors' poor orthography, perhaps outsiders may infer that it only occurs in the correspondence of firemen, but such is not the case. Having had the correction of manuscripts from writers whose educational advantages were exceptionally good, I found very bad spelling, which has led me to believe the cause is due to the erroneous system of instructing pupils while at school, or at least the system which was in vogue when most of our membership were boys learning the rudiments of the English language. The old method of teaching orthography was to assign a lesson with a given number of words, and, of course, the student for the time being could commit the whole of it to memory, but with no aid to learn how to spell. After he was out of school for a period his memory too often proved treacherous, leaving him to feel the mortification of having sent his thoughts, expressed in words, sadly misspelled. In Webster's Unabridged Dictionary there are about 100,000 words, but of this vast number from one to fifteen thousand serve to convey the ideas of both learned and unlearned, and the average speaker or writer uses no more than from three to four thousand words, yet to memorize every letter in its correct order in four thousand words will, if no other means are employed, require an effort which exhausts the patience and perseverance of the ordinary mind. Since written composition is only secondary to speech we should endeavor to find out the best means of improving it, and as spelling is such an important factor I will attempt some hints to those desiring to become correct spellers, but who are at a loss to know how to begin.

Nearly all the words in the English language are of Anglo-Saxon, Latin and French-Latin origin, but the Hebrew, Italian, Spanish, Hollandish, Portuguese, Scandinavian, Indian, Celtic, Polynesian, Hindustani, Turkish, Malay, Chinese, Persian and Arabic languages, together with words coined by individuals, which become attached to important subjects, may be found all through it, which is one of the reasons that to learn to spell correctly is so difficult.

There are two classes of words, primitive and derivative. A primitive word is one in the simplest form; as, shine. A deriva-

tive word is a simple word with either a prefix or a suffix added to it; as, shining. Prefixing means adding a syllable or word before a primitive word or root; as, immovable. Suffixing means adding a syllable or syllables after a primitive word or root; as, exact-ly.

Now the important part in using the prefixes and suffixes is to know what letters to drop and the ones to double.

RULES.

1. When a primitive word ends with the vowel e and a suffix is added beginning with a vowel, drop the e of the primitive word: Ex., Agitat (e) ing, lov (e) ing.

2. When a primitive word ends in e and a suffix begins with a non vowel the e is generally retained: Ex., sore-ly, love-ly

3. A primitive word ending in y, and preceded by a consonant, usually has the y changed to i, on taking a suffix: Ex., happ(y) ily.

4. Words of two syllables and words accented on the last syllable, when ending in a consonant and preceded by a vowel or by a vowel after qu usually double the last letter of the primitive word: Ex., quit-ting, red-dish.

5. Words ending in l and having the suffix ly added, always double the l's.

6. In all words which begin with q the letter u always follows.

To rules one, two, three and four of course there are exceptions. In rule 1 most words ending in ce or ge retain the e when a suffix is added commencing with a or o: Ex., outrage-ous, peace-able; also words ending in æ retain the e in order that the sound of the primitive word may not be changed: Ex., shoe ing; and sometimes e is omitted when it is preceded by a vowel: as in, wholly, duly, truly,

The exceptions to rule 2 being when a suffix is added commencing with ing the y of the primitive word is retained: Ex., dying, replying, also y final is sometimes changed into e as, is beaut(y)eous, dut(y)eous. In the other rules the exception occurs very seldom and mistakes are less apt to be made by the writer.

To use a dictionary to the best advantage the student should first learn to understand all the diacritical marks, so that no doubt would exist about the proper pronunciation of any word, then he should carefully study the meaning of different words having like pronunciation and spelled differently; for example, wright, right, write and rite, all of which have very different meanings and are often incorrectly used by writers. Also the dictionary will show the student at a glance the language from which any word was taken, together with its part of speech, if he will only first learn the abbreviations which each word is marked with for that purpose.

TERRACE, UTAH.

J. H. MURPHY.

Mechanical

Letters and Papers pertaining to Locomotive running, firing and management and other topics of interest to locomotive engineers and firemen are solicited for this department.

Correspondents are required in all cases to give their real names, not for publication necessarily, but as a guarantee of good faith.

Communications should be plainly written on one side of the paper only, and as brief as possible. No matter should be introduced for illustration or otherwise that does not have a bearing, directly or remotely upon topics of a mechanical character.

Contributions to this departments should reach the Editor not later than the eighth day of each month to insure publication in the next ensuing number, and should be addressed to

MECHANICAL DEPARTMENT,
Locomotive Firemen's Magazine,
TERRE HAUTE IND.

NOVEMBER, 1889.

Review of October.

The October *Magazine* is at hand, and so much space is given to the discussion of the "Hammer-blows," that in spite of past resolutions, I cannot resist the temptation of putting in a word, in the form of a query, which presents itself to me, and which if properly answered by "Mr. Lockwood" would enable him to "cross his power-lines on the central parallel lines, and not above them," as "Eccentric" has called attention to. Let us suppose that a very large railroad were built on this earth, its direction being north and south. Now let us suppose a correspondingly gigantic Shaw Locomotive were placed on the rails, and that we had an immense drag-rope, by which the locomotive was attached to the North Star. Please bear in mind that Astronomy teaches us that said star is far greater than this world of ours, and would form a fixed support for our rope attachment. Now, having securely fastened our locomotive, suppose that we give her steam, and that her weight were enough to make her grip the rail without slipping, and that she had power enough to turn her wheels. Now, what would be the result? The only answer to be given would be, that the world would turn toward the north, and cities and towns would come up from the south and pass by the locomotive. If I understand "Mr. Lockwood" correctly, he admits that the power-lines would then cross on the center line, and establish not only a practical but a theoretical balance, which even the drawings would show. Is this cor-

rect, "Mr. Lockwood"? Now, how is the action of the wheels in relation to the machine changed if the rope were cut and the locomotive, instead of drawing the world around to it, drew itself around the world? I cannot see that there is any change whatever in the relation of these parts, and cannot see how "Mr. Lockwood" can find any ground to claim that there is such a change, even when we reduce the size of the machines and make them so small that instead of turning the world over, they run over the world. One more point: Artemus Ward was an enthusiastic Union man, and declared "that the rebellion must be subdued, even if he should be obliged to shed every drop of blood in his—able bodied relations." Even so, "Mr. Lockwood" now solicits subscriptions from the railroad companies to build a machine to convince them that the "Shaw" is the only really perfect locomotive ever designed, instead of at once securing fame and fortune by building a dynamometer, and inviting other makers to run their machines over it to the scrap heap.

KINDERGARTEN
MECHANICS.

"Eccentric" has an amusing account of a discussion among the "boys" on this topic, and starts out with a false definition of the word, and as there are several more misleading statements following, I hope he will pardon this correction. Kindergarten literally translated is Children's Garden, and was applied to infant schools in the old country. As infants cannot be interested in receiving instruction by any other means, object lessons were introduced, and soon became a leading feature of these schools, and in so far "Eccentric" is correct. Now, Jim says, "Call my dinner-pail a circle or cylinder," and uses the terms as if they were the same.

SQUARING
CIRCLES.

The bottom of the pail is a circle; the sides are a cylinder. Now, according to "Eccentric," they measured the height of the pail and its circumference, and it produced "a sheet four and three quarters by twelve and seven-eighths ($4\frac{3}{4} \times 12\frac{7}{8}$) inches." This is really a square, and has no elements of a circle in its first form, except that it was bent in the shape of a circle, and thus became a cylinder. The building of a square pail with a piece of tin containing the same area, and finding that the round pail held the most, only proves that a cylindrical vessel will hold more than a square one, having the same area of surface in its sides, but bears no relation to the decimals, $\frac{7}{10000}$, to which "Eccentric" refers. It does not appear from "Eccentric's" article that the bottom of the pail (the circle) was measured at all, but taking the given length of the side ($12\frac{7}{8}$) it appears that the diameter was a little over $4\frac{1}{8}$ of an inch. Now, we have said that a square was larger than a circle having the diameter of the side of the

square, and the problem of the pail will prove it, too. The pail under consideration by "Eccentric" (by the bye, what kind of feeders are the boys in that section, for I find an ordinary quart-can measures 4 inches in diameter and is $4\frac{1}{2}$ inches high?) being $4\frac{1}{8}$ inches in diameter, would not hold as much as a square one $4\frac{1}{8}$ on each side, and again, it would take $16\frac{1}{2}$ inches long of material for its sides, instead of $12\frac{1}{2}$, as before. But the sides of a pail are never cut to a circle, and ever form squares in calculating; it being only the bottoms and tops of pails or ends of cylinders which are circles, and to which the decimal 7854 is applied.

"Mr. Rauch" gives a full explanation of how the decimal 7854 came to be used, and shows how it is applicable to circles of any size.

"W. L." says his engine slips without using steam on down grades. As it ever takes power to overcome the adhesion, and as "W. L." says the power is shut off, it does not seem as if there could be a slipping of the wheels under those circumstances, but as "W. L." says it does happen, we hope he will investigate and give us further particulars in regard to his unique experience.

"Dirigo" is certainly right in his remarks on Mr. Prouts article in *Scribner's*, for it is liable to do more damage to a locomotive, to leave the throttle closed when reversed, than it would be to open it. When be bear in mind the fact, that in reversing we transform the engine into an air pump, which forces air into the steam chest and pipe, and compresses it more with every stroke of the piston, it is evident that by the opening of the throttle, we furnish a relief to the overcharged chest and pipes, and admit the pressure to the boiler, which has a chance to obtain relief through its pop and safety valves, and thus prevent excessive strain on any part. It has been noticed by engineers, that when they were obliged to reverse and opened the throttle, the boiler pressure rapidly increased, and the engine would soon be popping off. This of course was the result of the air forced into the boiler, and proves that air pressure is just as effective for power as steam, if it can be kept up.

A few years ago I was hostler, and among the locomotives we had a number whose injectors were in bad shape, and which we had to take out and run up and down a convenient side track to pump them up. We had one of these out one day, and by pumping her up had so reduced the pressure, that we could not run up a small grade to the turn-table. We got another locomotive, and by towing the other one with her lever in reverse gear and throt-

tle open, a very short distance, (not over 200 feet) we got enough pressure to get on to the turn-table, and into the round house, giving us a practical exhibition of a theory, but if we had lacked theory, we would not have been able to practice what we had never seen done. This makes me believe in theory, but theory should be confirmed by practice, but if approved practice fails to confirm theory it must be wrong.

"A. T. P." writes to call attention to the difference between foaming and priming, and admits that they are "something alike," and in actual practice it will be hard to tell the difference, because both will cause an unusual height of water and an overflow of it with the steam. While a washing out, or a discharge of the floating oil or dirt, by a suitable valve at the top of the boiler, will cure foaming, priming may require more radical means, either of reconstruction of boiler or cylinders to proportion. Many locomotives, particularly of the older style, which as a rule were lighter and smaller than the present, are required to haul just as many cars and do just as much work as the newer and larger machines, and being thus overtaxed, show a constant tendency to prime and raise their water, and it is only by the utmost vigilance, that the engineer is able to maintain his mastery over the water supply, and have it high enough for safety, and not too high to work water.

Vulcan.

ARGENTA, ARK., Sept. 20, 1889.

MR EDITOR:—I sent you an article a few days ago, and intended to send a question or two that I would like to have you or some of your readers answer.

If a car, 35 feet long; weight, 30,000 pounds; load, 40,000 pounds; total weight, 70,000, will start under the action of the force of gravity on a gradient of 18 feet per mile:

1st. How many pounds attached to the end of a rope passing over a pulley and being free to descend under the action of gravity, the other end of the rope being fastened to the car, will start the car on a smooth and level track? Count no friction for rope and pulley.

2d. Will this force, starting on a level, be equal to the force of gravity starting it down a gradient of 18 feet per mile?

3d. And will twice the force that starts it on a level start the same load up a gradient of 18 feet per mile?

4th. Will the force that starts the load in any of the above conditions be sufficient to keep the load moving at the rate of $2\frac{1}{2}$ miles per hour, or would it require a force either greater or less, and how much?

Will you or some of your readers please answer the above questions and oblige your friend,

L. A. Wilson.

Theory vs. Practice.

Take up my paper treating on mechanics and you will find lots of theory. Again, go among mechanics and see and talk with them and you will hear them talk practice. This would look as if theory were in conflict with practice, or against it, as we have captioned this article, but let us see whether this is so, and in order to more fully get at the point let me relate a little personal history. Years ago, I fired for a man who said he did not believe in books; they could not do him any good, the company did not require him to know it all, that he knew how to stop and start, and to draw a hundred dollars a month for it. Now let us see why books did him no good. During the campaign previous to General Garfield's election this engineer had a number of animated discussions with the conductor, who was as strong a Democrat as the engineer was a Republican. As I did not appear to take sides with either, but would occasionally call attention to weak points on both sides, the engineer plainly asked me what I was. I told him I was a "Neal Dow man." Some time after my engineer told the conductor in my presence that his fireman believed in "kneeling down," and I answered "That both parties were so corrupt that prayer would not hurt them," but it took me some weeks to find out that my declaration for Neal Dow had been misunderstood for "kneeling down," and yet this engineer was a daily reader of the *Sun*, and nearly every copy contained paragraphs in relation to Gen. Dow and his campaign against the other two Generals, Garfield and Hancock. *A daily reader of the Sun!* and after I found out his mistake it was news to him that there were three Generals running for the office of President, and that one was named Dow! How much good did reading the *Sun* do this man? and on a like assumption, how much good would he derive from reading a book? The answer is obvious, and justifies the expression used by a dispatcher to this engineer, that the "only engine he ought to run was one with one wheel and two handles." As long as I could keep lots of coal in the fire-box to suit his method of running, and have the maximum pressure he was all right, but if it required a little economy of steam or water to get along it was not so good. This is the very point where practice runners get left unless they have recourse to theory obtained either from books or learned from others. I have compared some engineers to sons of wealthy families who go to housekeeping and have their parents foot all the bills. Of course they can live high and get along nicely because they have plenty of money to back them. But let a young couple go to housekeeping without having much ahead, and dependent upon their own earnings to make ends meet, and it often becomes a matter of study

how to spend money to the best advantage, and obtain the best results from the least expenditure. This is especially so of running a locomotive; if you are fortunate to be blessed with a good steamer, or a good fireman who can get steam out of anything, it does not matter how much you waste so far as your making time is concerned, for the engine, aided by the "boy," will supply you plenty more. But when "she won't steam," and "the boy can't keep her hot," the time has come to try your attainments and to practice economy and try to make a little go a great ways. But even with the freest steamers a systematic, careful management will result in great saving of fuel and labor, and it should ever be the aim of all not to see how much they could use, but with how little they could do satisfactory work. To do this will require a theory that certain causes produce certain effects, and will ever do so. Theories are not fancies, but are based on facts. For instance we hear that ice floats in or on water, and from this we reason that ice is lighter than an equal bulk of water. This is theory. When a cubic foot of water is weighed we find it weighs 62½ pounds, while a cubic foot of ice weighs but about 40 pounds. This is theory based on facts and proven by practice. Every theory has facts as a basis to build on or it fails to be a theory and dwindles down to guess work. So far from theory being against practice they should be combined, and if a man takes up the management of a locomotive it will in no wise unfit him for the business if he has a few simple theories such as the multiplication table, the properties and different points of levers, the expansive qualities of steam, the combustion of fuel and the laws which govern it, for if he has these to start with he will have less difficulty to become a practical man than one who has to learn all these things by the slow process of a personal experience, particularly when the avenues to learning are often hedged in by persons who are afraid that if knowledge be too easily accessible, everybody will know as much as they do, and thus destroy their self conceit. How often do you hear of this one or that one knowing all about a locomotive, but that they would not tell a thing and think that no information of any kind ought to be published, because it would then be public property, and any one could use it. The cry of "Theory" seems to come from those who have no theory, but have adopted railroad service, not from any natural bias or choice, and have thus no interest in it further than to make the most money for the least work. A man interested in the work will not be very long without a theory of what is right or a safe practice, so when the two are united we have the best practical man, because his theory enables him to give reasons for his practice, and his practice confirms his theory.

Rules for Calculating Horse-Power of Steam Engines.

And What is Horse-Power?

MR. EDITOR:—"Vulcan," in the June number of the *Magazine*, page 597, gives a short rule of R. Cunningham's for calculating horse-power of steam engines with steam pressure 100, speed 100 revolutions per minute. Rule: "Multiply the diameter of cylinder in inches by the stroke in inches, and divide by four." Example: "Cylinder six inches, stroke six inches," (unusual dimensions for an engine, yet a few have been built in that way.) Then $6 \times 6 \div 4 = 9$ horse-power. Now, "Vulcan" says, "if the speed was 200 per minute the power would be double; if 300 it would triple the horse-power, and if the pressure was 50 it would only be $4\frac{1}{2}$ horse-power, etc.," and says it would be a satisfaction to know if it was correct: He will be a good deal older before he does know that it is correct. Suppose our engine instead of being $6'' \times 6''$, was $6'' \times 8''$, a more usual style of build; then $6 \times 8 \div 4 = 12$ horse-power, considerable gain by adding two inches to the length of the cylinder. Again, suppose we take a fancy to make the cylinder 24 inches. Then $6 \times 24 \div 4 = 36$ horse-power. If this is a rule why make the diameters of your cylinders so large? If you want a stronger engine increase the length. But the days of long engines have gone glimmering. And so with the rule. Let us next examine R. Grimshaw's new rules for calculating *net* horse-power of steam engines. Rule: "Multiply the mean effective pressure in pounds per square inch by double the piston speed in feet, and by the square of the piston diameter in inches, point off five places from the right." Example: "Engine $10'' \times 12''$ at 200 turns per minute, 50 pounds of mean effective pressure gives $50 \times 800 \times 100 = 4,000,000$, and the net horse-power is therefore 40. He says "the gross horse-power is $\frac{50 \times 78.54 \times 400}{33,000} = 47.6$," and to get the *net* you "must subtract 16 per cent for friction." This rule, then, for gross horse power is, multiply the mean effective pressure by area of piston-head, and by the piston velocity in feet, and divide by 33,000. He gives another rule that produces the same result; he has also completed a table for the different mean effective pressures and different piston speeds, up to 700 feet. These rules, as well as all others that I have ever seen, are very unsatisfactory to me, as I will show further on. But to have a base for comparison I will quote "A Philadelphian's" rule as given in the *B. of L. F. Magazine*, page 510, where he says, "I shall try to describe *actual* horse-power." Rule: "Multiply the area of the cylinder in inches by the pressure per square inch in the cylinder; mul-

tiple this product by the number of revolutions per minute, this again by twice the length of the stroke in feet, then the product by two, (because there are two engines on locomotives) and finally divide by 33,000." Then he gives an example. But this is Grimshaw's rule for gross horse-power a little differently expressed. Therefore Grimshaw's gross horse power is "A Philadelphian's" actual horse-power. Does gross and actual mean the same thing? Webster says "Actual is real, in opposition to speculative, or existing in theory only." Gross, "The whole; entire; as opposed to a sum consisting of separate parts." Now, if each understand the words actual and gross to mean the whole amount in contradistinction to Grimshaw's subtracting 16 per cent. for friction, or anything else, their rules are identical for the whole force or dynamic power. But note carefully what "A Philadelphian" says: "The maximum pressure is supposed to be as near as possible two-thirds of the boiler pressure," and puts it in his example at 80 pounds, hence the boiler pressure would be 120 pounds. Do you believe he gets a maximum pressure of 80 pounds? I don't. Grimshaw, in his example, puts the mean effective pressure at 50 pounds, but says nothing about boiler pressure. Do they mean the same thing by maximum pressure and mean effective pressure? By exchanging their rules to the other's example they must mean the same. Why the rules are not satisfactory to me is, first: Because they *suppose* they have so much pressure when my suppose is they don't have it. Mr. Church, an engine builder of New York, in answer to a question of mine, "What was the average pressure on the piston-head throughout the stroke?" said engine builders had agreed to call it 40 pounds. Notice, he did not say it *was* 40 pounds. Now, if they know as much as they pretend to, why do they use such words as "supposed" and "agreed?" They would like to have us believe they know all about steam and steam engines, but by the time we get through with them you will admit there are some things they have not told us. Another objection to the rules for estimating horse-power of engines is the use of 33,000 pounds as the basis of a horse-power, for it is a misnomer and therefore leads into error, and if we start on a false premise we never can arrive at a correct conclusion. Again, in the rules, the power or force should be estimated as applied to the wrist pin, the first turning point or lever end that is touched by the force to overcome resistance or do work. Thirty-three thousand pounds is not a horse-power, but the amount of work that a horse is supposed to be capable of doing in one minute's time. But as it is used in all philosophies and in all rules in calculating horse-power,

it carries with it to the ordinary mind, and perhaps to the mind of the philosophers themselves, the idea that the horse exerts this amount of force as a constant pull. Now what rational idea can any of you give of a horse raising 33,000 pounds one foot a minute, or any other period of time which is equivalent to a horse power? This brings us to the second part, the question

WHAT IS A HORSE-POWER?

Therefore I will proceed to give you my definition: All powers, or rather forces, used in operating machinery are in terms of horse-power, as a unit of measure of dynamic effect, therefore we should fully understand what it means. It is said to be 33,000 pounds raised one foot in one minute. Here the units of measure are pound, foot, minute; the time and space are in terms of unity, and a sufficient number of pounds to designate the force given by a horse.

How can a horse raise 33,000 pounds one foot in a minute? If a horse travels $2\frac{1}{2}$ miles in one hour, he moves 220 feet per minute; hence the proportion, 220 feet: 1 foot:: 33,000 pounds: 150 pounds. Then one hundred and fifty pounds is the tension on a rope by which a horse may pull to raise 150 pounds 220 feet high in one minute; which is equivalent to raising 33,000 pounds one foot high, for $150 \times 220 = 33,000$. Suppose we have a tower 220 feet high, on top of which there is a pulley, and one at the bottom. Now pass a rope over the top pulley and under the bottom one, to the end of the rope passing under the bottom pulley attach a horse, and to the other end of the rope fasten a weight of 150 pounds. Now drive the horse out from the bottom of the tower a distance of 220 feet in one minute, and the weight will have ascended 220 feet in the same time, and the work done is equivalent to raising 33,000 pounds one foot, for work is the weight multiplied by the height through which it has been raised.

Friction and small fractions will be omitted in this paper. If the horse is two minutes in going 230 feet, the same amount of work is done, but has taken twice as long to perform it, consequently it is only the work of $\frac{1}{2}$ horse-power in one minute. But if the horse goes 220 feet in half a minute, still the same amount of work is done, but it required only half the time; therefore does the work of two horses per minute. Again if the horse travels 220 feet in half a minute or 440 feet in one minute, the weight to raise 440 feet is 74 pounds, for $440 \times 75 = 33,000$. Hence from the laws of motion, as the velocity increases, the weight diminishes, and vice versa, for an equivalent amount of work in the same time.

The average speed of a draft horse is estimated to be about $2\frac{1}{2}$ miles per hour; then the tension on the tugs or traces by which

he pulls is on an average 150 pounds. Therefore 150 pounds is the unit or measure of a horse power as a constant pull. And this is the number that should be used instead of 33,000 in the rules estimating the powers of steam engines. For what we want to know is the force exerted as a constant pull, not the power that may be stored up either in the horse or machine.

Again, let us attach 150 pounds to each end of the rope passing over the pulley on the tower, one weight being at the top, the other at the bottom, then the weights are held in equilibrium. Suppose further that there is no friction in the machinery, or that a force just sufficient to overcome the friction when the weight is moving 220 feet per minute, the weights are still in equilibrium, but now the smallest amount of force imaginable applied in the direction either up or down, would cause the one to descend and the other to ascend; hence we have a horse power, or a force equivalent to that produced by a horse in motion, in terms of a moving body. Then let us examine some of the laws as laid down in the books, governing moving bodies, and apply them to a horse in motion and see if our conclusions are correct. Prof. Dana in his work on mechanics, says: "The value of a moving force as a constant pull or push is the product of the mass into the acceleration of gravity and velocity in feet per second," and deduces the equation. "The force is equal to the weight, divided by the acceleration of gravity ($32\frac{1}{2}$), and the quotient multiplied by the velocity." (In seconds of time and feet in space). But the weight of a body divided by the acceleration of gravity is the mass; and the mass multiplied by the velocity is the momentum of a moving body. Hence the momentum of a moving body is equal to a moving force and vice versa. Formula: Let W be the weight, G acceleration of gravity, T the time in seconds, V velocity in feet, F the force. Then $\frac{W}{G} T, V = F$. Now let T be unity and the formula is $\frac{W}{G} V = F$. Example: Let W = 96 G = 32, (omitting the fraction $\frac{1}{2}$) V = 40 feet per second, to find the value of F. Then $\frac{96}{32} \times 40 = F = 120$ pounds of force or work. "But time and velocity are implicitly implied in doing work, for space involves both. If the space be passed over with a constant velocity, then the space is equal to the velocity multiplied by the time. But work is equal the force multiplied by the space, and if the time is unity the work is equal the force multiplied by the velocity; but this work is done by a moving force as a constant pull or push. Therefore is equal the mass multiplied by the velocity, equal the momentum of a moving body. But there is another force in all moving bodies, called kinetic energy, *vis viva* or liv-

ing force. This is also work, and this work is equal the weight multiplied by the height—not the space—which is equivalent to one-half the mass multiplied by the square of the velocity. Let us take the example used to find the constant pull, and see what is the kinetic energy, or striking force. Then $\frac{96}{32 \times 2} \times (40)^2 = K = 2400$ pounds of force, or all the force that is stored up in the body moving with that velocity. To illustrate: The work of a constant pull is a train moving safely to its destination. The work of kinetic energy, or striking force, is the work of a collision; bringing the whole force to a stand still. Now let us apply the above laws to the horse when he is moving doing work. He has weight and that weight is in motion, or moving; also he has a living force within himself whereby he can put his body in motion and keep it moving. This is kinetic energy or *vis viva* of his body. But it is not the constant pull or momentum. Now take our preceding formula, and find his momentum or constant pull. Suppose the horse weighs 1,280 pounds, his velocity is 220 feet per minute, which is $3\frac{2}{3}$ per second. Then $\frac{1,280}{32} \times 3\frac{2}{3}^2 = 146\frac{2}{3}$ pounds the constant pull or momentum of a horse of 1,280 pounds. Then it takes a little larger horse than that to give a constant pull of 150 pounds. You may force a smaller horse to do that much work, but then he is drawing so much from his kinetic energy, which would soon wear out.

Now, Mr. Editor, I hope I have made myself clear as to what constitutes a horse power, although there may not be enough left of this old 33,000 horse to make a Shetland pony. And I think it will be apparent to every reader, why the rules given us for estimating the horse-power of steam engines are unsatisfactory, since the division should be changed from 33,000 to 150, there must be a corresponding change in the dividend to make the engine do what they have "proposed" or "agreed" it shall do. Let the rule makers begin to study how they "propose" to change the dividend, and what they "agree" it shall be. For if this meets with a favorable reception in the *B. of L. F. Magazine*, so that what I may have to say on the subject of steam may be understood. And after I get through with that subject, you will hardly find enough of steam to blow the whistle.

Now, Mr. Editor, I am not a B. of L. F. nor a B. of L. E., but wear the title of M. D. Now should this hinder me from writing some philosophy.

L. A. Wilson.

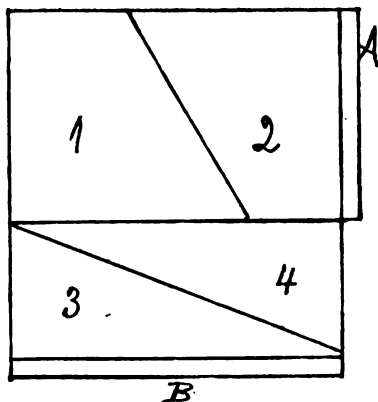
ARGENTA, ARK., September 27, 1889.

THE Birmingham Railway Supply Co. has closed a contract with the Birmingham, Powderly & Bessemer Railroad, to furnish it with five passenger cars.

Does 5x13=64?

C. B. Roslindale, Mass., has sent us a sketch of a rectangle, 5x13 inches, and states that in cutting the rectangle through one of its diagonals, thus forming two triangles whose altitude is 13 inches and base 5 inches, and again cutting each triangle at 5 inches from the base and parallel to it, the four pieces can then be put together so as to form a polygon 8 inches square. Now since the area of a rectangle 5x13 is 65, and that of the square is only 64 square inches, our correspondent wishes to know what becomes of the one inch of difference in the two areas. A.—The pieces obtained by cutting a rectangle in the manner here stated will not form a perfect square: the area will always be 65 square inches, no matter in what manner the pieces are put together.

By the above query and answer from a recent number of the *American Machinist*, it appears that the query has puzzled others besides Mr. Rauch, who introduced it in the *Magazine* some time ago. It would seem that the question of placing 65 square inches, so as to cover only 64 square inches, would need no demonstration to find an answer, for it is evident that 65 square inches will ever cover 65 square inches, unless the material be subject to and liable to compression, which is not supposed to be the case in the problem. A rectangle 5x13, cut through one of its diagonals, would form two triangles, each 13 inches long and tapering from 5 inches at its wide end to a point at the other. These triangles are supposed to be cut 5 inches from the large end, leaving the points 8 inches long. Now according to the rule of three: If at 13 inches the triangle is 5 inches wide how wide is it at 8 inches? Multiply the last two (8×5) and we have 40 which divided by the first (13) gives $3\frac{1}{3}$ inches as the width at the cut. In order to form a square of the pieces they must be joined as below, which is $\frac{1}{2}$ size.



The pieces 1 and 2 are 5 inches at the wide end, and $3\frac{1}{3}$ at the other, and when joined will form a square 5 by $8\frac{1}{3}$ inches,

thus $\frac{1}{8}$ of an inch longer, and accounting for $\frac{1}{8}$ of an inch at the side marked *A*. The points 3 and 4 will also measure $3\frac{1}{8}$ inches at the wide end, and when joined will form a square $3\frac{1}{8}$ by 8 inches, and when placed with the square formed by 1 and 2 will project $\frac{1}{8}$ of an inch beyond the 8 inch limit, all along the side *B* as indicated by the double line. This accounts for $\frac{1}{8}$ and when the $\frac{1}{8}$ at *A* are added accounts for the missing (?) inch.

SEHONIE, W. T., September 23, 1889.

MR. EDITOR:—Will Vulcan please state through the columns of the *Magazine* how he measures the corners of a square outside of the circle, as he speaks of in his rule for squaring a circle, and oblige

Yours truly,
Martin Lorson.

The First Steamboat.

The idea of steam navigation, or at all events of navigation by mechanical means, seems even to have presented itself to Roger Bacon, for he made the following remarkable prophecy: "We will be able to construct machines which will propel large ships with greater speed than a whole garrison of rowers, and which will only need one pilot to direct them; we will be able to propel carriages with incredible speed without the assistance of any animal; and we will be able to make machines which by means of wings will enable us to fly into the air like birds." We may safely say that we have attained to the first two prophecies of Bacon, but, with regard to the third, I think the idea of aerial navigation by mechanical means is now very much in the same position as that of steam navigation before Symington produced his *Charlotte Dundas*. We want a man to put it into a practical shape. In this sense Symington was the inventor of steam navigation; he put theories into practice, and embodied in a patent taken out in 1801 the arrangements that are still in use at the present day in paddle wheel propulsion.

Symington was born at Leadhills, in Lanarkshire, in 1764, and though educated for the ministry, he showed an early talent for mechanical pursuits, which he eventually followed. In 1786 he made a model of a steam carriage which he had invented, and exhibited it to the professors of Edinburgh University. Among others who saw this model was Mr. Patrick Miller, of Dalswinton, a wealthy gentleman who had experimented in naval architecture and the propulsion of small vessels by means of paddle wheels driven by manual labor. Mr. Miller was much taken with Symington's invention, and approved of his suggestion to substitute the steam engine for manual labor in driving his vessels. An agreement to make an experiment at Mr. Miller's expense, was accordingly come to, and in 1788, after one of Mr. Miller's experimental boats had been fitted with Symington's patent engine, the first successful experiment in steam navigation was performed on Dalswinton Loch, the little boat attaining a speed of something like four miles an hour. The experiment was repeated on a larger scale in 1790 on the Forth and Clyde Canal, the engine used being Symington's patent, with ratchet wheels and chains for converting the reciprocating motion of the pistons into rotary motion, on the same principle as adopted in the Dalswinton experiment, but on a larger scale, the two cylinders in the first case having been each four inches in diameter by eighteen inches stroke, and in the second eighteen inches by three feet stroke. Neither of these vessels was of any practical value, how-

ever, beyond having demonstrated that a steam engine could be safely applied to propel a vessel; and after the 1789 experiment Mr. Miller unfortunately abandoned steam navigation altogether.

Symington returned to his occupation as a civil engineer, but still nursed the idea of introducing steam navigation, and in 1801 he found a worthy patron in Lord Dundas, of Kerse, near Grangemouth. Under his patronage he produced the *Charlotte Dundas*, designed for towing vessels on the canal, in order to do away with horses for that purpose; and this vessel, which was at work on the Forth and Clyde Canal from 1801 to 1813, has earned the well-merited distinction of having been *the first practical steamer*. In this vessel Symington abandoned his old style of engine, and adopted the crank and connecting rod for producing rotary motion of the paddle wheel. The *Charlotte Dundas* was built at Grangemouth by Alexander Hart, in 1801. She was 56 feet long, 18 feet beam, and 8 feet deep. She had a paddle wheel at the stern. The cylinder, which was 22 inches diameter by 4 feet stroke, lay horizontally on the deck, and the piston rod was coupled direct by a connecting rod to a crank upon the paddle shaft. The vessel obtained a speed of about 6 or 7 miles an hour upon the canal, and towed upon one occasion two fully laden sloops—the *Active* and *Euphemia*—each about 70 tons burden, from Wynford to Port Dundas, a distance of 19½ miles, in six hours against a strong head wind. The wash from the paddle wheel, however, had a tendency to destroy the banks of the canal, and Symington was interrupted from using his steam vessel on the Forth and Clyde canal. Previous to this interdict the Duke of Bridgewater, having heard of the success of Symington's steamer, gave him an order for eight similar boats for the Bridgewater canal; but unfortunately for Symington, on the very day on which he received the notice of interdict from the manager of the Forth and Clyde canal, he also received the intelligence of the Duke of Bridgewater's death, and the order for the eight steamers was never executed.

From these disappointments, combined with the pecuniary losses which Symington suffered by his experiments, he never quite recovered. He died in London an impoverished man in 1831, and was buried in the churchyard of St. Botolph, Aldgate, London. Not even a simple stone marks his grave!—and yet this man produced the "patent boat" of paddle wheel steamers, and got up steam specially for the great Robert Fulton in July of 1801, in order that he might treat him to a sail of four miles along the canal and back again in an hour and twenty minutes—six years before Fulton ever produced a steamer in America, and eleven years before Henry Bell (who frequently saw and inspected the *Charlotte Dundas*) produced his *Comet* on the Clyde. Neither of the steamers which these two men produced was so complete in its mechanical arrangements as the *Charlotte Dundas*, and instead of being improvements upon Symington's ideas, they were rather the reverse, for in them small engines were geared up to drive the paddles, whereas Symington's plan was the bold, simple, and straightforward one that is in use to-day in some of the swiftest paddle steamers on the Clyde, viz., the large cylinder acting direct upon the crank on the paddle shaft.—*The Steamship*.

The Northern Pacific & Manitoba Railroad has prepared plans and specifications for extensive building operations in the woods at Winnipeg, Man. A roundhouse of brick, with stone foundation, 270 ft. in diameter and 720 ft. in circumference, is to be built. Among other buildings to be erected will be a car repairing shop, 240x100 ft., solid brick with stone foundation, a blacksmith shop, 100x60 ft., and a two-story brick store building, 70x40 ft., with offices attached. The work will be pushed through as rapidly as possible as soon as the contracts are awarded. Oil tanks, pumps, etc., are to be put up.

Automatic Brakes.

The automatic brake used on most of the railroads is a very mysterious machine to a large share of travelers as well as the public generally. Ask one of them to explain how he thinks it works and most men will say, "I give it up, but it is a great invention." The brake was invented some fifteen years ago, and has been on the road to perfection ever since, as the long list of patents, over thirty in number, will show. Besides the patents on the automatic feature alone, there are nearly 100 more on the air pumps, brake valve for the engine, the hose couplings, etc. The principle on which it works is the same now as at first. There is an air pump on the engine which is steadily at work compressing air and keeping a large reservoir full at a pressure of about seventy pounds to the square inch. A pipe from this reservoir leads up in the cab of the engine to the brake valve, and from there back under the tender and every car in the train.

The connections between the cars are made with rubber hose and suitable couplings that can be taken apart or coupled up when the cars are made up into a train and when the cars are uncoupled accidentally, the hose couplings pull apart without damage. Under each car is a small reservoir called the "auxiliary reservoir," which is connected to the air pipe and is charged with air from the main reservoir. There is also a brake cylinder and piston, which, when the air enters the cylinder forces the piston out, sets the brake shoes against the wheels and stops the train in the same manner as the old hand brakes, but with much greater effect. It is the compressed air in the auxiliary reservoir under each car which sets the brake and it is admitted by an ingenious piece of mechanism called the "triple valve," which is used to connect the air pipe from the engine, the brake cylinder and the auxiliary reservoir together. Now when the engineer wishes to set the brake he lets the air out of the train pipe through the brake valve in his cab, and the triple valve under the car then opens and lets the air from the auxiliary reservoir into the brake cylinder which sets the brake. In the same manner when the cars separate or get off the track, so as to pull the couplings apart, the air escapes from the train pipe and sets all the brakes on the train tight. If the conductor needs to set the brake he has a valve in each car where he can let the air out of the train pipe and in that manner set the brake from any car in the train. Thus it will be seen that the air brake is set whenever the pressure of air in the pipe under the train is reduced, and it follows that whenever the engineer lets the air from the main reservoir into the pipe and raises the pressure high enough to raise the triple valve up, it will shut off the air from the auxiliary reservoir and allow that in the brake cylinder to escape into the atmosphere, thus releasing the brake. Passengers can hear the air hissing out when the brake is released, and doubtless some have wondered what caused the noise under the car.

While the style of triple valve used for the past ten years is very quick in its action, yet it takes ten or twelve seconds to set all the brakes on an ordinary train of eight passenger cars. The new style lately perfected and now being introduced is so lightning like in its action that all the brakes in a train of fifty cars can be set in two seconds, and have the brakes at work and the train nearly stopped before all the old pattern were fairly at work. The trouble with the old style of air brakes, before the automatic was perfected, was, it took some time to set them all, and many precious seconds were wasted which are now utilized; in fact, it was "too slow." The old vacuum brakes were slower yet, and on a long train were practically useless, so they have been abandoned for heavy train service. While there are a great number of distinct machines in a full set of automatic brakes, yet each part in itself is simple enough to comprehend, and it is when they are in a harmonious whole that

they seem complex to the uninitiated. Each triple valve is so arranged that the air can be shut off from it in the event of anything breaking, without interfering with the use of the brake on the other cars, so an accident to one car does not disable any of the others.

While the limits of this article do not allow of fully explaining the advantages of the automatic brakes of whatever type, all will allow that the safety of the traveling public is largely due to its use. If it, in isolated cases fails to act, yet these cases are few and far apart on its successful record. It is only a matter of a short time when it will be used on all classes of fast freight trains to insure safety and rapid transit.—*Engineer in Port Huron (Mich.) Times.*

THE new shops of the Long Island Railroad Co., near the village of Jamaica, which were commenced in February last, are now practically completed, and the formal removal of the works from their present location at Hunter's Point will probably take place on or about Nov. 1.

The new buildings are of red brick, with granite foundations and trimmings. They consist of two large main structures, running north and south, respectively 517x85 ft. and 410x100 ft.: a blacksmith shop 100x60 ft.; a boiler-house 35x45 ft.; an engine-room 26x45 ft., and a store and pattern room, all separated from each other. The larger of the two main structures comprises a paint shop, 239 ft. long, capable of accommodating 14 cars; a car shop 214 ft. long, and a mill room, 89 ft. long, where the lumber will be prepared. These three shops are the full width of the building, 85 ft., and the height to the centre of the roof is 30 ft. The flooring consists of combined Trinidad and Neufchatel asphalt pavement.

The machine shop, 420 ft. long and 60 ft. wide, with an annex 40 ft. wide running the entire length, has accommodations for 16 locomotives, and is fitted up with two traveling cranes with a joint capacity of 50 tons, furnished by the Morgan Engineering Co., of Alliance, O. Two driving shafts will run the entire length of the building, one for the machinery and the other for the cranes. A boiler shop is located in the north end of the annex. The smith's shop will contain a large furnace, two steam hammers and 13 forges, and will be fitted up with exhaust flues for carrying off smoke and heat. The boiler house will contain three 75 H. P. boilers built by the Beggins Co., of New Haven, Conn. These boilers will supply steam for heat as well as power. Adjoining the boiler house on one side is a large building for a coal bin, and so fitted that the coal will drop into it from the cars, which will be run on a trestle overhead. On the other side of the boiler house, and really part of it, is a large building for an electric light plant. The shops will be lighted by electricity whenever it may be necessary to work at night, or in the winter time when the days are short.

Three 225 H. P. Westinghouse automatic engines will drive the machinery in the several departments. Between the boiler house and smith's shop stands a 125 ft. chimney. Between the two main buildings will be a 78-ft. transfer table supplied by the Yale & Towne Mfg. Co. of Stamford, Conn. A round-house to take in 50 engines is also to be built. Much of the machinery at present in use at Hunter's Point will be transferred to the new works, but a large quantity of new and improved machinery is to be put in. It will be supplied by Manning, Maxwell & Moore, of New York.

While the new works will not be the largest in the country, they will be among the most complete in design and appointments. The total cost will be about \$1,750,000. The contract for building them was given to the Flynt Building and Construction Co., of Palmer, Mass.

THE G and Trunk will shortly commence the construction of a new station at St. Johns, Quebec.

Shops.

It is said that the Union Pacific road will build large shops at Denver, Col.

The Kentucky Union Railway Co. will build machine shops at Lexington, Ky.

The Cooke Locomotive and Machine Works, Paterson, N. J., are moving into their new shops.

The Charleston, Cincinnati & Chicago Railroad Co. are building repair shops at Blackburg, S. C.

The Elizabeth, Lexington & Big Sandy Railroad Co. will erect machine shops at Lexington, Ky.

The Louisville, St. Louis & Texas Railroad Co. will rebuild their machine shops, recently burned.

The Batesville (Ark.) & Brinkley Railroad Co. will rebuild their machine shops, recently burned.

The Georgia Midland & Gulf Railroad Co. will enlarge their machine shops and roundhouse at Columbus, Ga.

It is reported that the Illinois Central Railroad will establish a machine shop and round-house at Durant, Miss.

The Florida Central & Peninsular Railroad Co. will soon commence work on their machine shops at Fernandina, Fla.

At Grafton, W. V., the Baltimore & Ohio Railroad Co. are erecting car and repair shops; where they will employ 200 men.

The Chicago, St. Paul & Kansas City Railroad expect to expend \$250,000 in building and equipping shops at St. Joseph, Mo.

The Louisville, St. Louis & Texas shops at Henderson, Ky., were burned last week, entailing a loss of \$20,000 upon the company.

The machine shops of the Northeastern Railroad, at Meridian, Miss., are to be enlarged by the erection of a two-story brick building, to contain machinery for car building and a paint shop.

The machine shops of the New Orleans and Northeastern Railroad, at Meridian, Miss., are to be enlarged by the erection of a two-story brick building, to contain machinery for car building and a paint shop.

Bids for the construction of the machine and repair shops of the Mississippi Valley Road at Vicksburg will soon be advertised for. The plans have been approved by President Wilson, and are for shops 1,200 feet in length, to cost \$100,000.

Mr. Van Horne, President of the Canadian Pacific Road, stated in Montreal last week that the company had decided to erect a new station and extensive repair shops at London, Ont., for the division between Toronto and Detroit. The city of London has pledged itself to a bonus of \$25,000 on condition that the shops be erected there.

All the machinery in the Hinckley Locomotive Works, Boston, Mass., has been sold, through the agency of Hill, Clarke & Co. About \$5,000 worth was sold at private sale, and \$25,000 worth at auction. The present buildings will be demolished, to make room for an electrical plant by the West End Railway Co.

The Mexican National will have its large car works and machine shops at Laredo, Tex., completed within 60 days. The buildings are constructed of Laredo brick, with iron truss roofs. The total cost of this plant will be over \$600,000, and it can employ over 1,000 workmen. On the completion of these machine shops the machinery now in the shops at Corpus Christi, Tex., and New Laredo, Mexico, will be removed to Laredo. It is the intention of the company to concentrate in that city the entire work of its system.

Bridges.

The Schuylkill & Lehigh Valley Railroad is to build two 1,500 foot bridges.

The New York & Long Branch Railroad will build an overhead bridge at Little Silver, N. J.

The Lake Erie & Western has closed a contract for three iron bridges, one to be placed over White river near Muncie, Ind., another near Lima, O., and a third at Buckland, O.

The Berlin Bridge Company, of East Berlin, Conn., has the contract for building a railroad bridge over Ausable Chasm, N. Y. The bridge will be 623 feet above the river and 200 feet long.

The contract for the Louisville & Jeffersonville bridge, across the Ohio river, has been awarded to the Phoenix Bridge Company, of Phoenixville, Pa. The cost is estimated at \$1,000,000.

The Columbia, Newberry & Laurens road has awarded the contract for the superstructure of the bridge over the Broad river, near Columbia, S. C., to the Edge Moor Bridge Company, of Wilmington, Del., at about \$100,000.

The Connecticut River Railroad has ordered an iron bridge of the Boston Bridge Company, to span West river, near Brattleboro, Vt., replacing a wooden structure. It will be about 100 feet long, with a bank span about fifty feet long.

The superstructure of the channel span of the Pennsylvania bridge over the Ohio river at Steubenville, has been completed and the false work removed leaving the channel clear for the passage of boats. The bridge consists of seven approach spans of 232 feet each, and one channel span of 312 feet. The superstructure has been built by the Edge Moor Bridge Works.

The wooden bridges on the Chattanooga division of the Nashville, Chattanooga & St. Louis have been replaced by iron structures, and the work of substituting iron for wood on the Hickman division has been commenced. Four of the Harpeth river bridges will be changed this summer. The principal bridge on the Lebanon branch, burned last spring, will also be replaced by an iron structure.

Plans and specifications of the pontoon railroad bridge across the Missouri river at Randolph Bluff, Mo., made by Capt. Gustave Dyes, of Liberty, Mo., have been approved by the War Department as well as by the River Commission, and construction will begin when the river reaches a normal height. The location of the bridge site is about one mile below the bridge of Chicago, Milwaukee & St. Paul railroad.

Work is in progress at Messrs. A. & P. Roberts & Co.'s Pencoyd Iron Works on the superstructure of the new bridge which is to cross the Schuylkill river at the Falls of Schuylkill, Philadelphia, to connect the Philadelphia & Reading Railroad Company's main line with the Port Richmond Branch, to accommodate the Baltimore & Ohio through trains to New York. The bridge is to be of iron, resting on stone piers and approaches, and will be a plate-girder bridge.

The Richmond, Nicholasville, Irvine & Beattyville road has awarded the contract for an iron and steel bridge across Casey creek, near Nicholasville, Ky., 1,600 feet long, to the Shiffler Bridge Company, of Pittsburgh, Pa., the price being \$100,000. The road will shortly build a similar structure across the Kentucky river, at Irvine, Ky., to cost \$100,000, and bids will soon be asked for. A. E. Richards, Louisville, Ky., is President.

The Phoenix Bridge Company, of Phoenixville, Pa., has been awarded the contract for building a large iron bridge on the Alabama Midland at Montgomery, Ala. This company is now erecting the iron bridges of the Columbus Southern over Bull and Tsatole creeks. The latter bridge has a span of 150 feet. The company also has the contract for the construction of the new iron bridge for the Nashville, Chattanooga & St. Louis road across Stone river.

Car Notes.

The Cleveland, Akron & Columbus has ordered 600 tube freight cars.

The Pullman shops are to build 500 freight cars for the Chesapeake & Ohio.

Works to be known as the Alabama Car Works are to be established at Oxanna, Ala.

The Lake Erie & Western will soon place an order for 500 box cars of 50,000 lbs. capacity.

An order has been placed for 500 freight cars for the St. Louis, Iron Mountain & Southern.

It is stated that the Cleveland, Cincinnati Chicago & St. Louis will order 500 freight cars at once.

One hundred new stock cars have been ordered by the Cleveland, Cincinnati, Chicago & St. Louis.

The United States Rolling Stock Co. is enlarging the capacity of its Anniston shops to 20 cars per day.

The Dunham Manufacturing Company, Boston, has recently received orders for 2,000 of its freight-car doors.

The Easton shops of the Lehigh Valley have received orders for 12 chair-cars and the same number of passenger cars.

The Indianapolis Car & Manufacturing Co. has received an order for 100 coal cars from the Choctaw Coal Co., of Denison, Tex.

The Terre Haute Car & Mfg Co. of Terre Haute, Ind., is building fifty furniture cars for the St. Louis, Vandalia & Terre Haute.

The Fitchburg is building at its shops in Fitchburg, Mass., 100 box cars, 50 cars for the shipment of carriages and 25 platform cars.

The Centropolis Car Company, Centropolis, Kan., has just completed its works. The foundry has been running some time.

The Lafayette Car Works have received an order from the Toledo, Ann Arbor & North Michigan for 100 box cars and 100 gondolas.

The Pennsylvania has, it is announced, decided to increase its equipment by 8,000 freight cars, instead of 3,000, as recently announced.

The Louisville & Nashville road is reported in the market for 1,000 more freight cars. Since March 1 the L. & N. has added 1,500 to its freight equipment.

The Carlisle Mfg. of Carlisle, Pa., has contracts on hand for 100 cars for export to Cleofuegos, Cuba; 200 coal for the Pennsylvania, and a quantity of mining cars for various parts.

Several car companies have been asked to bid on 500 cars for the Cincinnati, Hamilton & Dayton; the same number for the Cincinnati, Washington & Baltimore, and 200 for the Tennessee Midland.

Two hundred new cars have been ordered for the Kanawha Dispatch freight line over the Cleveland, Cincinnati, Chicago & St. Louis and Chesapeake & Ohio roads. The cars are to be equipped with air brakes and Janney car couplers.

The Ohio Falls Car Works, at Jeffersonville, Ind., have secured a contract to construct 500 freight cars for the Pennsylvania Company, and have sold 50 box cars to the New Orleans, Fort Jackson & Grand Island road, and 50 gondolas to the Birmingham, Sheffield & Tennessee River.

The Lake Shore & Michigan Southern road has just placed a contract with the Indianapolis Car Works for 300 coal cars, October delivery, and with the Lafayette Car Works for the same number, November delivery; and the company will give out orders immediately for 500 more coal cars, 300 gondola cars and 300 box cars.

The Haskell & Barker Car Co., of Michigan City, Ind., has received a contract for 100 stock, 100 platform and 100 box cars for the Sioux City & Northern.

The Receivers of the Missouri, Kansas & Texas have awarded the contract for 500 coal cars to the Indianapolis Car & Manufacturing Co. The cars will be 33 ft. long, with a capacity of 50,000 lbs.

The San Francisco and Northern Pacific will soon place an order for 25 box cars and 50 platform cars. These cars may be built at Tibourn, Cal., opposite San Francisco, where the company recently had 50 box and platform cars built.

A Pittsburgh iron company has received the contract for the construction of 75 steel tanks, to be used for the transportation of oil between Pittsburgh and the Pacific Coast. The contract calls for the delivery of all the cars at San Diego, Cal., by Jan. 1.

The Nashville, Chattanooga & St. Louis has recently received three new passenger cars from the Ohio Falls Car Works, and is having two more built at the Pullman Works. The cars are handsomely finished in mahogany and red wood, and will be used on the Nashville and Chattanooga Division.

The Philadelphia & Reading has just received from the Pullman Palace Car Co.'s Works five new passenger coaches and five new combination smoking and baggage cars for use on the Atlantic City road. This addition makes a total of 50 handsome new passenger coaches added to the equipment of the Atlantic City road since July 1.

The Grand Trunk shops at London, Ont., have just turned out a handsome new dining car 63 ft. long with vestibules. The interior is finished in mahogany and ornamented in blue and gold. The tables on one side of the aisle seat four persons each and those on the other side two. In place of the usual seats, rattan chairs are provided.

The Alabama Great Southern recently placed an order ten new cars, baggage, mail, express and passenger coaches, with the Ohio Falls Car Co., of Jeffersonville, Ind., and the cars are now being received. The Ohio & Mississippi is having seven United States mail cars, 62 ft. in length, and four coaches of mahogany finish on the interior, built at these works.

Two trains have been built consisting on one combination baggage and smoking car, two coaches and two drawing room cars—ten in all. The coaches and combination cars are to be the property of the "Shore Line," made up of the Old Colony, New York, Providence & Boston and New York, New Haven & Hartford. The drawing-room cars are owned by the "Wagner Shore Line Co." and the railroad companies jointly.

The Pennsylvania has let the contracts for building the 3,000 freight cars for the lines west of Pittsburgh, as follows: 2,000 box cars equally divided between Pullman's Palace Car Co., Ohio Falls Car Co., Michigan Car Co. and Lafayette Car Works. The rest were long, drop-bottom gondolas, and were let as follows: Pullman Palace Car, 500; Michigan Car Co., 250; United States Rolling Stock Company, 250.

The Georgia Pacific is having a number of freight cars of 60,000 lbs. capacity built at the Pullman Car Works at Chicago. The cars are equipped with Wagner doors and Janney couplers, and they have no dead blocks. The Pullman shops of the Pullman Co. now have orders for 1,000 cars. The works will soon start on an order of 200 Armour refrigerator cars and 200 Wickes refrigerator cars for the Merchants' Dispatch, and the 500 box cars for the Pennsylvania Co. The passenger cars shops are busy constructing cars for the Norfolk & Carolina, the Georgia Pacific, Richmond & Danville, Oregon Railway & Navigation Co. and others.

Locomotives.

The Concord road has received 3 ten-wheeled engines from the Manchester Locomotive Works.

The first locomotive for the Cape Breton railroad was landed at Sydney, C. B., last week.

The Pittsburgh Locomotive Works are building several engines for the Richmond & Danville Railroad.

The Lake Erie & Western last week received three new Mogul engines from the Brooks Locomotive Works.

The Chesapeake & Ohio is said to have let a contract for 3 new passenger engines and 20 freight locomotives.

The Ohio Valley road last week let the contracts for five new engines and a number of new passenger coaches.

The Fort Wayne, Cincinnati & Louisville has received from the Baldwin Locomotive Works two 45-ton freight engines.

The Brooks Locomotive Works have received an order from the Toledo, Columbus & Cincinnati for a new switching engine.

The Rogers Locomotive Works, of Paterson, N. J., have received a contract to build 6 locomotives for the Sioux City & Northern.

The Missouri, Kansas & Texas has received the first 15 new locomotives recently ordered from the Baldwin Locomotive Works.

The New York Locomotive Works, Rome, N. Y., are building 7 consolidation freight engines for the New York & New England Railroad.

The Receiver of the Houston & Texas central has been authorized to purchase 11 new freight engines. They are not to cost exceeding \$7,500 each.

The machinery and tools of Hinkley's Locomotive Works, 439 Albany street, Boston, have been offered for sale by Hall, Clarke & Co., of Boston, Mass.

The Rhode Island Locomotive Works have completed the last of the 60 ton class H engines recently ordered for the Chicago, Burlington & Quincy.

Five new engines have been ordered for the Columbus Southern from the Rhode Island Locomotive Works, and two will be delivered very soon.

Among other orders at the Baldwin Locomotive Works, Philadelphia, are 25 freight engines for the Texas & Pacific, and 19 for the Atlantic Coast Line.

Three new eight-wheel connected engines, with cylinders 21x26, have recently been completed at the New York Locomotive Works, for the Rome, Watertown & Ogdensburg road.

Five more 10-wheel fast passenger locomotives have been ordered for the Michigan Central. The first 10-wheeled engine was placed on the Michigan Central two years ago.

The Pennsylvania shops at Altoona, Pa., have received an order for 17 locomotives of Class P pattern for the New Jersey division, and also an order for 15 class O locomotives.

The Baldwin Locomotive Works have an order for 20 locomotives from the Rio Grande Western Road, and the New York Locomotive Works are building four for the same road.

The Rogers Locomotive Works have an order for building three locomotives for the San Francisco & North Pacific for freight and passenger service. The cylinders will be 17x24 in.

The Louisville, New Orleans and Texas has received 10 of the 15 locomotives recently ordered of the Schenectady Locomotive Works. Ten are for freight service and five for switching.

The Richmond, Nicholasville, Irvine & Beattyville road last week ordered from the Pittsburgh Locomotive Works its first engine, and from the Pullman Car Co. a construction train of 10 cars.

The Chesapeake & Ohio has ordered several ten-wheel passenger engines of the same pattern as several recently built by the Baldwin Locomotive Works for the New York, Lake Erie & Western.

Messrs. Thomas B. Inness & Co., of 115 Broadway, New York, have for sale for early delivery the following new standard gauge locomotives: Four 17x24 passengers; one 17x24 mogul; one 18x24 mogul, and one 17x24 shifting.

The Rhode Island Locomotive Works have just completed a new passenger engine for the New York & New England. It has cylinders 20x24 and 69 in. drivers. It was designed by J. B. Heiney, Superintendent of Motive Power.

The Pittsburgh Locomotive Co's shops are running 13 hours a day, completing orders. The company received an order from a Western road last week for 10 heavy engines similar to several which it recently completed for the St. Louis, Vandalia & Terre Haute.

The 11 engines building for the Baltimore & Ohio by the Baldwin Locomotive works will have the grates, fire-boxes, exhaust nozzles, etc., arranged for coke burning. The engines have 18x24 in. cylinder, drivers of 66 in. diameter, and boilers 58 in. in diameter at first ring.

The Rhode Island Locomotive Works, in Providence, are building 12 consolidation locomotives for the Fitchburg Railroad and 2 eight wheel engines for the East & West Alabama; also a fast freight engine and a Forney engine for suburban traffic for the New York, Providence & Boston Railroad.

The Brooks Locomotive Works of Dunkirk, N. Y., have received an order for 15 new engines for the Cleveland, Cincinnati, Chicago & St. Louis, 10 of which are to be moguls for freight traffic, and the remainder are to be switching engines. It is stated that the company will soon let the contract for four passenger cars.

The contract for the 56 new locomotives for which the New York Central & Hudson River road was asking bids for building, have been awarded to the following companies: 10 to the Brooks Locomotive Works, Dunkirk, N. Y.; 22 to the New York Locomotive Works, Rome, N. Y.; and 24 to the Schenectady Locomotive Works, Schenectady, N. Y.

Judge David J. Brewer, of the United States Court, has authorized the Receiver of the Missouri, Kansas & Texas to purchase 10 heavy freight mogul and 7 passenger locomotives. The 15 mogul engines purchased in March last have been used to replace other engines which had been removed by the Missouri Pacific, the lessee at the time of the receiver's appointment.

The New York Central & Hudson River Railroad is about to let contracts for 56 new locomotives. The number will include 50 freight engines, with six wheels coupled, and cylinders 19x26, weighing 60 tons each; five passenger engines for local service on the Harlem Division, ordinary American type, 17x24 in. cylinders, weighing 42½ tons each; and one dummy engine, for hauling freight on the New York City street tracks.

Twenty new locomotives, built by the Rogers Locomotive Works at Paterson, N. J., have been added to the rolling stock of the Louisville & Nashville. Ten are consolidations and ten are switch engines.

This company also has under construction five 40-ton moguls and five 43-ton eight-wheeled engines, and also a set of pumps for the city of Ottawa, the capacity of which will be 10,000,000 gallons in 24 hours.

WOMAN'S DEPARTMENT

EDITED BY IDA A. HARPER.

All Correspondence pertaining to this Department should be directed to

MRS. IDA A. HARPER,
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NOVEMBER, 1889.

ONE VIEW OF WOMAN'S WORK.

It has been a question what to write about this month; in seven or eight years of continuous writing for the same class of readers, every conceivable topic is touched upon and repetition becomes almost a necessity. I stood at the gate a long time this evening enjoying the exquisite beauty of the scene. The moon flooded the earth with that mellow light which invests every object with beauty, softens all rough features and covers even commonplace objects with radiant loveliness. Up the street the lights shone out from beautiful homes across the grassy lawns, over which the tall trees cast long and deepening shadows. In the distance, a band was playing the national airs. The maples and the woodbine were blushing scarlet at the first bold touch of the frost. The wind rustled softly through the dead leaves on the walk. The peaceful scene, the delicious air, the restful quiet were delightfully refreshing to the tired body and the weary spirit.

Then there flashed across my mind a fragment of an essay written by a little boy on the subject of "girls," in which he says, "They look out every night and say, 'O, ain't the moon lovely?'" And I remembered the long ago when I could hardly force myself away from the window on a moonlight night to go to bed, could scarcely afford to lose a moment of that transcendent beauty even in sleep. I could not then realize how many times that moon for me would wax and wane and disappear; how many times I would look up into its calm, impassive face through blinding tears, with heavy and rebellious heart. Still does the æsthetic part of my nature enjoy the radiant glory of the moonlight, but there is a chilliness and austerity in those beams where once was only warmth and promise. They shine now on the graves of the beloved dead, and on that other tomb where lie buried the visions of youth, the hopes, the ambitions, the ideals of early life.

I have been reading to day one of Mrs. L. M. Barry's letters, written from abroad, in which

she assures American women how infinitely superior is their position to that of any foreign woman. I believe we fully appreciate this fact and, just as no man ever wishes he had been born a woman, so no American woman ever wishes she had been born in any other country. This is especially true of working women, who here may pursue their avocations without losing caste, and when marriage takes them out of the ranks it is no reproach or hindrance that they formerly earned their own living. In this connection a point suggests itself that I have often thought of writing about, but upon a subject in regard to which there is a decided difference of opinion, one is almost sure to be misunderstood.

I believe that all girls should be educated and trained to be self-supporting, and, except in cases where parents are wealthy, that they should relieve fathers and brothers from the burden of their support as soon as they are competent to do so. Daughters of wealthy parents should not enter the ranks of the wage earners, because the already increased supply over the demand creates a ruinously low rate of wages. Rich girls can find abundance of labor in the world necessary to the welfare of mankind, but which languishes for the hands to do it because it brings no financial rewards. The works of philanthropy and reform should be in charge of the wealthy, leaving those who must work for a living free to devote their time and strength to their own maintenance. Working girls should take up their tasks bravely and cheerfully, discharge them faithfully and strive to improve the character of their work and the amount of their wages. They should not look to marriage as a release from labor but rather as a change of occupation, and they must use a great deal of judgment and wisdom in marrying, lest they give up a good position for a poor one.

But this is the point I want to emphasize: Having decided to marry make also a decision to let housekeeping, with its attendant responsibilities, be your occupation henceforth. You will find its daily requirements very monotonous; you will miss your weekly wages to spend as you please. Make up your mind to this when you marry. For these unpleasant features you will secure many compensations. There is an independence in having your own home, in controlling your own time, in the protection of your husband, the love of your children. Marry a man who is able to support you, and one who believes that your services inside the home are worth just as much as his labors outside. Subdue the ambition that will creep in upon you to make a little "pin money" by doing something beyond your household duties. House-keeping, with its complex demands, the care of children, the

endless sewing, are a severe and sufficient tax upon the strength of every woman. If she can find any leisure outside of these, let her employ it in reading, recreation or rest. There are many objections to a wife's attempting outside work. The strain upon her system produces nervousness and irritability, and the cash returns for her services create a distaste and a discontent for that labor which is commonly regarded as having no actual financial value. In addition to this, in many instances, the husband comes to accept this additional work as a matter of course, and relaxes his efforts to support the family. In discussing this question those cases are not included in which through sickness or profligate habits of the man the wife is compelled to do double duty, but only those are considered where the wages of the husband are sufficient to maintain the family. This restlessness on the part of the woman is due in a large degree to the habit of the husband to hold the pocket-book with a tight grasp, and look upon the money as his private property to be doled out according to his inclination. To bring him to an understanding of the new dispensation, in which men and women have equal rights, is a matter of growth and education. Wives must be patient, must keep themselves fully abreast with the progressive spirit of the age and, by being faithful to every present trust, they will prove themselves worthy of greater confidence and wider liberty.

I wish the correspondents of this Department could be persuaded to write upon subjects that are of special interest to women. Their private letters to me are often more readable than those they send for publication. They write in a simple, natural manner about home topics. Do give the Brotherhood and the boys a rest; they are very good institutions, both of them, but let us talk about something else for awhile. What are you going to do this winter? What did you do this past summer? Is anything perplexing you? What can the Woman's Department do for you? What do you think is the object of life? Write freely of what is in your heart.

We have now entirely "caught up" with our correspondence. All the letters received during the past year have been published, except a very few, which were of a personal nature or were entirely unworthy of space. We invite our old correspondents to continue their letters and will welcome new friends into our family circle.

How would our friends like a "query" column? Send in questions on whatever subject you are interested in and we will try to have them answered.

DOMESTIC.

Chili Sauce.—Twenty-four large, ripe tomatoes, four green peppers, four onions, two tablespoons of salt, four cups of vinegar. Boil three hours.

Tomato Catsup.—One gallon of tomato juice, one quart of vinegar, three tablespoons of salt, two tablespoons of mustard seed, two tablespoons of pepper, and one cup of sugar.

White Cake.—Two and one-half cups of pulverized sugar, one cup of butter, three tablespoonfuls of baking powder, four cups of flour, one cup of milk, whites of eight eggs. This never fails.

Stuffed Tomatoes.—Six smooth tomatoes, pare and cut the hearts out. Fill the shells with one onion chopped fine, half cup of bread crumbs butter size of an egg. Salt and pepper and bake half an hour.

At this season salt is liable to clog in the shakers. To prevent this mix the salt with cornstarch, using seven parts of salt and one of cornstarch. This small quantity of cornstarch is not objectionable.

Grape Catsup.—Five pounds grapes, one pound sugar, one pint vinegar, one tablespoon pepper, one of allspice, one of cloves, one of cinnamon, and one-half of salt. Boil till it is a little thick. Excellent with fish.

To can tomatoes for winter use, select sound and thoroughly ripe tomatoes, scald and peel them; parboil them three minutes, salt well; put them into warm jars and make them air tight as fast as filled.

Sweet Peach Pickles.—Take plump peaches, wipe all the fur off, stick from six to nine cloves in a peach, lay in a jar, add half a pound of sugar to a gallon of vinegar, boil vinegar and sugar together, pour over the peaches in the jar boiling hot.

Tomato Salad.—Twelve tomatoes, peeled and sliced. Dressing—One raw egg, well beaten, one-half teaspoonful of salt, one teaspoon of sugar, one salt spoon of cayenne pepper, one cup of vinegar. Mix thoroughly and pour over tomatoes and eggs. Set on ice for half an hour.

An excellent preserve may be made from tomatoes, both red and yellow; that made from the small yellow tomato being one of the choicest sweetmeats known. For red tomato preserves take medium-sized tomatoes that are smooth or just ripe, scald just enough to loosen the skin, peel them, and to each pound of tomatoes allow one pound of granulated sugar, the juice and yellow rind of one-half lemon and a little sliced ginger root. Let them cook slowly for three hours and they are ready to bottle. Prepare the yellow tomatoes in the same way as the red, being careful not to break them while peeling. Weigh equal quantities of sugar and of the tomatoes, and to every pound of sugar used take one-half of a lemon cut in thin slices. After putting into the preserving kettle use enough water to moisten the sugar, and cook slowly for one hour, removing any scum as it appears.

For Woman's Department :

TO SHANDY MAGUIRE.

(Written in reply to poem in August number.)

I've read your poem through, my friend,
And grant you absolution;
You seem to be quite penitent,
I deem it no delusion;
For, have you not in words so meek?
Admitted your transgressions?
Have you not come to me and made
An honest plain confession?

In fancy I can see you now—
A suppliant meek and lowly,
And hear the "gulping sighs" you heave,
On bended knee before me;
No "cynic sneers" nor doubtful jeers
Shall wound thy heart so tender,
Then have no fear while I proceed,
Forgiveness, now to render.

You've told how your poetic muse
Has led you into trouble,
For which you have apologized
In language nice though subtle;
Yet we who oft have felt the lance,
Hurled from your keen effusions,
In friendship now would grasp your hand
If it be no intrusion.

We never thought you meant to wound
The feelings of another,
We gave too used to railing song
That you so oft did utter;
We never have delved between the lines—
We have only read as written,
But now I trust you'll sin no more,
Since I have you forgiven.

Now since forgiveness you have won.
With joy your heart will gladden,
And oft the praises will be sung
Of "Cousin Nell" and Miss McFadden;
While dear Irene and Mrs. H—,
Will help to swell the chorus,
With Alice O. Darling and Nellie B—,
I think you must adore us.

'Tis true that matrimonial seas,
Are oft times rough and stormy,
We glide along o'er sunken reefs,
While the heavens o'er head look squally;
But yet much pleasure might be found—
Though stormy be the weather,
If husband and wife once tied for life,
Will only pull together.

And now, kind friend, take my advice,
And steal not into Heaven,
You might be elected in a trice,
And from its joys be driven;
No craftiness nor subtle ruse,
Will gain you free admission
To realms of bliss where happiness
Is won through deep contrition.

—Mrs. Nellie Bloom.

WEST OAKLAND CAL., September 8, 1889.

[There you are, Shandy, confessed, shrived
and forgiven.—Ed.]

MISSOULA, MONT., September 10, 1889.

To the Editor of Woman's Department:

I have been a reader of the *Locomotive Firemen's Magazine* for some time. Very seldom do you see anything from here. The boys never write anything in regard to their Lodge, perhaps they are ashamed of the way it is carried on or they may think they will get into a scrape like Mr. Shandy Maguire has lately with the ladies through the *Magazine*. One great fault with Shandy, he makes flirting publicly known

through the *Magazine*. It is splendid in the ladies to let him know their opinion of him, but he does not seem to be bluffed at any remarks they say against his flirting. He does not seem to think he will get himself into trouble with the ladies' husbands, but most likely their husbands are away carrying on a handkerchief flirtation with some lunch counter girl as they pass her stand by the depot. Railroad men are a pretty fast set. There are a few who care to spend their evenings at home; a very few. Unless there are a few old railroaders, such as the majority that run on the Q., who are too old to run around among the boys, you can rest assured they have had their day. Shandy needn't think because ladies notice him they are gone on him. If he thinks so he is a little weak in his upper story. Here is one that is not in love with Shandy's looks or poetry.

Kate, A Fireman's Sister.

TEMPERANCE.

It is claimed that in England there are five hundred deaths every year from delirium tremens alone.

The C. L. S. C. class of '93 may almost be known as a W. C. T. U. class, nearly every lady member on the ground at Chautauqua wearing a white ribbon.

Dr. Bombaugh, an experienced medical examiner, claims that out of every hundred heavy beer drinkers, not more than five pass the age of fifty-three.

A prominent Chicago physician, says the *Lever*, has opened a private hospital for the treatment of professional and business men addicted to the drink habit.

A New York brewer places the average number of glasses of beer consumed by his employes during one day at seventy-five apiece, each glass holding half a pint.

The seventh annual convention of the wine, liquor and beer dealers of the State of New York, lately held at Rochester, was honored by the presence of the City's Mayor, who welcomed the convention in the warmest terms.

Mr. Spurgeon, in his new book entitled "Salt Cellars," tersely remarks that "grape juice kills more than grape shot." He also advises each married man to keep his wife's husband out of the public house.

"What goes when the saloon goes?" inquires the *Seattle Leader*. "The brothel, the gambling hell, the tramp, the criminal, the drunkard, political corruption, pauperism, ignorance, bad debts and hard times, while the saloon keeper goes—to work."

Three thousand penitentiary convicts and two hundred and eighty-five thousand occasional prisoners constitute a portion of the yearly crop of crime developed by the heat of intoxicating liquors and gathered in by the prisons of the United States.

*For Woman's Department:***COMPOSITION OF THE LORD'S PRAYER.**

Thou is the mercy seat our souls doth gather
 To do our duty unto Thee,
 "Our Father"
 To whom all praise all honor should be given,
 For thou art the Great God
 "Who art in Heaven."
 Thou, by Thy wisdom rulest the world's
 Whole frame; forever; therefore,
 "Hallowed be Thy name,"
 Let never more delays divide us from
 Thy glorious grace, but let
 "Thy Kingdom come,"
 Let Thy commands opposed be by none but Thy
 good pleasure and
 "Thy Will be done"
 Let our promptness to obey be even the very
 same.
 "On earth as it is in Heaven."
 Then for our souls oh, Lord, we also pray
 Thou wouldst be pleased to
 "Give to us this day"
 The food of life, wherewith our souls are fed,
 Sufficient raiment and
 "Our daily bread,"
 With every needful thing do Thou relieve us,
 And of Thy mercy pity
 "And forgive us"
 All our misdeeds for Him whom Thou didst
 please to make an offering for
 "Our trespasses,"
 And for as much Oh, Lord as we believe,
 That Thou wilt pardon us
 "As we forgive"
 Let that love teach where with Thou doest acquaint us,
 to pardon all those
 "Who trespass against us,"
 And though sometimes Thou findest
 We have forgot this love for Thee, yet help and
 "Lead us not"
 Through soul or body's want
 "Into Temptation,"
 Let not the soul of any
 True believer fall in the time of trial but
 "Deliver"
 Yes, save them from the malice of the devil and
 in both life and death keep
 "Us from evil,"
 Thus pray we Lord for that of thee from whom
 this may be had,
 "For Thine is the kingdom"
 This world is of Thy work, its wondrous story to
 Thee belong
 "The power and the glory"
 And all Thy wondrous works have ended never,
 But will remain "Forever and
 Forever"
 Thus we poor creatures would confess again, and
 Thus would say eternally,
 "Amen."

Mrs. W. F. Porter, Fireman's Wife.

BUTLER, IND., September 9, 1889.

MISSOULA, MONT., September 11, 1889.

To the Editor of Woman's Department:

I have just finished reading the September number of the *Firemen's Magazine*. I see so much about changing the name of Firemen for some other. If I am in order I shall say a few words to the boys. What is the matter with you, boys, that you are getting so dissatisfied with your name? If you were girls this would not seem strange, as they are fickle and are apt to want a change of name. Boys I thought, were more staid, and did not fret about such trifling matters. You have not forgotten how anxious you were to have this name you now wear. It is an honest name, and you toiled hard for it; be careful, don't change it for a less appropriate one. You will remember when you

went into the round house to wipe engines, your ambition was to become a fireman. You wiped and wiped all the dirt and oil on your clothes, and were happy. After you had learned where to find the fire-box, knew in what part of the machine the smoke stack was located, and could take up the lost motion in the ash pan, you were then promoted to fire the switch engine. How grand you felt when you climbed up on the left side, threw one foot out the cab window, lighted a cigar and waited for signals. You were a fireman; had cast off the wiper with the dirty clothes, and you were very proud of your new home, although you could not sport the B. of L. F. pin on your shirt front. But you were intending to become a B. of L. F. man if good conduct, hard work and study would accomplish the object. Well, in course of time you learn all about cylinders, piston valves, hose injectors, scoop tanks and time checks. Then you are promoted to fire on the main line; you are getting on finely, and still satisfied with the name. After a few years, or maybe one year, you are admitted to the B. of L. F. Lodge. Now, when you have gained this, you have become dissatisfied with the name and want it changed. Do you think the name will change the work? Firing will be firing still. It is honest work and the name is appropriate. So, boys, don't change the name until you change your seat.

The fireman's friend,

C. E. C.

SUFFRAGE.

Fully half the votes at the recent school election at Fairmont, Neb., were cast by women.

The Prime Minister, Sir Henry Parkes, has promised that his new electoral bill for New South Wales shall include women as voters.

At the recent W. C. T. U. convention at Brandon, Manitoba, the Attorney General of the province put himself squarely on record for equal suffrage, to the surprise of everyone present.

The W. C. T. U. seeks the ballot for no selfish ends. Asking it only in the interest of the home, which has been and is woman's divinely appointed province; there is no clamor for 'rights,' only prayerful, persistent plea for the opportunities of duty.—*Mary B. Willard.*

An exchange says: "The utmost courtesy was shown to those women who turned out at Detroit to register in order to vote at the April election. In many registration places the judges prohibited smoking, two saloon-keepers removed the place of registering from their saloons to respectable quarters near by, and no unseemly conduct was indulged in by any man while the women were registering. About 500 registered the first day the books were opened. Mrs. E. C. Skinner received the following from Thomas W. Palmer: 'I sent you congratulations. Let every woman register and vote. It means greater consideration for the affluent, better wages for the struggling, better law, better officers, and a better State.'"

INDUSTRIES.

Miss Ottilie Thomas, stenographer and typewriter, is said to be the only American girl in charge of an exhibit at the Paris Exposition.

Miss Annie Lancey, of Carmel, O., has leased a mill property there, and is doing a large business, employing fourteen men, and operating day and night.

Mrs. Lenora M. Barry is with the American Workingmen's Expedition, now traveling in Europe, and was one of the speakers at the immense reception given the Expedition by the Trades' Organizations of Paris.

Miss Lizzie Blackwell and Miss M. B. McKenzie, two fine type-setters, found their paper, the *Scott County Register*, of Forrest, Miss., suspended and their town without a local journal. They have bravely seized the opportunity, and, as editor and publisher, send out as good a county paper as there is in the State.

The Buffalo Medical College has of late years opened its doors to women. Two of these have taken the junior course in pharmacy and have bought out a drug store, centrally situated, and are now its sole proprietors and managers. The idea of women conducting a drug store was so novel, especially to an Englishman, that it was thought worthy of a notice in one of the London journals.

Mrs. Charles Crocker's latest gift to San Francisco—a home for girls out of employment—was opened a few days ago. The building and site cost \$32,000, of which Mrs. Crocker gave \$15,000. Mrs. Crocker's daughter, Mrs. Alexander, gave generously also. The working-girls of San Francisco will have cause to remember the names of these two ladies with gratitude.

Miss Charlotte Robinson, an English artist, enjoys the patronage of Queen Victoria, and has the title of "Home Art Decorator to her Majesty." Miss Robinson is a house decorator, and is doing a thriving business. She is rarely without two or three houses on hand, whose decorations from cellar to garret is frequently left entirely to her direction. It was while traveling in America that Miss Robinson was struck by the decoration of certain New York homes, and thereupon resolved to devote herself professionally to such work.

Miss Laura A. Fry has followed her grandfather's and father's profession of wood-carving since 1876. When asked whether she could recommend the craft for women, she answered: "As regards skill, women may become as dexterous wood-carvers as men; but wood-carving is as much an art as is the sculptor's, and 'art for art's sake' must be the creed of its follower. As a money-making work it is a failure, for the materials are costly and the process slow. In a modified form, however, as in designing appropriate decorations for furniture, it is full of possibilities.

MISCELLANEOUS.

"Do not think you can do anything worth doing in a fit of enthusiasm, but train yourselves carefully to any work you are called to do."—*Florence Nightingale*.

She—"You were not so dissipated before we were married." He—"Indeed I was, my dear; but when anybody told you so then, you wouldn't believe it."—*Life*.

The latest agricultural news: Jack (excitedly)—Mamma, you know that lemon-pit I planted last year that came up a pea vine? Well, it's got string beans on it?—*Life*.

"Bigotry has no head, and cannot think; she has no heart and cannot feel; when she moves it is in wrath; when she pauses, it is amid ruin; her prayers are curses."—*Phillips*.

Precocious boy—Mamma, was Ananias killed for telling just one lie? Mamma—He was, my son. Boy (thoughtfully)—There has been a change in the administration since Ananias' time, hasn't there, mamma?

Mrs. Wistful—What happy people you are, to have six nice daughters! What resources for your old age! Mr. Quiverful—Yes, Resources enough. But the difficulty nowadays consists in husbanding one's resources!

Missress—"Why, Mary, I told you to make up my room an hour ago, and here it is in terrible disorder." Mary—"Yis, mum, an' I did make it up; but the master came in to put on a cane collar, mum, an' he lost the button."—*Epoch*.

The only thing a man makes, is his condition of fate. Though commonly he does not know it, nor put up a sign to that effect, "My own destiny made and mended here," [not yours,] he is a master workman in the business. He works twenty-four hours a day at it, and gets it done.—*Thoreau*.

Sweden would seem to be a country after the heart of the most pronounced advocate of woman's rights. Women are there employed in all the vocations which ordinarily are conceded to be the peculiar property of mankind. Every Swedish girl not born to wealth is taught a trade of some kind, and it is now triumphantly announced that Swedish women will shortly receive equal political rights with their husbands and other male relatives.

The *Youth's Companion* gives this as an incident of the early days of New England: "A wife published that she would not pay her husband's debts as usual, for they had agreed to separate, and she had given him one-half of her property to get rid of him. The notice ended with—

I'd rather live a single life,
Than pay his debts and be his wife;
For I am weak and full of fear
And debts grow heavier every year.

COMFORTED.

BY ELLEN HAMLIN BUTLER.

I'd just been desparate all that day; I couldn't stand one thing more;
The work was piling and piling up, like an awful mountain before.
I gave my dishcloth a twist and a wring, the wring of my bitter mood.
And said, "If the Lord is tender, or cares, He'll show me a token of good."

And Milly turned, as she stood outside, in her pretty new figured gown,
I saw the tears in her big blue eyes—God bless her! they seemed to drown
A little of all I was suffering. She waited, and then said she,
"Perhaps He sends us some tokens that we do not look to see."

When she was gone, I sat down and cried, with my head on the old red shawl.
I almost thought there wasn't a God to plan for this world at all!
But after I'd cried my tears away, I thought of what Milly had said;
I thought of it all the afternoon, and when I had gone to bed.

In the morning, I went to the door, and there was my cactus at last in bloom;
A great, red, glorious blossom that had burst 'twixt the light and gloom.
And when I looked deep into its heart, I felt a kind of an awe;
That sheaf of stamens! that perfect cup! but that wasn't all I saw.

I gazed at the gnarly, prickly plant, so bare and crooked and dry,
With that blossom just like a rosy star dropped out of the morning sky,
Then sank to my knees beside the door, and there on the cold, wet sod,
I knew there was One who cared for me, and He was the loving God.

For oh, if He has the power to make such a flower by love divine,
Perhaps He will bring a pure white soul from such a poor life as mine;
It is dry, and twisted, and dreary, filled up with my household dust;
But ah! I have a-en His token, and I know I can wait and trust.

—*Matie Farmer.***EDUCATION.**

Miss Anna V. La Rose, of the Logansport (Ind.) High School, has been elected to the superintendency of the Logansport schools.

The Woman's Medical College of Chicago celebrated the opening of its twentieth year of instruction last week. Over one hundred students have been enrolled for the present year, and a large, new college building is nearly completed, which will be used for operations and lectures.

The Woman's Club of Decatur, Ill., which includes in its membership several hundred of the representative ladies of the city, will erect a club building at once and fit it up in elegant style for regular meetings, afternoons and evening. The structure will cost \$10,000, and nearly all of the money is subscribed. The club discusses scientific, literary and domestic questions, and occasionally arranges for lectures.

The literary world is again surprised by finding another feminine writer behind a masculine name. Graham R. Thomson, whose exquisite verses have been a feature of *Scribner's Magazine*, is a young and beautiful Englishwoman with the commonplace name of Mrs. Sharp.

Three women, Mrs. Francis A. Crock, Miss Isabel Hart and Mrs. E. B. Stevens, are incorporators of the new Woman's College, of Baltimore, Md., and Miss Hart is one of the trustees. This Southern college for women is more progressive in this respect than some of its Northern sisters.

Miss Lois Royce, the young school-teacher who lost both her feet in consequence of her heroic fidelity to her pupils during a blizzard, can now walk on the artificial feet sent to her. She is doing well in her studies at Cornell College, Mount Vernon, Ia., where she is taking a four years' course.

Whoever objects to "woman's rights" can take it as man's rights, human rights, the rights of children, of the poor, or of our motherland. They are all the same, and are all included in that beneficent effort which is to result in man and woman, the two halves of the perfect whole, standing side by side in morality and good citizenship, equal before the law.

Miss Mary Louisa Worley, the daughter of a London physician, has distinguished herself as a young woman of remarkably high degree. In 1884 she won a scholarship at Girton college, Cambridge, in 1886 graduated with classical honors at London university, and in 1888 did the same thing at Cambridge, capping the climax by passing so brilliant an examination for the degree of London Master of Arts that she took the first place and at the same time won the gold medal for classics. Miss Worley intends to make teaching her profession.

PROUD OF THEIR CHAINS.*Woman's Tribune.*

The outward tokens of woman's former subjection, the earring, the bracelet, the head-cover, have become ornaments. The marks of the chain on the mind and soul cannot thus be transmuted by time, yet some women appear to be proud of their weakness and ignorance, and to consider these give them a title to consideration, choosing thus to wear as gifts of Nature the habits of the slave.

*For Woman's Department:***MIGNONETTE.**

'Tis a small, modest flower that grows in the garden,
Which boasts not of colors, rich, bright, or rare,
Unassuming, and simple, it seeks not notoriety
But breathes forth a perfume, so sweet on the air.

True emblem of those, who by nature, aspire not,
For the laurels, adorning, the gifted one's brow,
But like the fragrant flower, their influence gentle
Is felt in the homes, by their presence endowed.

—*Mrs. C. S. Müller.*



Correspondence must in all cases be brief and to the point.

Subscriptions must begin with the January, April, July or October number and expire with the year.

Changes of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazine will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

NOVEMBER, 1889.

PATRICK FENNEL—"Shandy Maguire"—delighted the Denver Convention B. of L. E. with an "original poem." It is needless to say that "Shandy" was equal to himself, and that he is like some gold mines in the world, the more you work them the richer they become.

MASTER MECHANIC S. W. WAKEFIELD, enjoys the satisfaction of having the confidence and esteem of all his employes. Our members at Keokuk speak of him as a thorough gentleman, as well as competent and obliging official. Such men as Mr. Wakefield are an honor to the railway service.

ANGUS SINCLAIR, Secretary of the American Railway Master Mechanics' Association, and Editor of the *National Car and Locomotive Builder*, sailed for Europe on the 25th of September, to be absent, as we are informed by circular, seven weeks. We wish Mr. Sinclair a pleasant tour, and shall look for his views of European railroad affairs with no little anxiety.

C. N. GILMAN, Esq., Division Superintendent of the C., R. I. & P., and his assistant, J. C. Cooms, Esq., have the thanks of the members of Gate City Lodge, No. 93, Keokuk, Iowa, for the courtesy of a special train on the occasion of the union meeting recently held in that city. J. G. Sickles, Esq., Train Master of the K. & W., had a special car attached to the regular train on the same occasion, for which the boys are deeply grateful. Such courtesies inspire the warmest feelings between officials and employes, and are fruitful of much good.

We have received from the Standard Steel Works, of Philadelphia, a paper weight in the shape of a locomotive driving wheel, which is an iron casting so treated that it will not rust. As a paper weight it fills the bill, and is a constant reminder of the steady advance made in the treatment of iron to meet the demands of this wonderfully progressive age, and it goes without the saying that the Standard steel works is in the van of the procession.

THE Brotherhood of Locomotive Firemen feels a just pride in knowing that its official organ is in demand by men whose good opinion is of great value. This view of the subject is strengthened by subscriptions from such widely and favorably known railroad men as Day K. Smith, Esq., Supt. Kansas City Railroad Company, and others of equal prominence. The *Magazine* is moving along in the even tenor of its ways, and the members of our Order would find it in many ways beneficial if they would roll up their sleeves and work for its still wider circulation.

We publish elsewhere in this issue of the *Magazine* a paper written by General Master Workman Powderly, and published in the *Journal of United Labor*, the official organ of the Knights of Labor, and invite the readers of the *Magazine* to give it a careful perusal. The arraignment of Austin Corbin, the Philadelphia & Reading Railroad, and the aiders and abettors of crime in Pennsylvania is terrific, and as true as it is severe. The country stands in need of such literature, and Mr. Powderly's talents, and they are of a high order, were never better employed than in excoriating such masked scoundrelism as prevails in Pennsylvania.

We are under obligations to Hon. Charles F. Peck, Commissioner of the Bureau of Statistics of Labor of the State of New York, for the Sixth Annual Report of the Bureau, a volume of more than one thousand pages, filled from cover to cover with statistical tables and valuable comments upon the same. Bureaus for the purpose of obtaining statistics relating to labor are now, not only a part of the governmental machinery of States, but also of the National Government, and, as a result, facts are being obtained and arranged in a way to exert a powerful influence upon legislation. The New York Commissioner is among the most laborious and methodical of the Chiefs of Bureaus, and the industries of the Empire State are being classified in a way that will serve a most valuable purpose. We shall, as opportunity offers, consult the pages of Mr. Peck's report for the purpose of giving the readers of the *Magazine* the benefits of his figures and mature conclusions.

THE BROTHERHOOD OF RAILWAY CONDUCTORS.

The First Annual Convention of the Brotherhood of Railway Conductors was held in the city of Los Angeles, commencing September 16th, 1889.

To say that the Brotherhood has achieved wonderful success is stating the case mildly, and this success the *Firemen's Magazine*, though boasting of no special prescience, saw from the beginning. The situation demanded the organization. The field was inviting. The Order of Railway Conductors did not meet the demand of the times; it was not in harmony with the spirit of the age. In moments of supreme necessity it did not meet requirements. Great it may be; virtuous it may have; good it may have accomplished. Good men are in its membership, but wanting in sympathy with the toilers on train and track, another order was demanded, and it came. Its coming was inevitable. Some mistakes are fatal. It does not help the matter to say, "it is human to err." It is quite as human to correct errors, and those who will not see them nor correct them, but blindly and obstinately pursue their mistaken course, must eventually go to the wall. The idea of aristocracy in labor is to be everlastingly ostracized. Workingmen are resolving to fraternize; to unify and federate. The edict has gone forth—all educational forces are moving on converging lines and the day of labor's redemption draweth nigh.

The Brotherhood of Railway Conductors was wise enough to see the point. It comprehended the situation. It grouped the facts and mastered their significance. From the first it was in line with the logic of events, and as a result, its first annual convention triumphantly demonstrated the wisdom of its councils and the strength of its influence.

When the roll of delegates was called the following representatives answered to their names:

C. L. Houghwout, Ashland, Wis.
H. C. Christenot, San Antonio, Tex.
F. F. Deyol, Los Angeles, Cal.
W. J. Tyrrell, Los Angeles, Cal.
H. G. Vavasour, El Paso, Tex.
W. S. Ford, La Grande, Ore.
E. C. Sumner, Tucson, A. T.
F. W. Travis, East Syracuse, N. Y.
William Mattison, Toledo, O.
W. H. Sheasby, San Bernardino, Cal.
R. C. Crawford, Portland, Ore.
A. C. Graper, Roodhouse, Ill.
C. L. Hartt, Los Angeles, Cal.
T. J. Heuser, Winslow, A. T.
Harry Hart, Pueblo, Col.
J. J. Donnelly, Raion, N. M.
D. H. McEntyre, Oakland, Cal.
W. W. Berry, Minneapolis, Minn.
W. P. Hathaway, Garrett, Ind.
J. J. Nelson, De Soto, Mo.
W. T. Strout, La Crosse, Wis.
J. C. McCulloch, Dennison, Tex.
E. B. Sprague, Fort Scott, Kan.
H. Kilduff, Sprague, W. T.

H. E. Stephens, Dubuque, Ia.
J. J. Murphy, Louisville, Ky.
J. Phalen, Ogden, Utah.
W. E. Brown, St. Paul, Minn.
W. L. Moore, Missoula, Mont.
R. D. Patton, Springfield, Mo.
Mr. G. Beckley, West Bay City, Mich.

In connection with the foregoing list of delegates the names of the charter members of the Grand Division are given, as follows:

Thomas Agan, N. H. Beebe, A. J. Bennett, J. S. Bachman, J. P. Barney, N. J. Bigelow, C. H. Brickner, D. J. Carr, F. W. Craven, F. E. Chamberlain, J. F. Calbreath, O. A. Clough, C. F. Calnes, J. N. Downing, J. F. Darbin, W. A. Dunn, F. T. Devol, G. W. Eddy, S. F. Eggleston, E. B. Elliott, S. Elliott, W. E. Ellsworth, J. F. Fuller, J. M. Fisher, C. A. Flood, S. P. Hunter, J. E. Hartell, J. B. Harrison, F. L. Harris, E. T. Haggin, S. L. Humporeys, L. House, G. W. Howard, F. M. Havens, C. L. Heartt, W. H. Johnson, D. J. Jones, J. N. Kincaen, C. S. Lemon, E. B. Leonard, F. E. Langdon, W. O. Moller, A. W. McLean, William McFarland, Charles T. Moore, James Milligan, J. F. McCarthy, S. W. McDaniel, George A. McElroy, Thomas McCord, D. McMurray, A. H. Miller, C. H. Newbit, F. F. Nance, G. H. Nutting, L. B. Nolton, G. H. Nolton, W. A. Osgood, R. Payne, H. R. Putnam, N. Pelun, J. F. Ramp, J. C. Reeder, J. C. Ross, F. H. Seelev, L. P. Sheppard, G. F. Taber, W. J. Tyrrell, W. M. Usher, T. H. Varney, W. W. Wallace, John Weber, F. B. Whiteside, J. C. Wiley, Wm. Willetts, L. A. Wood, F. B. Willetts, A. L. Wiley, J. G. Ward, Z. Vall, Fred McClelland, John Hallahan, J. H. Detrick, Charles F. Prudhomme, E. Kennedy, T. J. Dudleson, A. R. King, A. A. Neil, F. M. Worthington.

At the proper time, the election of Grand Officers being in order, the result was announced as follows:

Grand Chief Conductor, Geo. W. Howard, of Evanville, Ind. (re-elected.)
Assistant Grand Chief Conductor, Charles Moore, of Los Angeles, Cal. (re-elected.)
Grand Secretary and Treasurer, D. J. Carr, of Los Angeles, Cal. (re-elected.)
Grand Senior Conductor, Harry Hart, of Pueblo, Colo.
Grand Junior Conductor, J. J. Nelson, of St. Louis, Mo.
Grand Inside Sentinel, W. S. Ford, La Grande, Oregon.
Grand Outside Sentinel, G. W. Travis, of Syracuse, N. Y.
Grand Chaplain, C. L. Houghwout, of Ashland, Wis.
Executive Committee, J. G. Ward, W. M. Usher and W. H. Sheasby, of Los Angeles, Cal.

By a vote of the convention, the next annual convention will be held in Toledo, O.

The report of the proceedings in the *Railway Service Gazette*, which was declared the official journal of the Brotherhood, shows that the delegates were the recipients of many courtesies in the way of excursions, etc., and that the convention was harmonious throughout.

The reelection of Col. George W. Howard as Grand Chief Conductor, was not only a merited compliment, but was an act of wisdom, which signifies continued growth and prosperity, and the same may be said of D. J. Carr, Esq., the efficient Grand Secretary and Treasurer.

A HIGH HONOR TO THE B. of L. F.

Beyond the boisterous Atlantic, in England, whose history is resplendent with achievements in every department of literature and art, mechanical device and commercial supremacy—the home of Watt and Stephenson—there exists an organization known as the “Associated Society of Locomotive Engineers and Firemen.”

In a land of recognized aristocrats, of Dukes and Lords, and “a” that, we are proud to say the virus of such ideas does not enter into the Association of Locomotive Engineers and Firemen. These men of the “Foot-plate” stand upon a level—and in this regard teach Americans a lesson of Democracy of splendid significance.

This Society has paid the Brotherhood of Locomotive Firemen a high honor, a splendid compliment. It has made F. P. Sargent, Grand Master of the Order, J. J. Hannahan, Vice Grand Master of the Order, and E. V. Debs, Grand Secretary and Treasurer of the Order, honorary members. Let it be understood that the named Grand Officers of the B. of L. F. accept the distinction conferred upon them as an honor to the Brotherhood they in some measure represent. And that our readers may know in what felicitous terms this honor is conferred, we introduce the following official letter:

ASSOCIATED SOCIETY OF LOCOMOTIVE ENGINEERS
AND FIREMEN, HEAD OFFICE, 44 PARK SQUARE,
LEEDS, ENG., September 13, 1889.

Messrs. Sargent, Hannahan and Debs:

GENTLEMEN—Your favor of July 31st was laid before the Executive Council on the 25th ult., the contents of which gave them extreme pleasure, and by your kind acceptance of *Honorary Membership* in our Society, we feel that we have objects and sympathies in common, and that, although such a wide expanse of ocean does separate the two Associations, that we are with each other in spirit, and we fervently hope that the good feeling existing between us may continue so long as the organizations shall endure. In reference to your enquiries respecting our order, we forward you Copy of Rules, Balance Sheet for 1888, and September number of our *Journal*, and trust that we may from time to time have an interchange of ideas on the best means to be adapted for bringing about a better feeling between capital and labor, and the promulgation of that spirit of unity which we feel is so necessary in the interests of men whose calling is of such a responsible and hazardous nature. Trusting therefore that the step now taken may be the means of more closely cementing that bond of friendship and brotherly love which we feel assured is reciprocal between the Knights of the Foot-plate in the old country and America, and we have now great pleasure in asking your kind acceptance of the Emblem of our Order with the names of the Grand Officers of your Association inscribed thereon, and conclude by hoping that we may hear from you frequently, and beg to remain on behalf of the Executive Council, Yours fraternally,

THOMAS G. SUNTER, General Secretary.
THOMAS BALL, Assistant Secretary.

We should be pleased if every member of the B. of L. F. could see the artistic beauty of the Emblems of Honorary Membership,

in colored lithograph, the “key to the emblem” being specially expressive and replete with instruction.

We are also in receipt of the *Associated Society of Locomotive Engineers' and Firemen's Journal*, and find its pages filled with instructive matter. A copy of the “Revised Rules of the Society” explains fully its government, and the “Annual Report and Balance Sheet” for 1888 discloses the fact that every detail of the business of the society is attended to with the most exacting care.

To be an honorary member of such a society is a great honor, and one which we fully appreciate, not only for ourself but for the Brotherhood of Locomotive Firemen.

On August 15th., Mr. John Dolan, Master Workman Lake-Faring Men's Assembly, of Milwaukee, Wis., addressed the following communication to a Milwaukee newspaper:

MILWAUKEE, WIS., August 15.—To the Editor: Be kind enough to print the following: United States Marshal law in Milwaukee. Last Friday, August 8, the schooner J. G. Masten arrived in Milwaukee from Cleveland. She carried four men before the mast. Those men shipped in Cleveland to come to Milwaukee for \$1 per day, but had not signed articles of any kind. When they came to Milwaukee they found the rate of wages was \$1.75 for sailors, so they left the Masten. The captain would not pay them their wages because they quit the vessel. He could not get men to go for less than \$1.75 per day, and said he would not pay that figure, but stated he would make his men go back for the same wages.

The men came to the Master Workmen of the Lake Faring Men's Assembly and stated their case. The Master Workman went to Capt. Parker of the Masten and asked him to pay the men. He refused. He then went to the United States Marshal and claimed protection for the men, but met with no encouragement. Capt. Parker also went to the Marshal and wanted the men put on board the vessel again. Thereupon United States Marshal West put the men in prison till the vessel was ready for the lake and forced the men on board again for same wages they had on leaving Cleveland—\$1 per day. Sunday last they were taken before Commissioner Blodgett, and he told them they must go on board for the same wages or go to jail. The men stated that they wouldn't go on board of the Masten and that they had signed no articles to compel them to proceed any further on her, but that was of no avail and back they had to go to the vessel. If this can be done there is no protection in the United States for a sailor.

JOHN DOLAN,
Master Workman Lake-Faring Men's Assembly.

If, after reading the foregoing manly protest against an act of unmitigated tyranny, the blood of all honorable men does not become boiling hot with honest indignation, then it were supreme folly to talk about liberty of any sort, and all our boasting of equal rights, independence, etc., is of no more consequence than the gabble of geese. The Czar of Russia or the Sultan of Turkey could not have perpetrated a greater wrong than was inflicted upon the sailors at Milwaukee by a United States Marshal. If such things can be tolerated, then indeed is the United States of America Russianized.

A PLEA FOR SAFETY AND FOR SUNDAY REST OF R. R. EMPLOYEES.

DEAR SIR:—The accompanying article, a plea for safety, for Sunday rest for R. R. employees is sent to each known address of every religious paper in the nation. The writer was one of the railroad commissioners of Iowa, from May 1, 1883 to April 1, 1888. As said in the article the law of this state requires the railroads to report all accidents to persons to the commissioners.

So great was the number of train men injured and killed by coupling cars and falling from trains, this last coming from being compelled to go on top of cars to set the hand brakes, that the writer felt it his duty to give this matter a thorough investigation leading to a remedy.

The result of months of exhaustive investigation and experiments is embodied in the article sent you for publication.

It may be proper for me to state that I have scrupulously kept free from any mercenary interest whatever in any device or patent for safer couplers or brake. My only and whole object is to awaken a public interest by simply stating reliable facts that will by moral force compel railroad owners to properly equip their cars for greater safety to their employees and also to give them Sunday rest, or, if found necessary, to have this aroused public sentiment crystallized into suitable state and national laws requiring these things so reasonable and just to train men.

The discipline in railroad circles is such that these men do not for obvious reasons come before the public and speak for themselves. Somebody must plead for them. In the name of over 100,000 brakemen I ask most respectfully that you take up this cause and either editorially lay their case before the public or use the accompanying article or such of its statements as you may think best.

Rest assured the thanks and the most appreciative gratitude of as grand a class of wage workers as the country holds will be yours for any space you may devote to this great work. Probably the writer is already sufficiently known to the public press by his labors in the behalf of these men and their bereaved families, or by his agricultural writings, to secure you against any fear of impopularity.

If any references are desired he could refer to our senators and all of our representatives in congress, to the First Assistant Postmaster General Mr. Clarkson, or any of our officers.

Hoping and trusting you will do all you can to help along the much needed work I am most respectfully,

Your Servant,

L. S. COFFIN,

Ex. R. R. Commissioner, Fort Dodge, Iowa.

The accompanying article, "A Plea for Railroad Employees," is as follows:

TO THE EDITOR:—Will you permit me to appeal through your columns to a christian and humane public for a united effort to remedy two great wrongs done to a very deserving and now indispensable class of public servants. I refer to the deprivation of Sunday rest and its privileges to railway men, and the lack of suitable and reasonable safety appliances on engines and freight cars, causing by this lack in this nation an untold amount of death and suffering to train men, especially to brakemen and yard men.

"The Sabbath was made for man," so said He who spake as never man spake. The Sabbath would not be needed only as man's good requires it. Hence if no man there would be no Sabbath. Let us first then endeavor to stay this great loss of life and limb to railroad men and then secure to these saved men the Sabbath.

Note these startling facts. In the Railroad Gazette, published in New York, issue of April 28 last, is found this statement: "A calculation based upon accident returns in the reports of State Commissioners indicates that every year some 2,700 able bodied men are killed and over

20,000 injured in the discharge of their duties as employees of the railroads of this country."

This statement stands unrefuted. This, of course, includes deaths and injuries from all kinds of railroad accidents. My special purpose at this time is to call attention to only two causes, or kind of accidents, resulting in death and injury to train men, those that come from coupling and uncoupling cars, and from the continued use of the old hand brake on freight cars. What part of this great number of 2,700 killed and 20,000 injured yearly comes from these two causes alone in the nation at large, I am not able at this writing to say, but I can furnish reliable statistics as to this matter as far as the State of Iowa is concerned. (It may be proper to say here that the writer was one of the Railroad Commissioners of this State for nearly five years.)

Our commissioner law has been in force for ten years. This law requires railroad companies to report all casualties and their kind to the board. In these ten years there have been killed and injured in this State by the link and pin coupling and hand brake alone, 2,426 strong, able bodied men, and the great majority of them young men.

When these reports from the railroads commenced we had about 4,000 miles of road, we now have a little over 8,000. The report of the Commissioners for 1888 shows 352 killed and injured by these two causes alone in this State last year.

We have in this nation now rising 150,000 miles of railroad. If the same death rate and injury holds all over the nation as in Iowa (and we have reason to believe it is greater) there are not less than 6,600 of these young men ground to death under the cruel iron wheels or caught between the cars and more or less crippled for life each year in this country.

This is indeed a fearful statement, and owe the general public will be slow to believe just because of its awfulness. Nevertheless it is too awfully true. I am under rather than over the true facts. Railroad experts tell me I should make my calculations on the number of engines in use, rather than on the miles of road in the State. There is good reason for this. Then again Iowa is a temperance State. Her railroad men are almost universally temperance men. Our trains are handled by sober men, but be that as it may, here are the astounding facts, 352 either killed or injured in the State of Iowa last year, and on this most favorable calculations, 6,600 in this nation by these two causes alone. But why single out these two things, viz, the old link and pin plan for coupling cars and the old hand brake for controlling the trains?

Of course I do this for a purpose. I am aware of the fearful import of my words when I now deliberately say that for all this inexpressible suffering and all these tragic deaths to these brave men there is no valid excuse. It is wholly unnecessary and can almost all be prevented.

I shall carry every honest thinking reader with me when I ask them if they ever now see brakemen on top of passenger cars handling the brakes? Or how often do they hear or read of a brakeman being killed in coupling passenger cars? Why is this? Simply because these cars are equipped with safety or mechanical couplers and with power brakes which latter are controlled by the engineer in his cab.

It is now proven beyond all shadow of doubt that automatic couplers and power brakes are as practically applicable to freight as to passenger cars and would prove to be an actual saving and economy in operating a railroad, for without considering the delays, expenses and damages arising from continual wreck, the sum of money paid out annually by the railroads to partially alleviate the suffering of these injured men and their families is greater than the cost of the safety appliances.

While on the railroad commission the writer spent weeks, yes months, on experimental trains with the ablest railroad experts for the very purpose of ascertaining the practicability of using the automatic couplers and brakes on freight

cars, and, as said above, every doubt was removed and so admitted by the railroad experts who as a committee from the National Master Car Builders Association had these experimental tests in charge and they so reported to that body. Here then is the point I wish to make emphatic before the public mind:

This "absenteeism" in the ownership of our railroad property as a rule has the effect of making these owners insensible to the dangers to life and limb to which our citizens engaged in the railroad service are continually exposed, and they are made to stand before the public as heartlessly weighing the terrible suffering from loss of the lives and limbs of railroad men, together with the crushing grief of wives and mothers, against the few paltry dollars of outlay it might take to equip their engines and freight cars with the safety appliances now admitted to be not only practical but in the end economical.

No matter how humane the general officers and management may be, or how willing to put on these life and limb saving appliances, they are powerless to do so only as the boards of directors vote to appropriate the money for this special purpose.

All who are any way familiar with the temper of most boards of railroad directors are aware that the great demand from them upon the managers of their property is for "dividends." They are very slow to listen to anything from these managing officers that calls for a considerable present outlay of funds. These presidents and general managers want to be reinforced when they go before the boards by a "public sentiment" or a "thus saith the law." While some of the roads are doing something toward applying these safety devices, our appeal is to boards of directors and managers of all railroads and to the legislators, both state and national, to give this humane subject their first consideration.

It is with the public to say whether this shall be done or not. So common is this killing of brakemen the public have come to think it an inseparable part of railroad transportation. Must these poor fellows by the thousand yearly be sacrificed on the altar of the penuriousness of owners of railroad property?

It is almost beyond belief that the public has sat still and allowed this terrible price to be paid year after year and made no protest. The time for any excuse is now past. Time was when an engine without a "driver brake" on could be called finished and put to work on the road—an almost unmanageable thing—not so now. Time was when freight cars without automatic couplers and power brakes could be called finished and be put to service, with all their death dealing appliances—not so now.

The great humane and Christian public when once aroused by a knowledge of those terrible facts which disgrace our railroad age, will not longer sit still and allow cars to be built four-fifths wood and iron and the other fifth the mangled flesh and broken bones of these train men engaged in railroad service.

There is not a railroad director in America that would for all the railroads in the nation do duty as a brakeman one single night on the top of these trains. Why! It will be looked back upon as one of the most inhuman things of this civilization, to compel a human being to the exposure as is done every day and every night in ten thousand cases, on the top of these fast moving, swaying trains at all hours of the night in storms of snow and driving sleet and ice, to go from one end of the train to the other over slippery decks to set up the brakes.

We have a society to prevent cruelty to dumb animals, but here is a refined cruelty practiced on 100,000 brakemen in this nation every day, and no one opens his mouth in protest.

Now one more plea and I am done. I come now to the Christian conscience of the public. Is it not enough that these brave and faithful men serve us night and day in summer's heat and winter's cold, always at their post, always "on time" if it be in the possibilities—is it not

enough I ask, that these men serve us six days and six nights without their being compelled to give up the hours of the Sabbath to this same exacting public? Perhaps railroad work on the Sabbath is not so prominent in the east as here in the farther west. Unless one has given attention to this point he would be surprised at the amount of freight train work there is done on the Sabbath. The writer was at a station in this state on Monday morning one day a year ago last winter, and on looking at the register he saw that 84 trains had registered there the day before. This was on one road—84 trains on Sunday in the country too—Think for a moment what that means. How many men that takes from their homes on the hours we all so much prize as rightfully our time—as hours to be with our families at home, at church, at the Sunday school, or where we can get the most possible rest or good and do the most for humanity.

Yes, next to saving the lives and limbs of these faithful and uncomplaining men of the rail, this question of rest on the Sabbath to these same men—this stopping the rolling of tens of thousands of creaking iron wheels over the steel rails, and shutting off the scream and shriek of the steam whistle that so grates upon nerves of good people everywhere on this day we all have been taught should be kept holy, is one of the most important questions that confronts the Christian public of America to-day.

The great corporations must be brought to observe this one day in seven as private persons do, or the Sabbath will surely be lost to us as a people.

In the exigencies of railroad transportation and commerce of a great nation like ours, there will be—there inevitably must be—more or less of Sunday work imperative. Our plea is for the rule, "Sunday rest for train men." Think of it, Christian men, and Christian women, of America! Have we not ignored and shut out from our Christian sympathy, and from the bonds of universal brotherhood, to a very great extent, unthinkingly it may be, but none the less cruelly and inexcusably, this great army of the most faithful an uncomplaining class of wake workers, who have served the public at such a terrible cost of death and suffering?

In the name of the Christian humanity of this nineteenth century I bring the claims of these men before the public and ask for them what we would ask for ourselves were our cases theirs.

L. S. COFFIN, Fort Dodge, Iowa.

We deem the forgoing article as specially valuable and opportune. Mr. L. S. Coffin, the writer is widely known as an advanced thinker, and as a man profoundly interested in the welfare of Railroad employes, and we bespeak for his article a careful perusal by the patrons of the *Magazine*.

We are indebted to Messrs. G. P. Putnam's Sons, of New York and London, for a copy of a book by Charles Whiting Baker, C. E., associate editor of the *Engineering News*, entitled, "Monopolies and the People." At this writing, we have been able to give the book only a cursory examination, but at an early day we propose a more extended notice with quotations from its valuable pages showing the monstrous and cruel wrongs of monopoly. The volume appears at an opportune time and to the extent of our ability, we propose to popularize its main facts and arguments.

THE BROTHERHOOD OF RAILROAD BRAKEMEN.

On Monday, October the 14th, the great Brotherhood of Railroad Brakemen began its Sixth Annual Convention at St. Paul, Minn., under the most flattering auspices. The weather was simply superb and the street parade was all that the most ardent friends of the Brotherhood could desire. Nothing went amiss. Arrangements were perfect, and order everywhere prevailed. In the procession was a large number of carriages, containing officials and distinguished guests, and in the ranks were to be seen firemen, switchman and conductors. The music was inspiring, and badge and banner helped to make the demonstration specially delightful.

The evening meeting at the Armory was, in point of eclat, fully up to the street demonstration. The great hall was densely packed and the ladies formed a conspicuous part of the audience. Not only railroad men were present but representatives of the various workmen's organizations, including Knights of Labor.

The speakers for the occasion, occupying seats on the stage were: Messrs. Grand Master S. C. Wilkinson, of Peoria, Ill.; First Vice Grand Master Edens, of Bucyrus, O.; Grand Secretary and Treasurer, E. F. O'Shea, of Galesburg, Ill.; F. P. Sargent, Grand Master of the Firemen's Brotherhood, of Terre Haute, Ind.; Father Jewett, of Boston; L. W. Rogers, editor of the *Brakemen's Organ*, of Galesburg, Ill.; T. T. Slatery, of Butte, Mont.; L. L. Coffin, ex-Railroad Commissioner of Iowa; Mrs. Dr. Ingalls, of Chicago; Mrs. H. P. Jones, of Washington, Ind.; Archbishop Ireland, Acting Mayor Yoerg, Judge J. J. Egan and Gen. Becker, of St. Paul.

The Chairman of the meeting, Gen. G. S. Becker, introduced the Right Reverend John Ireland, Archbishop of St. Paul, who offered up an impressive prayer, after which Gen. Becker delivered the opening address, and was followed by Alderman Yoerg, who tendered the Brakemen a generous welcome to the city. Judge Egan followed Mr. Yoerg in a felicitous address, and among other things said:

"Minnesota, the North Star State, the land of sky tinted waters, greets the brakemen of America. Rich in agricultural soil of boundless fertility, rich in contented homes and a prosperous state of society, she welcomes you. St. Paul, the fairest, the proudest, the richest and the most picturesque city in the world, shakes hands with you this evening, and says it is honored by the presence of future presidents of railroads. St. Paul the railroad center of the Northwest, with 264 trains, passenger and freight, daily coming and going from the Union depot, welcomes you to her house. Fair weather greets you; Providence and civilization approve the ties which bind you together. You meet in the very center of the American continent—the future capital of North America.

Archbishop Ireland, was the next speaker,

and the learned prelate said many things well calculated to revolutionize thought upon labor topics. We quote:

The reverend prelate proceeded to condemn the false political economy of a few years ago, which consigned the laboring classes to mere working machines. Society could not endure such a state of things, and it was the most anti-Christian practice that could be brought in among men, for this was the teaching of the Christian religion and the basis of true civilization—that man was not a machine, was not an animal—he was a creature of God, put upon this earth to fulfill His mission; and God gave the earth to His children, to all of them so far as necessary and as far as practical circumstances would permit the use of it. If some were to have more than others, others were always to have at least a sufficiency, and society was bound by the laws of God to see that no man was made to work for a smaller salary than brought him and his family a livelihood, that no man should be compelled to engage in work that led to the destruction of morals, to abrupt shortening of life.

Following Bishop Ireland, Grand Master S. E. Wilkinson, stepped to the front, and delivered a well timed address, thoughtful and instructive throughout. He informed the audience that the Brakemen's Brotherhood now had three hundred and twenty Lodges, and a membership of nearly 20,000. His address, supplied, for the consideration of the audience, many valuable statistics, and was justly regarded as a masterly effort.

Grand Master F. P. Sargent, of the B. of L. F., was introduced, and in responding to the call for a speech, among other things said:

I come to represent a brotherhood of 20,000 men, who have in their hearts a warm spot for the brakemen. I represent the men who wish you the success and happiness your industry and sobriety deserve. The great Brotherhood of Locomotive Firemen is your friend. When your organization was in its infancy the Brotherhood of Locomotive Firemen extended to you the right hand of fellowship and stood ready to assist you. We are your brothers and you are our brothers. Remember that you came not here for any selfish purpose—you came here to represent your brothers.

Under such pleasant auspices the Brotherhood of Brakemen commenced its Sixth Annual Convention. In a subsequent issue, the *Magazine* will furnish its readers with a synopsis of such of the proceedings as find expression in the public prints.

* *

DURING a brief visit to Chicago, recently, we were greatly pleased to make the acquaintance of Mr. H. J. Skeppington, National Secretary and Treasurer Boot and Shoe Workers' International Union, of Boston, Mass. We found Mr. Skeppington thoroughly advised in regard to questions relating to organized labor and actively engaged in promoting the welfare of the Union, in which he holds a responsible office. The Union, contemplates the publication of an official journal, and should Mr. Skeppington have charge of it, we shall expect to see a wide awake and progressive publication.

THE FOURTH ANNUAL CONVENTION OF THE S. M. A. A. OF N. A.

On Monday, September 16th, the Switchmen's Mutual Aid Association began its fourth annual convention in the city of Columbus, Ohio.

The weather was to the last degree inauspicious. The rain fell in torrents and almost continuously. The contemplated street parade had to be abandoned, as also the public meeting, which otherwise would have been addressed by Governor Foraker, Mayor Bruck, Secretary of State Ryan, President Clahane, of the city council, and General Underwood, Grand Secretary of the I. O. O. F.

As all preliminary proceedings had to be dispensed with the business of the convention was at once begun. The *Ohio State Journal* of the 17th reports that the opening session of the convention was held in the City Hall at 2 P. M. About one hundred and fifty delegates and visitors were present, including the grand officers: Frank Sweeney, Chicago, Grand Master; John Downey, Chicago, Vice Grand Master; John A. Hall, Chicago, Grand Organizer and Instructor; William A. Simsrott, Chicago, Grand Secretary and Treasurer; J. W. Callahan, Auburn Junction, Ill.; J. M. Kely, Fort Wayne, Ind.; E. M. Hutchinson, Town of Lake, Ill., and James F. Scullen, Omaha, Neb., Board of Directors. John Walters, President of the Car Inspectors' Protective and Beneficial Association, was introduced to the convention and made a few complimentary remarks. The business of the convention was mostly of a secret nature. The delegates presented their credentials and the preliminary organization, appointment of committees, etc., was effected. Grand Master Sweeney made his annual address, in which he reviewed the work of the past year. Since the last convention about fifty new lodges have been instituted, with a gain in membership of about 2,500. The association has now over 5,000 members.

On Monday evening a grand ball was given at the City Hall under the auspices of Columbus Lodge, No. 22, of the Order, which was a pronounced success.

The festivities over, work began in real earnest. The constitution and by-laws were amended and endowment policies were advanced from \$800 to \$900.

Harmony marked the deliberations of the convention from first to last, and the Order, which has been a marvel of success from the beginning, starts out on another year of work with assurances of renewed prosperity.

The balloting for grand officers, as stated in the *Switchmen's Journal*, resulted as follows: "Grand Master Frank Sweeney, re-elected for one year; Vice Grand Master John Downey, re-elected for one year; Grand Organizer and Instructor, John A.

Hall, elected for one year; Grand Secretary and Treasurer William A. Simsrott, re-elected for two years. Board of Directors—E. M. Hutchinson, re-elected for three years; J. W. Callahan's time does not expire for two years yet; James F. Scullen, re-elected; John E. Wilson and Joseph F. Costell were elected for the one year terms."

The convention, before closing its business, passed a series of resolutions, of which we reproduce the following:

Resolved, That this convention of Switchmen appeal to Judge Cooley, Chairman of the Interstate Commerce Commission, to use his utmost power to cause all railroads in the United States to adopt a standard, uniform automatic car coupler and to protect, and keep protected, by a system of block or other device, all grade rails and frogs. That a copy of this resolution, properly authenticated be forwarded to Judge Cooley.

Resolved, That the Switchmen's Mutual Aid Association of North America, in annual convention assembled, unanimsously favor and endorse the city of Chicago as the proper location of the World's Exposition of 1892; and, furthermore, be it

Resolved, That the Switchmen, individually and collectively, be hereby requested to bring all the means in their power to bear upon their respective Congressmen to give official recognition and sanction to the holding of this great exposition in the city of Chicago.

Resolved, That the Switchmen's Mutual Aid Association, in fourth annual convention assembled, do hereby endorse the measures taken by our Committee of Grand Officers in the federal convention in council in June, 1889; and, furthermore, be it

Resolved, That it is now the desire of our Association to still further strengthen the bonds of federation, and we hereby instruct and implore our brothers to live in harmony, peace and fraternity with each other. Let the motto of the Supreme Council, "Mutual Justice," guide and control us in all our future relations. A federation based upon the rights of man, and far nobler than any similar achievement of ancient or modern times, has at last been consummated, and it is a matter of honest pride with us as Switchmen that our own organization was foremost in this splendid movement.

We congratulate the S. M. A. A. and its heroic officials for the steady advance made by the Order, and upon the cheering outlook which invites it to still greater victories

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It has rarely been our good fortune to listen to more able, eloquent and logical addresses than those delivered by Hon. John Irwin, Hon. Daniel F. Miller, Jr. and Hon. James C. Davis, at Keokuk, Iowa. These distinguished gentleman displayed exceptional ability in discussing the labor question and held the large audience in wrapt attention throughout the meeting. The *Magazine* takes pleasure in expressing its thanks and appreciation for the services rendered by Messrs. Irwin, Miller and Davis, who contributed so largely to the success of the meeting, and in this, we are confident, we voice the sentiments of all who were so fortunate as to be in attendance.

MEETING OF FEDERATED RAILROADERS.

On Monday, September 30th, and Tuesday, October 1st, the Federated Orders of Railroad Men held a meeting in the city of Pittsburgh. The *Commoner and Glass Worker* says the attendance was large, but would have been greater if the railroads were not in the busiest season they have known for years. F. J. Thomer, of Lodge No. 378, Brotherhood of Locomotive Firemen, presided, and Charles Brown, of Lodge No. 178, Brotherhood of Railroad Brakemen, was secretary. Ten lodges of the firemen, brakemen and switchmen were represented, the total membership of which is between 2,000 and 3,000 organized railroad men.

During the first day's proceedings the following resolutions were unanimously adopted:

WHEREAS, In this age of development and organization among railroad men, with a first step taken toward a federation of interests of all railroad men, and with a future opening before us that means great benefit to all the railroad men engaged in the transportation branch of the service, we recognize the necessity of a closer relationship, as well as a means of communication among ourselves, and

WHEREAS, No method exists so powerful for good, for the moulding of public opinion to the true aims of organization, and the defense of our interests when imperiled as the press, and

WHEREAS, We have with satisfaction noted the growth of journalism among papers devoted to the interests of those who toll that they may live, and

WHEREAS, One of the ablest and best, as well as one of the widest circulated labor papers published, the *Commoner and Glass Worker* has been watchful of our interests, and has become a welcome weekly visitor to many of our railroaders' homes, be it

Resolved, That this union convention of railroad firemen, brakemen and switchmen, representing 3,000 railroad men in Allegheny County, endorse the *Commoner and Glass Worker* as the independent organ of organized labor, and that the secretaries of all lodges and unions be requested to furnish to it such news as should be published, and

Resolved, That we urge upon railroad men in general to subscribe for the paper and thus help in making it a greater power for good than it now is.

The compliment to the *Commoner and Glass Worker* was well deserved, and shows that workingmen are both watchful and appreciative.

The following resolution, voicing fraternal feeling, was unanimously adopted:

WHEREAS, Labor, when thoroughly organized in crafts, is strong within itself, but no stronger than its one craft, and realizing that organization cannot be carried to too great an extent, and

WHEREAS, The railroad men have now succeeded in effecting an organization of some of their orders into a united body, we feel that we can go still further; therefore, be it

Resolved, That we extend the hand of fraternal greeting to all organizations, no matter what their occupation, and pledge them that hereafter the railroad men will be found to the front in every general movement intended to benefit labor.

At a public meeting held on Tuesday a number of spirited addresses were delivered.

Grand Master Sargent, of the B. of L. F., having been called to Boston on urgent business, Hon. Thos. M. Bayne took his place on the rostrum, and in his address assured railroad men that the public were alive to their welfare, and that Congress would aid them in their desires in good time.

The *Commoner and Glass Worker* reports the address of others as follows:

W. G. Edens, first Vice Grand Master of the Brotherhood of Railroad Brakemen, the only general officer from a distance present, was the next speaker. He dwelt particularly on the objects of the Federation and the Brotherhood of Railroad Brakemen. Though the Brotherhood is but six years old it has expended \$562,000 to the widows and orphans of its members, the victims of the railroad service. Of this amount 75 per cent was for deaths and disabilities caused by poor brakes and couplers. The request for automatic brakes and couplers was being heeded; the Inter-State Commerce Commission had taken the matter up, and it was to impress on the public the necessity of their universal adoption that these union public meetings of railroad men are being held. The social improvements resultant to the organization of the Brotherhood were many, for vicious habits were wiped out in many instances, and the happy homes throughout the land are best testimonials of the success of this feature of the organization. The idea of federation is not to destroy the autonomy of the separate Brotherhoods, but to prevent strikes except as a last resort. As the organizations have been, it requires the sanction of the highest officers to precipitate a strike, but now, with a Supreme Council made up of the officers of the various Federated Unions, strikes are almost impossible, because the Supreme Council must sanction them to make them legal. If the Council, however, legalized a strike, every federated employee on the road will strike, and not only one union as heretofore. The Federated Unions believe in mutual justice, but want the golden rule to be applied both ways. The United Orders, however, are not agitating trouble, and will never be the first to inaugurate it.

John C. Glenn, of the Brotherhood of Railroad Brakemen, was the next speaker. He is a leader still in the harness on the railroad. In opening his talk he referred to the assistance the Brotherhood of Firemen had given the Brakemen in the inception of the latter's Brotherhood, especially in cloning the services of the Grand Secretary of the Firemen, Eugene V. Debs, who, he says, can appropriately be called the grandfather of the Brakemen's Union. After reciting a concise history of the origin of the Brotherhood of Railroad Brakemen six years ago, he touchingly referred to his own experience as financier of his lodge, whose duty it was to hand over the aid of the Brotherhood to the widow and family of the deceased or malnourished brothers. "If any brakeman could see the look of anguish disappearing from the face of a sorrowing wife, and one of hope and gladness take its place," said Mr. Glenn, "when our \$1,000 was handed over he would no longer hesitate to become one of us." The social influence of the organization had been marked for the better. The members are brotherly and fraternal now, and the laws of the Order, which are inflexible respecting sobriety, have done more to create a temperance class of workmen than the most rigid rules of a railroad company. Referring to the general misconception of the responsibility for strikes, the speaker said the strikers were not held responsible for success or failure, but their leaders were. This made the leaders conservative, and it has now become the case that a strike is almost an impossibility.

The meeting was in all regards a success,

and so well were all pleased who attended it that another meeting of the same character was ordered for the second Sunday in November.

The Orders of railroad employes which have fed-rated have only words of high commendation for the movement. Federation is steadily growing in favor. It means honorable peace, and war when all honorable means for peace have been absolutely exhausted. The time is not distant when railroad officials will discover in federation their security from unrest that is at all times a source of embarrassment.

FEDERATION.

Rev. Myron W. Reed, in his speech at the great B. of L. E. meeting, at Denver, Oct. 16th, among other things, said:

Robert Burns was born more than 100 years ago, and Jesus Christ was born nearly 1,900 years ago. One said, 'One is your Master, even Christ, and all ye are brethren.' And the other, born in an intolerant bigoted age, said;

"Then let us pray,
That come it may,

A come it will for a' that;

That man to man, the world o'er
Shall brothers be for a' that."

One man alone is so feeble, men in mass are so mighty. Man alone is so much force. Multiply the individual by 100 and you have so much force. Now group the 100 individuals into a company. Fill them with the same thoughts and purposes and you have a new kind of force. It is the force of the mass, the spirit of the corps. When any man anywhere calls another man comrade there is a new force in the world. To-day the individual is helpless, except as he belongs to a company; companies are associated together in trusts and syndicates. Syndicates and trusts will by and by realize their manifest destiny by absorption in the great trust of the nation, the universal partnership of the people. All the prophets, from Isaiah to Tennyson, tell us of a time

"When the war drums throb no longer,
And when the battle flags are furled,
In the parliament of man,
The federation of the world."

It would be difficult to put federation in a stronger light. Mr. Reed has furnished texts for all who favor federation. Every word contains a volume. All honor to the clergyman who, in such a place, and under such surroundings, preached the gospel of federation.

We have received the Fourth Annual Report of the Commissioner of Labor, Hon. Carroll D. Wright, devoted exclusively to statistics concerning working women in large cities. The investigations include twenty-two large American cities, and wages are given as ranging from \$4.31 to \$6.91, or an average of \$5.24 per week. The report will be accepted as authority, and will serve a valuable purpose when persons desire to have correct information upon subjects of which it treats.

G. W. HOWARD.

At the late convention of the B. of R. C., held at Los Angeles, Cal., Col. Geo. W. Howard was elected to succeed himself another term; a wise act and a deserved compliment. This action of the Los Angeles convention made it necessary for Col. Howard to resign his responsible position of Master of Transportation of the Mackey system a position he had filled to the entire satisfaction of the management of its President, as the following general letter fully demonstrates:

EVANSVILLE & TERRE HAUTE RAILROAD CO.,
OFFICE OF THE PRESIDENT.
D. J. MACKEY, President.
EVANSVILLE, IND., October 13, 1889.

To Whom it May Concern:

George W. Howard, Esq., who has been the Master of Transportation of this Company up to the present date, has tendered his resignation, which I have reluctantly accepted. Mr. Howard's work has been very acceptable. He is a gentleman of great energy and very fine ability, and should Mr. Howard desire to enter the railroad service again, or in any commercial pursuits, I can cheerfully recommend him for any position which he might seek to enter.

Very respectfully,

D. J. Mackey,
President and General Manager.

In addition to the foregoing we are permitted to print the following private letter to Col. Howard from President Mackey. It is to the point, and leaves nothing to explain:

EVANSVILLE, October 8, 1889.

George W. Howard:

DEAR SIR:—Your note of resignation is received and is a surprise, but of course I shall not enter into details as to what you state of the B. R. B., or seek to deter you from so doing, but I shall feel that you make a great mistake. I thank you for your words of kindness, and can only say that you mouth my feelings, and that you can always depend on me when you need a friend. I regret your action for my own sake. I regret it because I will now have to do business with a stranger, for I shall now turn in my need to strangers and seek for my aid in this direction.

D. J. Mackey.

G. W. H.—It escaped me to say last night that I thank you kindly for your offer to wait till I got some one in your place, or to thank you for your offer to help me get some one. I have two men in view. One of them will be here soon, Mr. Hurd, of the Wabash.

OCTOBER 9, 1889.

D. J. Mackey.

The foregoing suffices to show that Col. Howard leaves the Mackey system enjoying the confidence and friendship of Mr. D. J. Mackey, its President. Such endorsements are of great value to a man in the position occupied by Col. Howard, and will aid him in pushing forward the interests of the Brotherhood of Railroad Conductors, which, when it meets in annual convention at Toledo in 1890, will be found to have expanded to commanding proportions.

AMERICAN FEDERATION OF LABOR.

Samuel Gompers, Esq., President of American Federation of Labor, under date of October 15th, has issued the following call for the Boston Convention:

NEW YORK CITY, October 15, 1889.

To the Working People of America:

GREETING:—The Fourth Annual Convention of the American Federation of Labor will be called to order at 10 o'clock on the morning of Tuesday, December 10th, 1889, at Well's Memorial Hall, 87 Washington street, Boston, Mass.

In issuing this call, the Executive of the American Federation of Labor take the opportunity of congratulating their fellow-workers upon the remarkable success which has attended their efforts to unite the hitherto scattered forces of labor. It were well, also, on the eve of a convention which will, in all probability, be fraught with important consequences to the future of the labor movement, to recall the circumstances which have called the American Federation of Labor into existence, and made it the most powerful and freest labor organization in the world.

It is well known that the most intelligent and earnest portion of the working class have for years past been seeking to render employment and the means of subsistence less precarious by securing an equitable share of the fruits of their toil. This deep-rooted determination has led the working class of this country to adopt the historic and natural form of working class organization; to establish and defend trade and labor unions. It is not our present purpose to dilate upon the sufferings and successes, the trials and triumphs of the Unions; nor to re-assure our faith in the ability of the unions to cope with every emergency—economic, political or social. The trade union, the most bitterly attacked and denounced institution in the world's history, has successfully withstood the open assaults of capitalists and politicians, while calmly repelling the secret machinations of conspirators within the very cordon of the camp of labor. Suffice it then to say that the workers have realized that the men who are employed in any particular branch of industry understand the nature of it and are better qualified to adjust any difficulties which may arise with their employers than men who are unacquainted with the conditions of that business; that reckless and so-called "sympathetic" strikes are disastrous in the extreme, and generally result in the workmen going back to work upon the employers' terms; and finally the workers are convinced that open organization is the best form of organization, and that the time has now arrived to openly, calmly and fearlessly assert the claims of labor.

With these views the St. Louis Convention of the American Federation of Labor resolved upon a general agitation for the establishment of the Eight-hour workday upon May 1st, 1890, and it now becomes the mission of the Boston Convention to transform, if in the wisdom of the delegates there assembled it may be deemed advisable, the agitation, which has now become world-wide, into an organized movement for its realization.

The basis of representation in the Convention is as follows:

From National or International Unions, for less than four thousand members, one delegate; four thousand or more, two delegates; eight thousand or more, three delegates; sixteen thousand or more, four delegates; thirty-two thousand or more, five delegates, and so on; and from each Local or District Trade organization or federated body, not connected with, or having a National or International head, affiliated with this Federation, one delegate.

And now we would appeal to each and every unionist to whom this call may be specially addressed, or into whose hands it may arrive, to see to it that the full number of delegates to

which his union may be entitled be elected at the earliest possible date; that the delegate or delegates so chosen be provided with the necessary credentials to the forthcoming Convention, and that the name and addresses of the delegates be forwarded to this office, as above, without unnecessary delay, in order that full provision may be provided for their comfort and accommodation.

Yours fraternally.

SAMUEL GOMPERS,

President, American Federation of Labor.
P. J. MCGUIRE, Secretary.

In the foregoing it will be seen that organization while essential, does not answer the demand, when a great battle is to be fought in the interest of Labor then FEDERATION is required, and only federation will accomplish the work. Federation is the workingman's shibboleth. *Labor omnia vincit*, labor conquers everything, is well enough. It does conquer all opposition to progress. Can it conquer those who have determined in the past and up to the present that justice shall be withheld from labor? It can, if it federates. If not, its fate can be written now, as truthfully as at a subsequent date.

PROMOTION FROM THE RANKS.

Mr. Charles Francis Adams, President of the Union Pacific, was recently interviewed at Omaha, and among other things is reported as saying:

"In going over the system," said Charles Francis Adams, president of the Union Pacific railway, this morning, "as I have been doing for these four weeks, the most gratifying feature is the aspect that I have seen of permanency in the present working organization. It is far greater than anything that has existed before, since I have been president of the company, and it leads me to feel a confident hope that the disorganization in the Union Pacific service, which has necessarily existed from causes beyond my control, due to frequent changes by resignation, death, etc., is a thing of the past. I can see reason to feel confident now of the permanency of the organization.

"An organization that will be permanent has at last taken shape. Of course every organization of a railroad undergoes changes. Even that of the Pennsylvania railroad has been changed entirely within my recollection. Nevertheless, I hope and feel that a working local organization of the Union Pacific has at last taken shape, which I hope and believe may practically continue for the next twenty years.

"There has been, hitherto," continued Mr. Adams, "for reasons which I have regretted, but could not help, a large infusion of a new element from outside into our service. I believe that it is over, and, in the future, I see no reason why the Union Pacific should not show the effect of organization and system by having promotions made from within its own ranks. It will be very strange if with a force of 20,000 employees we cannot find men in our ranks to fill all vacancies. Any new blood which is brought in should be at the bottom, and any vacancies above should be filled from below."

"Is your policy what might be called one of civil service?"

"It is not civil service," replied the president. "No seniority or any other thing but merit, and merit alone, will determine the promotion. We believe we can find all the men we want without going outside, and that constitutes a permanent service, which I believe we have got at last.

A RULE UNJUST TO EMPLOYEES.

We have received a personal record blank used on the Northern Pacific Railroad, which an applicant is required to sign before employment can be secured. Omitting questions from 1 to 12, both inclusive, we come to question 13, as follows:

Have you read, and do you understand, the following extract from the Book of Rules of the Northern Pacific Railroad Company?

The rule is No. 25, and is made prominent by a caption of caution. We give it as printed:

CAUTION AS TO PERSONAL SAFETY.

25. Great care must be exercised by all persons when coupling cars. Inasmuch as the coupling apparatus of Cars or Engines cannot be uniform in style, size or strength, and is liable to be broken, and as from various causes it is dangerous to expose between the same, the hands, arms, or persons of those engaged in coupling, all employees are enjoined before coupling Cars or Engines to examine so as to know the kind and condition of the drawhead, drawbars, links and coupling apparatus, and are prohibited from placing in the Train any car with a defective coupling, until they have first reported its defective condition to the Yard Master or Conductor. Sufficient time is allowed and may be taken by employees in all cases to make the examination required. Coupling by hand is strictly prohibited. Use for guiding the link, a stick or pin. Each person having to make couplings is required to provide a proper implement for the purpose, as above specified. (All persons entering into or remaining in the service of the Company, are warned that the business is hazardous, and that in accepting or retaining employment they must assume the ordinary risks attending it.) (Each employee is expected and required to look after and be responsible for his own safety) as well as to exercise the utmost caution to avoid injury to his fellows, especially in the switching of cars and in all movements of trains. Stepping upon the front and rear of approaching engines, jumping on or off Trains or Engines moving at a high rate of speed, getting between cars in motion to uncouple them, and all similar imprudences are dangerous and in violation of duty, and are strictly prohibited. Employees are warned that if they commit them it will be at their own peril and risk. Employees of every rank and grade are required to care for themselves, before using them, that the machinery or tools which they are expected to use, are in proper condition for the service required, and if not, to put them in proper condition, or see that they are so put before using them. All will be held responsible accordingly.

We reproduce the foregoing that the reader may see with what consummate adroitness the rule is drawn. On its face, the company intimates profound solicitude for the safety of the employé. He is exhorted to be prudent; he is warned of dangers; he is told, before coupling cars, "to examine so as to know," etc. The assumption is that for such duties he has ample time, when, in ten thousand instances, he has no time at all for such examinations. The yard is full of cars, a train is to be made up in a few minutes, all is bustle and hurry. Still, the employé, the man who must do the coupling, is required to know the condition of drawheads, drawbars, links and coupling apparatus, and if he does not know, what

in thousands of instances he cannot know, he becomes liable, without redress, for any and all damage to himself, and that there shall be no mistake, the rule declares that the "employees in accepting or retaining employment they must assume the ordinary risks attending it." The company takes no share whatever in risks. It assumes to have performed its entire duty when it points out the dangers, and asks the employé if he comprehends them? But, to place the matter beyond controversy, the company, in the rule, says, "*Each employé is expected and required to look after and be responsible for his own safety.*" In this matter, the company takes no risk. It lays down a rule, which while burdening the employé with dangers and responsibilities, completely absolves itself from blame and responsibility. As we have remarked, the "rule" displays the skill of the legal juggler, and the purpose of it is easily detected by those who have the time to analyze it, which is, in case an employé is maimed or killed, and damages are demanded, the company comes into court, presents the "rule" and claims, under its provisions, that the unfortunate employé took all the risks; said that he understood them, and voluntarily signed away all his rights for redress.

Now, we assume that in nine cases out of ten, the employé does not understand either the purpose or the scope of the "rule," and that in his eagerness to obtain employment, born of necessity, he signs the contract.

The question arises, can a man, under such circumstances, sign away his rights, or the rights of his wife and children? Again, can the corporation or employer make a contract, and have the courts pronounce it valid, which absolves it from any share whatever in the dangers incident to its business and throws the entire responsibility upon employees?

Our recollection is that the drift of decisions are against such an assumption on the part of the employers. If, on the contrary, the laws recognize such rules as the one we herewith print, then the demand is that such vicious laws should be speedily repealed.

Moreover, the employees on the Northern Pacific need not wait the slow processes of courts and legislatures to relieve themselves of responsibilities such as the rule of the road unjustly imposes. They can request of the company such modifications of the rule as justice demands, and, as we believe, public opinion would unequivocally indorse.

In all such matters the *Magazine* takes the ground that such rules as we have commented upon are radically unjust; that they are totally destitute of every element of fair play, and ought not to exist. The difficulty is that they embarrass the employé in his

efforts to obtain redress, complicate his case, end when maimed and poor his chances to cope with a corporation in the courts are about the same as those of a humming-bird to withstand a blizzard. The right thing to do is for employes, before signing such contracts, to have them modified to an extent that justice can be had without legal quibbles, red tape and circumlocution.

We feel assured, from the fact that the management of the Northern Pacific is distinguished for liberality towards its employes, that when the attention of its officials is called to the rule we have commented upon, such modifications will be made as will insure harmony and that efficient service which has been prominently characteristic of the road.

THE B. OF L. E.

We have on our table the *Rocky Mountain News*, of Thursday, Oct. 17, giving a highly readable account of the opening exercises of the 26th Annual Convention of the B. of L. E., at Denver, on Wednesday, October 16th.

More than 400 delegates were in attendance, and the meeting at the Opera House was in all regards most flattering. The immense building was fairly packed. The decorations were superb.

The meeting was called to order by the Chairman, Mr. John Rice. After music by the band and a prayer, Mayor Wolf, of Denver, welcomed the delegates to the city.

Following the welcoming speech of the Mayor, Patrick Fennell—"Shandy Maguire"—the poet laureate of the Order, and of the men of the rail, was introduced and received with that generous applause due to genius.

Then came addresses by Hon. Loren W. Reynolds, H. B. Chamberlain, General Manager, and C. F. Meek. Following these addresses, Judge Falker presented Grand Chief Arthur with a splendid gavel, in highly complimentary terms, which, though a surprise to Mr. Arthur, was most gracefully received. This ceremony over, Grand Chief Arthur proceeded to deliver his annual address, upon the conclusion of which Rev. Myron W. Reed was introduced, and then with a brief address by Mr. J. McNarama, the exercises closed.

It was a grand affair, and began the proceedings of the convention under delightful auspices.

We have on our table the report of the 22d Annual Convention of the American Railway Master Mechanics' Association, held at Niagara Falls, June, 1889. There were 133 members present, and the proceedings were of great interest, the discussions taking a wide range.

JOHN LIVINGSTON.

Among the many evidences that come to us, that the *Magazine* is in demand, we print the following letter:

THE RAILWAY SHAREHOLDERS' ASSOCIATION.

OFFICE OF THE PRESIDENT,)
CAMPVILLE, NEW YORK, October 8, 1889. }

DEAR SIR:—Having been given the July issue of your Journal, I find therein so much of interest that you would confer a favor by sending to me the subsequent issues as under to Nov. 10 and after such date to New York City.

Yours very respectfully,

JOHN LIVINGSTON.

CAMPVILLE, TIOGA COUNTY, N. Y.

In the July issue, we paid our respects to Austin Corbin, and are still in that line of business in which we shall continue until the verdict of all honorable men is in consonance with our estimate of him, and we are not surprised that Mr. John Livingston found in the July issue "so much of interest" that he wants "subsequent issues." We are not boastful, but deem it prudent to say that "subsequent issues," will meet moderate demands on the part of our army of subscribers, in which we are glad to number Mr. John Livingston, President of "The Railway Shareholders' Association."

E. T. JEFFERY, late General Manager of the Illinois Central Railroad in surrendering his position, addressed the following circular letter to the officers and men of the road:

After laboring thirty three years for this Company in various capacities, I now retire from its service, and in doing so desire to express to the officers and employes my gratification at their loyalty and devotion to the interests of the corporation we have served, and my appreciation of the support and friendship accorded me in all departments, and by all employes. Your confidence in me as a man and an officer will always be cherished in my memory.

E. T. JEFFERY, General Manager.

CHICAGO, September 2, 1889.

Mr. Jeffery, during his connection with the Illinois Central, won the distinction of being a just man—than which there are none more honorable. In his retirement he has the warm wishes of thousands for a long life and a golden sunset.

THE *National Magazine* is the name of a new literary venture of Chicago, which begins with the October number. It is published under the auspices of the new "National University," which opens October 1st, of which it is the organ. The first number will contain articles on literary, educational and scientific subjects, and a prospectus of the University, which is said to be modeled after the London University and has extensive non resident courses, teaching many subjects by mail. Published at 182 Clark street.

FEDERATION.

The *Labor Leader*, of Boston, publishes a communication over the signature of N. E. M., in which the writer discusses a plan for the federation of all classes of working men. He says:

The whole idea is based on the supposition that the labor-masses of this country can be taught to organize, so that every trade, craft and calling can be brought under the influence of the strong and gifted minds that are working for the benefit of the workingmen. It is, of course, considered that there are men and women in this labor movement who are studying the labor problem with the single aim of benefitting the labor people, and that they exercise a beneficent influence on them, otherwise any scheme for their advancement will prove utopian and unproductive of permanent good. I have no figures before me to state what proportion of the laboring people of America are organized in one way or another; but I presume a large majority of them are; but although organized, they are very far from being one great, solid brotherhood. Every trade, craft and occupation may belong to some organization, but they fall short of being as effective as they would be if they were concerted into one great brotherhood in which the welfare of the weaker members would be looked after as carefully as the most powerful ones. One of the inevitable results of such a union of interests would be that the weak ones would feel strong, and the strong ones would feel stronger, and proud of their added strength; and the whole would be an irresistible combination that would change the labor movement from being a cluster of small "tugs of war" between the different organizations, to a gigantic tug between them and the monopolists, when with a "long pull and a strong pull, and a pull all together," they could hurl the said monopolists into disorganized and disgruntled heaps, from which they could not extricate themselves before the labor combination would be too strong to be assailed with impunity.

In order that this idea may become a tangible fact, it is necessary to make a beginning. The first thing to be done is to get all the labor organizations to consent to a consideration of the subject. The next step is for each body of organized workmen to appoint delegates, in proportion to their strength; meet in some central city, discuss and decide on a plan of action. When a plan of action is decided on, that is, when the terms of the union are agreed to, then follow the routine business of a well ordered convention, such as constitution, by-laws and a host of other things that would necessarily have to be considered.

The plan of confederation should be somewhat after the manner adopted by the founders of this Republic, when they contemplated the confederation of the colonies into one grand union. That is, each trade or occupation must be looked upon as they looked on each colony. Each colony was sovereign in its rights as such. So it must be with each trade. Each colony considered the pro and con the why and wherefore, of the proposition, and had a perfect right to accept, reject or propose conditions. So let it be with the trades or occupations. Let each trade, craft or calling be considered first by itself and then in conjunction with all the assembled trades. What might suit the Colony of Massachusetts, might not suit the Colony of South Carolina; and what might suit the shoemakers of Massachusetts might not suit the shoemakers of South Carolina, and so on through all the trades.

The foregoing indicates the drift of opinion. Workingmen are reading the signs of the times as accurately as Daniel read the writing of the skeleton hand on the wall. Time will be required, and therefore patience;

but the educational forces are abroad; the schoolmaster is everywhere. Federation is the hope of the wage-workers of the country. The Labor papers of the country without an exception advocate federation. The logic is irresistible. To find the way to federate is the question. It will be found. The outlook is cheering, and our faith in the masses strengthens as the days go by.

TWENTY YEARS WITH THE INDICATOR.

We acknowledge the receipt of a well bound volume of 284 pages bearing the title of "Twenty years with the Indicator," by Thomas Play, Jr., Consulting and Constructing and Civil and Mechanical Engineer, etc., P. O. Box 2,728, Boston, Mass. The book contains many illustrations and rules as to the best way to run any steam engine to get the most economical results; how to adjust valves and valve motion correctly, with full directions for working out horse-power and the amount of steam or water per horse-power as also the economy of fuel. The book also contains the author's original and correct application of the theoretical curve, to show exactly when the steam valve curves, and whether valves leak or not, with extended directions for attaching the Indicator, what motions to use and those not to use. The book, is dedicated "to working engineers—marine, locomotive and stationary," and is so arranged as to enable those desiring information, to refer to special subjects discussed, readily. We regard the book as a highly valuable contribution to knowledge relating to the management of the steam engine, and which should be in the library of every engineer, and of every firm ambitious of mastering the machines.

J. M. KELLY.

The *Magazine* takes special pride in making mention of J. M. Kelly, Esq., Editor of the *Commoner and Glass Worker*, of Pittsburgh. A young man of splendid abilities, he is making his paper a power in the advocacy of principles dear to the hearts of intelligent workingmen. He is a "Union" man, and deeply interested in the cause of organized labor, and his paper bears evidence of large comprehension of problems to be solved and of the educational work to be done, to give workingmen their rightful position and prominence in the affairs of the nation. Most heartily do we congratulate Mr. Kelly upon the success he is achieving, and wish his enterprise still greater victories.

CHRISTIAN England, has over \$1,000,000 invested in the manufacture of idols. When mercenary greed gets possession of individuals or nations, christianity has to stand aside.

PROGRESS OF INVENTIONS SINCE 1845.

In the year 1845 the present owners of the *Scientific American* newspaper commenced its publication, and soon after established a bureau for the procuring of patents for inventions at home and in foreign countries. During the year 1845 there were only 502 patents issued from the U. S. Patent Office, and the total issue from the establishment of the Patent Office, up to the end of that year, numbered only 4,347.

Up to the first of July this year there have been granted 406,413. Showing that since the commencement of the publication of the *Scientific American* there have been issued from the U. S. Patent Office 402,106 patents, and about one-third more applications have been made than have been granted, showing the ingenuity of our people to be phenomenal, and much greater than even the enormous number of patents issued indicates. Probably a good many of our readers have had business transacted through the offices of the *Scientific American*, in New York or Washington, and are familiar with Munn & Co.'s mode of doing business, but those who have not will be interested in knowing something about this, the oldest patent soliciting firm in this country, probably in the world.

Persons visiting the offices of the *Scientific American*, 361 Broadway, N. Y., for the first time, will be surprised, on entering the main office, to find such an extensive and elegantly equipped establishment, with its walnut counters, desks, and chairs to correspond, and its enormous safes, and such a large number of draughtsmen, specification writers, and clerks, all busy as bees, reminding one of a large banking or insurance office, with its hundred employees.

In conversation with one of the firm, who had commenced the business of soliciting patents in connection with the publication of the *Scientific American*, more than forty years ago, I learned that this firm had made applications for patents for upward of one hundred thousand inventors in the United States, and several thousands in different foreign countries, and had filed as many cases in the patent office in a single month as there were patents issued during the entire first year of their business career. This gentleman has seen the patent office grow from a sapling to a sturdy oak, and he modestly hinted that many thought the *Scientific American*, with its large circulation, had performed no mean share in stimulating inventions and advancing the interests of the patent office. But it is not alone the patent soliciting that occupies the attention of the one hundred persons employed by Munn & Co., but a large number are engaged on the four publications issued weekly and monthly from their office, 361 Broadway, N. Y., viz.: The *Scientific American*, the *Sci-*

tific American Supplement, the Export Edition of the *Scientific American*, and the Architects' and Builders' Edition of the *Scientific American*. The first two publications are issued every week, and the latter two the first of every month.

WILL FEDERATE.

We are in receipt of an official communication from Daniel J. Carr, Esq., Grand Secretary and Treasurer of the B. of R. C., under date of October 7th, making the following announcement: At the first annual convention of the Brotherhood of Railway Conductors, held in Los Angeles, California, September 16th, 1889, it was the unanimous vote of this Brotherhood that the Brotherhood of Railway Conductors unite with the other organizations, viz., B. of L. F., B. of R. B. and S. M. A. A., in federation."

Steps have already been taken to consummate the business, and very soon we hope to see the B. of R. C. in line under the federated banner. This movement is in line with the predictions of the *Magazine*, and we hail it with undisguised satisfaction.

* *

We are under many obligations to Mr. C. Straw, of Watertown, Wis., for valuable suggestions and extracts from papers bearing upon labor topics, which from time to time, in our editorial work, are great helps. Mr. Straw takes special interest in all economic questions, and knows a good thing when he sees it. His contributions to our miscellaneous reading are appreciated, and we are always pleased to receive them.

* *

SO FAR as the crops of the country are concerned, the outlook for profitable railroading is regarded cheerful. Big crops of wheat, rye, oats, barley and hay are assured. Corn is making up for lost time and the cotton estimate is 9,000,000 bales. Such facts mean business.

* *

It is stated that census returns for 1890, will show fabulous advancement of material prosperity in the United States. If so, labor has done it all, or at least made such advancement possible. Will the reports show fabulous advancement in the condition of laborers? We shall see.

* *

THE United States is exporting breadstuffs at the rate of \$117,000,000 annually, and beef, hog and dairy products, at the rate of \$100,000,000 a year, and yet American workmen, in thousands of instances, can't get enough to eat.



NOVEMBER, 1889.

PHILADELPHIA, PA., Sept. 20, 1889.

To the Editor of the *Firemen's Magazine*:

The many able arguments which have appeared in the columns of the *Magazine* from correspondents in different sections of the country, both for and against the proposed new name for the Brotherhood, shows that the subject is attracting widespread attention, and I trust when the time comes for its final settlement, it will be decided in such a manner whereby the entire Order will be benefitted. But, Mr. Editor, I think those who take part in the controversy now going on should be careful in the articles they write to use language that none of our Brothers can take exception to. In my opinion this has not so far been strictly adhered to, for in some of your late issues I notice several articles from some of your correspondents wherein they seem to think that this proposed change has been and is still being advocated by Engineers alone, for their especial benefit, and one, in language more forcible than polite, informs them that if they do not like the present name they can leave the Order. This kind of language I think rather uncalled for, and expresses a sentiment I am loth to believe exists to any great extent in the Brotherhood. Very many of the Engineers have been in the Order since its infancy, and have ever been and are to day its steadfast friends, and I am sure would never urge the adoption of any policy whereby they would alone be benefitted. For you, my Brother correspondents with whose writings I now differ, I have not the slightest feeling of ill-will, I only regret that you should have seen proper in the articles you have written to use language that in my judgment can only in the near future be productive of evil if persisted in. For myself, personally, I am heartily in favor of the change, because I think it would prove advantageous to the Order in many ways. Time works many and great changes, and those who joined the Order in its early days and at its birth have long since passed to the other side of the cab, but although their services have been rewarded by promotion, they still have an abiding faith in the Brotherhood and zealously espouse its cause at all times. Again, under existing laws, Engineers are invited to join the Order, and I think should be recognized in the name. There are other reasons why I think a spirit of fairness and justice would advocate a change of name, but I will state those reasons in another article at a later date.

I rejoice that federation has at last become an assured fact, and that three great and powerful organizations are enrolled beneath its banner, and I trust the day is not far distant when those

who are still keeping aloof from the movement will recognize the important fact that in a thorough and complete organization rests the only hope in the future for success to the laboring classes of our country. I congratulate you, Mr. Editor, on the able and fearless manner in which you, in the columns of the *Magazine*, so nobly defend the great principles of right and justice and so boldly expose the conduct of those who would if they were able stamp out of existence the last vestige of our Brotherhood.

I have heard that some of our "Q" brothers in their search for employment have not received that kind and generous treatment from all that their honorable and manly fight in defence of the principles of our Constitution fully entitle them to. This is not right. They deserve and should receive kind words, generous treatment, and all other assistance in our power to give.

The Mechanical portion of your *Magazine* I consider very interesting. I would, if possible, advocate its enlargement, so that by a larger and more complete discussion of the locomotive and its mechanism our young Brother Firemen may more readily fit themselves for the responsibilities that await them in the future.

To the members of the B. of L. E., I would say, that I trust that in your next convention, now near at hand, you will, in a spirit of true manhood and animated by a sincere desire to do right, repeal those unkind and unjust clauses in your constitution which refer to the B. of L. F. This Order has repeatedly shown by all the means in its power that it desires to be on the most friendly terms with your organization, but your policy, I regret to say, has been of an entirely different nature, and one which I candidly believe is, if persisted in, fraught with danger, not only to your own but to other labor organizations.

To the members of the B. of L. F., in conclusion, I would say, let us all remember that we are members of a great, good and powerful Order. Let us live strictly in accordance with the requirements of our Constitution. Let us practice its precepts and its teachings and be Brothers to each other in the truest sense of the word, not only in the Lodge-room but in the daily walks of life, and may "He who doeth all things for the best," guide, bless and protect you one and all.

Enterprise.

TRENTON, MO., Sept. 6, 1889.

Editor *Firemen's Magazine*:

I take pleasure in announcing to the readers of the *Magazine* the marriage of Bro. C. W. Gallup, of No. 33, to Miss Ida M. McGuire, of Trenton, Mo. The happy event occurred in this city, Wednesday, September 4th. The groom has been in the employ of the C., R. I. & R. Railroad for the past five years, and is well worthy of the lady he has chosen. The members of Success Lodge, No. 33, tendered their hearty congratulations, and may God speed them on their journey through life.

L. E. W.

For the Magazine.

MY FATHER.

I remember my father was young and strong,
When I was a little boy;
His hands were steady, his eyes were bright;
He was ever ready, by day or night,
To work for his children, that he might
Provide for their comfort. It was his delight
Through all the cold winters, so dreary and long,
To labor and toil for their joy.

His pathway was such that he could not glean
A garner of silver and gold;
His heart was willing, his purpose pure;
And every dollar he gave to procure
Some comfort for home, to make it secure;
No task was too hard for him to endure
It patiently, willingly, that he might screen
His loved ones from hunger and cold.

But struggling and toiling from year to year
Have left their marks at last:
When I see the prints of his cane in the snow,
And notice his footsteps a shorter they grow;
The hand once so steady is trembling and slow,
The eyes once so bright are losing their glow,
And having a father to cherish, I fear,
Must soon be a joy of the past.

May God permit me, in a measure, to pay
A part of the great debt I owe
To him who has done all he could do for me,
In every possible way he could see,
Before he is taken forever to be
De livered from sorrow from labor set free.
For this I will ever endeavor and pray,
Till his struggles are ended below.

George W. Hall.

STANBERRY, Mo., September 28, 1889.

LYNDONVILLE, VT., September 28, 1889.

Editor Firemen's Magazine:

Green Mountain Lodge, No. 301, is in a prosperous condition, financially and socially; the members live in fraternal fellowship, and are earnest and hard-working men.

Bro. Frank Thompson makes an excellent Master, and is ably assisted by Bro. Norris.

Since the organization of the Lodge, there has been an earnest desire to have a visit from our Grand Master, which was realized on the 25th of September, when Bro. F. P. Sargent arrived and was greeted at the depot by about thirty of the members, after which he was invited to tea by Bro. Thompson. Tea over a reception was given Bro. Sargent by engineers and firemen at Engineer's Hall, at which our Grand Master discussed federation in a way that was both interesting and instructive, and served to convince all who heard him that it was right.

At 8 o'clock P. M. a secret meeting of the Order was held in Odd Fellows' Hall, when Bro. Sargent discussed the principles of the Order and its financial standing. He also gave us a brief history of the Order from the time of its organization to the present, impressing upon our minds the importance of laboring for its interests, and emphasized the obligations resting upon the membership to regularly attend the meetings of the Lodge and promptly respond to every duty imposed by constitution and by-laws.

The meetings were in all regards pleasant and profitable and the good accomplished will, I think, more than compensate Bro. Sargent for

the time and trouble required to make us the visit.

We found Bro. Sargent, a genial good natured "Yankee" and the right man in the right place and we wish we had a thousand more such men in our brotherhood.

It was not a little amusing to see Bro. Sargent rub up against Bro. Weeks politically, but we can't allow any one to harrow up the feelings of Bro. Weeks, without protesting against such cruelty.

At 12 o'clock—midnight—we all adjourned to the Union Hotel, where a superb supper was served, fit for a prince, for which all honor is due Bro. Chase. Supper over we bid adieu to our Grand Master, wishing him a prosperous journey.

I must not omit a good joke played upon Bro. Sargent by the boys. A large pumpkin, displayed in a show window caught the Grand Master's eye, bearing the inscription, "Ten cents a guess on the number of seeds contained," the successful guesser to have a clock with machinery so arranged, that at certain hours, a little bird would make its appearance, and carol a few notes for the delectation of the owner. Bro. Sargent guessed 125 seeds, and with the nonchalance of a millionaire tossed ten cents on the counter, and while absorbed in solving the problem of pumpkin seeds, Bro. T. appropriated the dime, and purchasing two cigars he and I indulged in a smoke while Bro. Sargent sang melodiously

"A charge to keep I have."

I do not like to give him away and merely note the incident, that the boys may sympathize with him, when from his dreams of success, he awakens to the fact that the little bird in the clock will never beguile his leisure hours with its melodies.

Yours truly,

Shay Gear.

DUNSMUIR, CAL., Sept. 7, 1889.

Editor Firemen's Magazine:

On the evening of August 20th the members of Mt. Shashta Lodge, No. 312, entertained their friends in the I. O. O. F. hall with music and dancing. At 8:30 a good programme was commenced, which lasted till 11:30 when all were provided with every delicacy an epicure could wish. Following the rich repast the guests enjoyed themselves till early morning hour in dancing. During the evening the Lodge was presented with a handsome altar scarf by Mrs. Cook. After the affair was over, it was conceded by all that it was the most enjoyable entertainment ever given in Dunsmuir.

Before closing, I wish to say a few words for No. 312. We are progressing finely, and gaining every foot of ground there is to spare. We have a zealous set of officers, and expect to make such a change in this portion of the country that Bro. Hannahan will not know it the next time he comes.

Fraternally yours,

H. L. Walther.

GOODLAND, KAN., October 9, 1889.

Editor Firemen's Magazine:

Here I am again to discuss the proposal in regard to changing the name of our Order. I would like to ask how it will benefit us individually? Now suppose you or I was thrown out of employment and started out to seek it elsewhere, under the present laws we are entitled to a card of recommendation, and the card will read, "Brother ——— has been employed on such a road as fireman or engineer," which ever the case may be. Of course you see a fireman and he introduces you to the Master Mechanic, and you present your card of recommendation. Your card shows that you are an engineer, but you are a member of the B. of L. F. Now, I will ask, will that make any difference with the Master Mechanic whether you belong to the Brotherhood of Locomotive Firemen or Brotherhood of Locomotive Engineers, or any other name you may suggest? It don't make any difference what name you select, the Order will be a *Firemen's Order*, because the firemen are vastly in the majority. And again, it will make no difference what name we have, the engineer's ranks will fill up just the same as heretofore from our Order, because, as I said before, it is a *Firemen's Order*, and you can make *nothing else out of it*. If we can make any change for the better in our insurance when we change the name, why can't we under the present name? And how I tell you I am going to fight the change as hard as I can unless the benefits to be derived by the change of name is shown me in a different light than that which I now see it in.

Now turn from this question and take up some other. Here is a very good subject which appeared in the August number of the *Magazine*, page 683. "Is it Possible?" is the heading of the article. In the article it said one half of the firemen do not know how the other half fire. This is very true, and I will give you a mild description of our work here. From Goodland to Colorado Springs it is 185 miles (that is over Div. west), and it takes from fifteen to twenty-one tons of coal going west on freight, and about seven or eight tons coming east. We have Mogul engines, 19x24, made by the Brooks Locomotive Works.

I will close and leave room for more interesting letters from the other Brothers, but I hope the Order will carry the name she now carries for some time to come.

I am fraternally yours,

S. W.

[It is the privilege of every member of the Brotherhood of Locomotive Firemen to entertain such views as suits him upon all questions relating to the welfare of the Order, but it occasionally happens that men's likes and dislikes are after the style of the old woman who didn't like Dr. Fell. She is reported as saying:

"I do not like thee, Dr. Fell,
The reason why I cannot tell,

But th's I know, and that right well,
I do not like thee, Dr. Fell."

The writer of the foregoing letter appears to be in the predicament of the aforesaid old woman. Reduced to doggerel it may be summed up as follows:

"I do not like any change of name,
The reason why, 'twould be the same,
It may seem a little queer,
But a fireman is an engineer,
And an engineer's a fireman. See?
How fiddle, fiddle, twiddle dee
Makes things the same,
Without regard to change of name?"

Seriously, our correspondent, if he can be said to advocate anything, favors making the Firemen's Brotherhood a "breeding pen" for the B. of L. E. He virtually admits that in the past it has occupied that degrading relation, and expresses the belief that the Brotherhood cannot rise above such a menial level. "The Firemen's Order" includes hosiery and engineers. It is therefore something more than a "Firemen's Order." It has retained in its ranks thousands of engineers, promoted from firemen. They are no longer firemen, they are engineers. To have a name that fully expresses facts and conditions is to respond to circumstances which the "Firemen's Order" has itself created, and which it ought to recognize. Some of our brethren talk of the "glory" of the Order. What is its "glory?" Is it not that it takes in unskilled men—firemen—educates them, transforms them into skilled men, makes engineers of them? Ought it not to be the "glory" of the Order to retain such men in its ranks? to recognize their advanced position? If a change of name will accomplish this, is it not wisdom to respond to the demand? And will it not be the *shame* of the Order if it fails to comprehend the logic of facts, circumstances and conditions, and blindly adheres to the old name?

Are we to be told that the "glory" of our Order is that it breeds recruits for the B. of L. E.? That it has no other conception of "glory," of ambition, of high resolves and splendid attainments? If this is to be the programme of the future, if the Firemen's Order is to march forever in the same old rut; if it is irrevocably wedded to groveling ideas and methods; if it has no higher aim and ambition than to work that others may reap, the time has come to make the matter known. There have been enemies of the Order who have striven to overwhelm it in disaster, and have failed, and now if its degradation is to be written by its own hand then indeed its humiliation is achieved, and henceforth it must crawl.

If men will oppose the change of name, by all things decent let us have reasons instead of *rot* to answer.—ED. MAGAZINE.

F. P. SARGENT.

LINES BY THE LAZY MINSTREL.

At last we have received a call,
That greatly rejoiced us, one and all,
From our Grand Master
Sargent.

But t'was a rather strange affair,
That no one was found to meet him there;
Neglected Brother
Sargent.

I tell you in rythmatic line
T'was no one's fault, at least not mine,
That we missed Brother
Sargent.

But how it happened, you'll scarcely guess
It was the telegram—no less
Sent on by Brother
Sargent

That didn't come to our worthy Jim
Murphy, our Master, to seek him,
Was hunting Mr.
Sargent.

After great trials and tribulations,
Finding men to fill our stations,
Who knew not F. P.
Sargent,

A dozen of us, or so, had waited,
With eyes agaze and hearts elated,
To meet our Brother
Sargent.

But when the express he was not in,
Came rushing in, with roar and din,
We said, "Where's Brother
Sargent?"

Then round the city quickly flew
Our Master and our scribe so true,
To find our Brother
Sargent.

The Albion at last they touched,
'T was "take that cab," and then they rushed
Out wildly after
Sargent.

They caught him, feeling great relief,
And brought him to the lodge, in brief
To tell his story.
Sargent.

The B. L. F. has no where shown
More good common sense, I'll own,
Than neglecting
Sargent.

Encouragement and good advice,
To Brothers, sitting still as mice,
All this gave Brother
Sargent.

Each question asked, or large or small,
He'd answer, suited to them all.
Our gifted Brother
Sargent.

And when the evening grew too late
For hungry souls to longer wait,
We escorted Brother
Sargent

Down to the city, where we fed,
Enjoyed ourselves, and sadly said:
"God speed" to Brother
Sargent.

Now one word more, *He is the man*
In the right place, *no better can*
Supplant our F. P.
Sargent.

St. Lawrence Lodge, No. 15.

W. F. S.

MR. EDITOR:—Having used the expression, "Which way am your musket a pintin' to-day?" to illustrate a point, I was corrected, and sent the following "Campaign Song" with note of explanation: "Enclosed you will find a copy of a campaign song, the first part of which I thought might be the negro melody for which you enquire."

Judging from the first verse that this song with its refrain is some old-time negro camp-meeting melody, and that what follows is an adaptation of it to political purposes, I ask you to publish, trusting that some one will send you the original, if there be one. A gentleman at one time gave me the name of Capt. Nelson Page, of Richmond, Va., author of "Massa Chan," as a likely person to give the original and the name of its author. *Eccentric.*

"WHICH WAY IS YOUR MUSKET A PINTIN'
TO-DAY?"

In a little lox church in the State of Virginia
Some negroes had gathered to worship the Lord;
And after the service they had a class-meeting,
That each for the Master might utter a word,
Their leader exhorted, and spoke of the warfare
Which christians should wage against error
alway;

And finished by asking the following question:
"Which way is your musket a pintin' to-day?"

One after another they gave their experience;
Some brothers were happy, some lukewarm or
cold,

One saw his way clear to the portals of glory
Another had strayed, like the lamb from the
fold.

At last Brother Barkis—a renegade member,
And Satan's companion for many a day—
Arose, cleared his throat, though visibly nervous,
He folded his arms and proceeded to say:

"Dear brudders and sisters, I once was a Christian,
I once was as happy as anyone here;
I fit for de church like a battle-scarred soldier
And stood by her banners when traitors were
near."

"Hold on, dar," the leader excitedly shouted:
"Please answer the question I axed you, I say;
I've given you credit for all you fit den, sir;—
"Which way is your musket a pintin' to-day?"

The Democrats talk of the glory of Hancock,
And boast of the record of English, as well,
Then give them due honor, for Judas was loyal,
Till money was offered; he took it, and fell—
I would liken their boast to the boast of old
Barkis

And then with the class-leader, honestly say:
"Hold on, dar, my brudder; dat isn't de question;
Which way is their muskets a pintin' to-day?"

Shall men who are training with Brigadier Gen-
erals,

Who fought to destroy our National flag,
Rise from their seats in the Forty-sixth Congress,
To eulogize traitors like Davis or Bragg?

Shall men, who bow down in Confederate caucus,
And worship the masters they humbly obey?
Shall they rule the Nation by Washington
founded?

Which way is their muskets a pintin' to-day?

The question, my friends, is of vital importance;
The Nation is waiting in anxious suspense,
Each voter can wield a political musket—

Then wield it, I ask, in your country's defence;
The issue before us is clear and unclouded—
Shall the Nation be ruled by the Blue or the
Gray?

I candidly ask, fellow soldier and voter:

"Which way is your musket a pintin' to-day?"

COLLINWOOD, OHIO, October 13, 1889.

MR. EDITOR:—I have taken up the *cudgel* to find fault with your management of our official organ, the *Locomotive Firemen's Magazine*.

To commence with, we get little or no information in regard to firing or cleaning.

I see Wm. Lockwood has devoted five columns to "Wave Power lines." What good will that do me in firing? It won't put the coal into the fire box nor tell me where it should go to get the most good out of it.

I see "J. R." wishes the *Magazine* to print for our information drawings of different parts of the locomotive. It would be of more use to us than such letters as we are getting from "W. L." and others on "wave power lines" and "hammer blow," and the expense could not be much greater than "setting up" so much "matter."

I see in Mr. Heroy's letter much that meets the views of firemen of this part of the country.

I do not think as you are Editor of the *Magazine*, that you should air your views so much in criticizing letters from the brothers, and you would see more objections towards a change of name if the brothers were not so afraid of your pen. If you would look at it in the straight light you would see that the discussion on a change of name was started from *spite* towards the *Engineer's Brotherhood*.

The B. of L. F. was organized for a breeding pen for engineers and it is right and proper that they should take the promoted men OFF OUR HANDS as soon as they are of an age to go.

We assuredly cannot adjust grievances for engineers.

If you keep on hitting the *engineers* as you do in every issue of our *Organ*, we shall have no friends among them and you know we have to ride on the same machine.

I am not begging for the B. of L. E. but I am a believer in JUSTICE. If I steal your horse and money, that is no reason why you should steal another.

If we had fewer engineers in our Order we would not have the trouble and dissension among us, for they look at the right hand and we must look at the left.

The engineers are not working against us, they always do us some good as well as themselves, and if we as an Order would get their coöperation in all things just, we then would see our Order grow and flourish in size and strength.

- We always expect to take in firemen. We don't expect to keep engineers. If they wish to stay it is their lookout not ours, and I do not see any reason for a change of name, so I have no argument to be used.

If you want to know what the majority of the brothers think, in regard to the change of name, why not take a standing vote? You will find firemen vote for the B. of L. F.; engineers and others for a change.

You say a man has no business to write an article for publication unless he can spell correctly. I think in a *Magazine* published for the B. of L. F., all brothers should have room if they

come, and no comments offered unless asked for.

I suppose I am laying myself liable to a tirade of abuse from the Editor, but in justice to the brothers, I feel we must start the ball going and call for less comment and more attention to our good, by less abuse of the B. of L. E. from the Editor.

Yours in brotherly love,

W. H. Cross, Sec'y No. 183.

[Brother Cross, has peculiar views and we ask for them a careful reading. The attention of contributors to the Mechanical Department, is solicited, as they will see at a glance that the writer has not been a student of the wide range of topics discussed, including "firing and cleaning."

We note that Bro. Cross, animated by "brotherly love," says: "I have taken up the cudgel to find fault." He comes at us with a club—a shill lah, in regular Donnybrook-fair style, and because we "air our views" in the *Magazine*, we are to submit to cudgeling with Quaker meekness, and specially are we to remain silent, when the clubbing is administered in a spirit of "brotherly love," which so illuminates the motives of Bro. Cross.

Our esteemed correspondent says "the discussion of a change of name was started from spite towards the engineers." To say that Bro. Cross is mistaken, is putting it mildly. The assertion is entirely gratuitous—it is without foundation in fact—besides, there is an element of malignity in it entirely foreign to the "brotherly love" which prompts Bro. Cross to "air his views" in the *Magazine*.

It will be noticed that our correspondent declares that "the B. of L. F. was organized for a breeding pen for engineers," and that "it is right and proper that they (the B. of L. E.) should take the promoted men off our hands as soon as they are of an age to go."

It matters little what firemen of the B. of L. F. think or say upon other topics, while they entertain such degrading views of the mission of their own Order.

The desire, on the part of such firemen as Bro. Cross to have the *Magazine* endorse such debased views will not be realized while the *Magazine* is under its present management.

When the Brotherhood of Locomotive Firemen wants an editor who has no views, it can say so. It will have no difficulty in finding such men; the woods are full of them. When the B. of L. F. wants an editor, so cowardly that he dare not express his views, such a man can be had for the asking, and we conclude that when the B. of L. F. wants an editor of the *Magazine* who will make its pages plead for the degradation of the Order, while championing the interests of other organizations, the traitor can be found.

Under its present management the *Maga-*

zine, by the universal admission of men capable of forming an opinion, has advanced to the front rank of the Brotherhood organs of the times. The verdict is just, and satisfactory to Brotherhood firemen who are loyal to their own Order, or who have sufficient self-respect to resent an insult. For others, little cause is entertained for their flatulent rant.

The plea for *bad spelling*, we regard as entirely in consonance with other propositions submitted by the writer.

That we have too many engineers in our Order for its peace and prosperity is entirely in keeping with the "breeding pen" conception of the mission of the B. of L. F.

This *Magazine*, under its present management, will seek to promote the welfare of the B. of L. F. in the future as it has done in the past regardless of "cudgels" by whomsoever wielded. Whatever else may be said of it, its pages will never be stained by its present editor with sentiments of treason or disloyalty to its principles or its mission. If it cannot stand upon its merits, let it go down, but with its flag flying in defiance of its pronounced, or its covert enemies.—ED. MAGAZINE.]

PITTSBURGH, PA., Oct. 14, 1889.

Editor Firemen's Magazine:

It gives me great pleasure to be able to pronounce the first Union meeting of the United Orders of Railway Employés of Allegheny county a success, although the attendance at our secret sessions was not as large as it might have been, but we must bear in mind that the railroads centering in both cities are overrun with work at present, and a good many of our members were unable to attend; however, those present were a credit to their respective orders, and in all my experience of union gatherings, I must say that it has never been my good fortune before to find as attentive audiences as we had at our secret and public sessions, and the seed sown will show its fruit in the near future; if not, I will be terribly mistaken. I also wish to extend my sincerest thanks to the Lodges of the B. of R. R. B. and S. M. A. A. for their earnest assistance in the good work we have started, and my special thanks are due to Brother E. L. Davidson, of Good Will Lodge, B. of R. R. B., for the good work he performed.

To the Brothers throughout the land I will say, follow our example; get up meetings of the united orders wherever there are two Lodges to be found. It will do more good than all the boasted talk we find in the columns of our *Magazine* about the B. of L. E. federating or not federating; it is useless, and cannot accomplish anything. Three Orders have united, and if our brothers have anything to say in regard to federation, let them come to the point. There is lots to be said and done before federation can be called a crowned

success. The main point to be borne in mind is organization; organize and you will be independent of all orders that are not in favor of federating with us; organize and you will cement federation, so that it will be impossible for your enemies to break your ranks. If you do this, you can accomplish all that is necessary, and you will find that it will only be a short time until our Orders will be as well established as any other Labor or Trades Union, and I hope that I may live to see the day when railroad employés will have to show their working-card before they can gain a situation on any road, the same as is required by other Trades Unions. Don't think that this could not be accomplished, because there is nothing impossible under the sun; but it requires work, study, intelligence and good judgment, and I wish that all members of the United Orders would bear in mind that this piece of work is not to be left on the shoulders of a few members of our respective Lodges, but it is to have the assistance of each and all of us. Read Mr. Powderly's speech in our September Number—"It is folly for labor to whine about the oppression of capital when it has the remedy in its own hands." This is the greatest sentence I have ever heard him utter, and I say to you all to-day, study it over and you will find the true key to the success of federation.

Yours fraternally,
F. J. Thomer.

TROY, N. Y., September 22, 1889.

Editor Locomotive Firemen's Magazine:

I send you herewith an account of the official visit of our worthy Grand Master to Troy City Lodge, No. 315, which occurred on the evening of the 21st inst. Bro. Sargent was received at the depot in the afternoon by a delegation who took good care of him till 7 P. M., at which hour a special meeting had been called. A large number of local and visiting brothers from Lodges No. 149, 215, 210 and 200 were present. The meeting was opened in due form and then turned over to our Grand Master, who occupied the floor for two hours and ten minutes with his remarks which were highly appreciated by his patient listeners. Federation was outlined in all its important points, with many other good things for the good and welfare of the Order. At 10 P. M. the entire party adjourned to Wood's cafe, where a sumptuous supper was served, after which Bro. Sargent was given a splendid send-off with torpedo attachments. Says a local paper: "The Brotherhood of Locomotive Firemen met last evening at Green Island, and later on indulged in a sumptuous banquet at Wood's cafe, Union depot. Many engineers were present, and when the members of the Order who reside north left on the midnight train torpedoes were exploded on the track in their honor. The evening was a very pleasant one for those who participated in the festivities."

Yours fraternally,
Eugene Brizee.
Magazine Agent.

TO LOCOMOTIVE FIREMAN JAMES G. BLAINE, JR.

Dear Jim, while you are in the cab,
And socially than me no better,
I'll just fire off some surplus blab,
And write to you a rhyming letter.
I'll not say one offensive word,
My gallant lad, if I but know it,
Although expressions most absurd
Sometimes escape an humble poet.

You're certainly endowed with pluck;
You father's son need never labor;
You could your lifetime run amuck
Hobnobbing with each wealthy neighbor;
But Jim, there's more in having grit
To face the fight where steel rails rattle;
Than all your life at ease to sit,
And driving others on to battle.

Down at Bar Harbor every day
Your honored sire must snuff salt breezes.
His health is failing, papers say—
They notice every time he sneezes—
Perhaps his appetite is poor,
But Jim, avick! the devil a danger
But that your own, you may be sure,
Will let you masticate a Granger!

A can of blackstrap 'neath your nose
Is called a first-class appetizer;
The coal dust on your face and clothes
Your lady love it may surprise her;
But Jim, she'll love you just the same
If you are dusky as Othello;
Because you nobly play life's game
Like any honest, manly fellow.

A fireman's lot is pretty tough;
The acid, rotten stone and polish,
Besides all other blasted stuff,
Some future day you must abolish;
You'll learn the furnace door requires
Sufficient work for what they pay you;
Poor coal, and cleaning dirty fires.
Upon the road's enough to flay you.

Your spinal bone will sorely ache
Before you do the slash bar master!
But never a vacation take,
Slap on the palm a strengthening plaster.
Just learn the knack to twist the scoop—
'Tis in your wrist the ace's hidden—
Below your hip joints never stoop;
And know that wasting coal's forbidden.

Hang on until the snow-drifts high
Are all around your engine growing,
When hell's hurrah shrieks through the sky,
For days and nights of constant snowing,
'Tis then you'll learn our lot is hard;
We never snooze on crumpled roses;
And many times our sole reward
Is frozen fingers, ears, and noses.

Some day you'll be a president
Of some trunk line, in some big city;
And, when the boys on justice bent,
Shall interview you in committee,
You'll understand each word they'll say.
When they are all their wrongs revealing;
And from the knowledge gained to-day,
You'll listen with a kindred feeling.

Henceforth I'll watch your bright career
Through all its rapid, upward stages,
As fireman, Jim, and engineer,
Two places you must toil for wages.
And when you leave us, don't forget
How much poor engine-men must worry;
Our lives are rounds of constant fret,
Eked out in an eternal hurry.

Shandy Maguire.

WATERTOWN, N. Y., September 30, 1889.

Editor Firemen's Magazine:

Will you please grant me standing room in a

little corner of our *Magazine*? I would like to let some of our members know how easy and quiet No. 212 is moving along. We have forty members in good standing. We are out of debt, and have a nice little bank account; and peace and harmony reigns supreme, and we are all happy.

I noticed in the August number of our *Magazine* that Bro. Watts, of Lodge No. 48, believes in saying nothing, but saw wood and do the best you can. Well 212 has a member built in the same way, and it is no other than our worthy Receiver, Bro. Nichols.

Here is one instance of his stillness; one evening he starts out to take a walk, and in his travels found a *residence* which suited him. He leased it, and went to work furnishing it in grand style, and one day Bro. Nichols was missed from his engine, and the next thing as we read the daily paper, this met our view:

"Nichols—McLorley. In this city August 30, 1889, by the Rev. C. W. McCormack, Fred. Charles Nichols and Miss Mary McLorley, both of this city."

They went to their new home took dinner and are living in a paradise of their own like two "turtle doves," and when we say a word to him his reply is "I am well satisfied, say nothing." Now, if this is not sawing wood with a muffled saw, I am a jury and no judge. There are more of our members who are thinking of adopting Bro. Nichols plans. We are watching them all. The boys are smoking "pinks" and wishing Mr. and Mrs. Nichols long life and a happy one. I think I have filled that little corner, and I will leave the rest for some one of our brothers to speak for 212 as it is one of the best in the Order.

Horton.

GREEN BAY, WIS., October 6, 1889.

Editor Firemen's Magazine:

On Thursday, evening, October 3d, 1889, occurred the marriage of Bro. J. A. Parkinson and Miss Ella Hevins, at the residence of the bride's parents, Mr. and Mrs. J. H. Hevins, Green Bay, Wis. We all join in wishing the newly married pair all success in life.

Bro. and Mrs. Nichols are rejoicing over their newly arrived daughter, which came September 15th, 1889. We all hope she will have health and grow up so as to enliven them in their old age. She now bears the name of Ruby Elizabeth. You can find out where this name was taken from by applying to Bro. Nichols. There is history connected with it.

Bro. and Mrs. Holan are also the happy possessors of a newly born daughter, the date of whose birth I have forgotten.

Bros. Schutt, Erdman, Hagar and Parkinson have been promoted to the right hand side, but it does not make their heads swell so as to want to join the B. of L. E.

We are going to have our sixth annual ball Tuesday evening, December 10th, 1889, and expect a better time than last year. More anon.

D. E. H.

For the Magazine :

MY STEREOPTICON.

For many years, night after night,
I've rode behind my magic light;
Ne'r tiring of the charming hues,
Presented in dissolving views,
That glide within its silvery ray,
Then slowly melt and fade away.
Like fairy lands and farms they seem,
Or visions of a poet's dream.
A meadow with its yellow sheaves,
A woodland with its autumn leaves,
That float and light upon the train,
Like butterflies or golden rain.
And then there comes a grassy dell,
Where through the summer, daisies dwell,
Where lilies nod and say good night,
Then go to rest in robes of white.
I see fair Luna's silvery beams
Reflected by a thousand streams,
That dance beneath her mellow light,
Forgetting that 'tis ever night,
I see them hurry down the hills;
I see them turn the busy mills;
And as we cross from ridge to ridge,
I see them glide beneath the bridge,
And as they softly flow away,
There comes to view a silvery bay,
Where stately ships their anchors cast;
While seeking shelter from the blast;
And now when o'er the bay we drift,
Before us stands a rocky cliff,
That rises to a height sublime;
While up its face the ivies climb.
To shun the rocks our path must swerve,
And so we pass around the curve—
That brings us to a village quiet,
With cottages of snowy white.
A pasture and a field of grain;—
An orchard and a country lane;—
A sycamore, the wild grape vine;—
Some startled sheep and wondering kine.
A stallion comes and stands at bay;
Then frightened turns and runs away.
And when I come to pine lands drear,
I often see the timid deer.
Held by my lantern's brilliant ray,
Then break the charm and bound away.
When clouds blot out the moon and stars,
My eyes look on two gleaming bars;
Two glistening rods that seem to mark,
A winding road to dungeons dark;
With threatening rocks on either side,
Where demons roar and serpents glide;
In terrible anger from the skies,
That shock the nerves and blind the eyes.
But soon we bid the storm adieu;—
And now a city comes to view.
I see afar upon the heights,
A hundred thousand twinkling lights;
Here are the factories and the mills;
The harbor and the burning kilns;
A bridge to cross the river wide,
And now we're on the other side.
A station and a hundred tracks,
Steam engines with their smoking stacks,
That dart about midst hissing steam,
While signals change from red to green.
And thus the pictures come and go,
With Summer's flowers and Winter's snow.
They do not always please the eye,
For often in them, brave men die.
The misplaced switch, or yawning space,
Left by the swollen waters race;
The leading section round the bend,
A mighty crash and then the end;
The light of life forever gone.—
Crushed with their Stereopticon.

E. B. Harris.

BARABOO, WIS., Sept. 12, 1889.

Editor Firemen's Magazine :

On Monday, Sept. 9, Mrs. August Melcher, mother of Brothers E. A. and F. Melcher, died, after a long and painful illness. She was one of the kindest mothers and the most faithful of

wives. In trouble and affliction we are all upon an equality, and the sorrow of our brothers is just as intense, and just as hard to bear as that of those who move in the higher walks of life. We know that father, brothers and sister have hosts of sympathizing friends to help in this their hour of grief, and render it less terrible. Not only is the father and husband deprived of the love and companionship of his wife, but he must take up the burdens she laid down and bear them in addition to his own. Thus is his bereavement doubly severe to bear. When husband and wife have lived together for two score years or more, they have, if congenial, become absolutely necessary to each other. The world and its vanities are forgotten; they live for each other; they are unhappy when separated; their loving devotion to each other, as in the case of Mr. and Mrs. Melcher, becomes beautiful. The death of the wife leaves the husband inexpressibly sad and lonely, but there is some consolation left to the aged father. He is not entirely alone, he has two manly sons to help him bear up under his great loss.

Dixon.

DANVILLE, ILL., Oct. 9, 1889.

MR. EDITOR:—I have sad news for you from No. 63. The last time I wrote you we little thought that we were so soon to be shown the uncertainty of the things of this life.

One of the Brothers of this Lodge has been called to his lasting rest place. On the 10th day of September Bro. Secretary Wm. Corbit departed this life after five weeks' illness with typhoid fever.

Brother Corbit had been a member of Hercules Lodge or about eight months, and in that time became one of its most beloved and active members, always attending meetings when he was in the city, taking an active part, and even during his long confinement, when he could not leave his room, he was always greatly pleased to hear how the Lodge was getting along.

Willie Corbit, as he was familiarly known by almost everybody in this city, became identified with the C. & E. I. Railroad as a locomotive fireman about two years and a half ago, and served his employers faithfully up to the time he was taken sick. The exemplary life which he led would serve well as a model for us to fashion our lives after, both as employes and citizens in our daily routine of life, as well as members of the Brotherhood of Locomotive Firemen.

After the funeral services at the house, conducted by the Rev. C. H. Little, the remains were carried to Springhill Cemetery and there interred with Brotherhood honors, the beautiful funeral ceremony of the Order being impressively conducted by Master H. J. Bohn and Chaplain H. E. Kyger.

Appropriate resolutions of regret and sympathy were adopted by the Lodge, and all other things done to show in what high regard the deceased was held by those who knew him.

Yours fraternally, C. G. B.

TRINIDAD, COL., September 15, 1889.

Editor Firemen's Magazine:

Sometime ago I wrote you a letter for the *Magazine*, which, for some cause, was not published. Now I would like to ask you, or any of the brothers, through the *Magazine*, how many brotherhood men there are in the South? Bro. John Perry left here in search of work sometime ago, and went south, where he did not have any good luck in getting work, and worse luck in getting over the roads. He says some of the firemen he met, are afraid to say their souls are their own. He says they just belong to the Order, and that is all. They are not brothers. We have got a pass system, and I think if they had an iron jaw, they could have the same.

Engine 6 blowed up on the south end of our system the other day and nobody hurt, the engine was pulling a passenger train and working steam on a hard hill, the first time I ever heard the like. Now, I think, if those men who claim to be brothers would try to help a brother, it would be better for all concerned.

S. W. Hoage.

[In the foregoing, a charge is made against our brethren of the South. But it should be understood that firemen in that section are not worse than in any other section of the country. There are weak, spineless firemen to be found almost everywhere, selfish creatures who have no fellow feeling for any one. They are not animated by any fraternal feeling whatever. But such men constitute a small minority of our membership, and it is not wise to intimate that it is otherwise. Brotherhood firemen, as a rule, are noble men, quick to respond when a brother needs help, and they are the salt of the Order. They are in the south as well as in the east, west and north, and those who where disregardful of Bro. Perry's needs, do not represent the manhood of our Southern membership.]

The fact that there are brotherhood firemen of the type referred to, is lamentable. It is noble to help a brother fireman to obtain work, generous to help him on his journey in search of employment—and this *Magazine*, time and again, has voiced this important duty, and we hope that such complaints may cease.—ED. MAGAZINE.]

TUCSON, ARIZ., August 9, 1889.

Editor Firemen's Magazine:

I take great interest in the communications from the different Lodges, and have long looked for some one to write from No. 91, but all seem to wait, as I have done, for some one else to write.

Our Lodge is in a flourishing condition. We number about sixty members, and have in our treasury something over \$800 at present. The boys are joining our ranks as fast as they become eligible to membership. We have just ordered a new regalia that will cost us about \$150 laid down here. The B. of L. F. boys here do not believe in having anything shoddy, and

when we get our new regalia we can feel that we have something to be proud of. I have been very much interested in the ideas expressed by the boys in regard to a new name. At first, I was not in favor of it, but now, I am. I thought, as several others did, that if the name of fireman was not large enough for a B. of L. F. man after he had crossed the deck that he could quit us and join the engineers; but we don't want them to do that! An engineer told me a few days ago that he wanted to withdraw from the B. of L. E. and would like to join the B. of L. F., but he could not as he was no fireman nor had he ever belonged to the B. of L. F., and, that, he would join us if our name was changed, also, that there were several others, engineers, that were in the same notion as himself. That was something new, a new idea to me. I had not thought of increasing our membership from the ranks of the engineers. Formerly it has been the reverse. I think the "Brotherhood of the Footboard" the best name that has been suggested yet and, as to the insurance, I would like to see the policies made \$2,000 instead of \$1,500. I think we could stand it, if it did cost us a dollar extra once in a while.

Hoping this will find room in your *Magazine*, I remain,

Yours fraternally,

Windy.

[We are confident that the more thoroughly the new name proposition is investigated, the more clearly it will appear that the suggestion embodies wisdom and vitalizing power. We have not advocated a change of name for the purpose of proselyting, but rather to erect a barrier against such proceedings. We are content to hold our own and to make our name significant of our actual condition. We would retain within our ranks our own membership. That is the supreme demand. Incidentally we will accept others but proselytism is not our mission.—ED. MAGAZINE.]

To Receivers.

A little attention on the part of Receivers, will save the Grand Lodge a deal of unnecessary trouble and embarrassment, and we ask their earnest attention to the following mistake which many of them are constantly making:

We state, first, that money should *always* accompany Statements.

The mistake, numerous Receivers make is, to forward to the Grand Lodge Statements and money separately.

It is easily seen, that when the money comes without the Statement, it is impossible to know where it comes from or what to do with it.

When the Statement comes without the money, the embarrassment is not less provoking.

What is wanted, is, that the money and the Statements shall be *received* in the *same* envelope, the money always accompanying the Statement.

This direction is plain and simple. There need be no more such mistakes as we complain of.

Will Receivers please take notice.

Personals.

P. A. DONAHUE is New York's favorite.

J. S. COWAN, of 156, paid us a short visit lately.

T. W. KERNS is general utility man at Mobile, Ala.

WM. CARMICHAEL presides over Colonial Lodge, No. 119, with marked success.

A. H. SUTTON, the old veteran of Decatur, is worth his weight in gold.

WILLIE WHITEHEAD is now running on the Brooklyn Elevated, and doing well.

W. F. HACKET holds the gavel at Fairbury, Neb., and is meeting with success.

THE frost is on the "pumpkin" and F. P.'s in the soup. So say the Lyndonville boys.

As Secretary and Collector of J. M. Dodge Lodge, No. 79, Chas. E. Stone fills the bill to perfection.

THE question at Peoria is, "where was Bro. George Watt when the electric light was turned on.

WM. HUGO is, as ever, on the alert in the interest of the Order at the Capital city of the Hoosier State.

ALEX. WILLIAMS, of De Soto, is one of the most aggressive and progressive members in the State of Missouri.

MINERAL KING Lodge, No. 129, has a faithful officer in J. S. Rogers, Receiver, than whom there is no better.

MR. P. O'BRIEN, of Division 56, B. of L. E., Keokuk, Iowa, is an earnest and effective advocate of organized labor.

J. I. DAVIDSON is the leading spirit in the State of Georgia. He has been of immense service to the Grand Lodge in that locality.

WE were pleased to meet Mr. E. C. Weller, a most agreeable gentleman, prominently connected with the B. of L. E., at Keokuk.

BRO. JAMES LEAHY, *alias* "Smiles," still walks the quarter deck of Chicago Lodge, No. 95, as popular as ever. May his shadow never grow less.

WE had the pleasure of meeting Bro. Maroney, of No. 39, at Keokuk, and found him an excellent fellow as well as a stalwart Brotherhood man.

BRO. L. L. HOOD, of S. M. Stevens Lodge, No. 150, is pulling fast passenger train on the S. M. & S. W. Railway, and he knows how to do it, you bet.

CHRISTMAS is coming, and we suggest that Bro. Mahoney, of No. 3, be prepared for the occasion. Pet kittens with bells on do not grow on bushes.

ANNOUNCEMENT is made of the marriage of Bro. Pat. Hannifan to a young lady in Wisconsin, and his numerous friends tender their hearty congratulations.

IT is said that Bro. Geo. Auchter, of Adopted Daughter Lodge, No. 3, has a standing wager that he has the biggest, brightest and smartest boy in Hudson county.

AT the organization of the Lodge at Gatesville, Texas, Bro. Jos. Ellis, of No. 24, rendered valuable service, which was fully appreciated by V. G. M. Hannahan.

WM. RILEY, Chairman of the General Board of C. K. and N., is spoken of in high terms by his associates. There is nothing small about him, the boys say, but his whiskers.

J. S. SHEEHAN, of 269, is reported to have had a good time on his recent visit to Niagara Falls. We hear that he "shot" the rapids, but this is doubtless a campaign fabrication.

JOHN TIERNEY, of Kansas City, has a royal welcome for all good Brotherhood men. He is a pedestrian of no small note, as those who have "done" Kansas City with him will certify.

BRO. JAMES DWYER, of Guiding Star Lodge, No. 130, under the delightful influence of what the poets call "love," was recently married, and received the congratulations of hosts of friends.

W. A. McMILLAN, Collector of W. F. Hynes Lodge, No. 48, is running the stationary engine at the Peoria passenger depot. He is one of the pillars of the Lodge, and the boys all like him.

P. L. CUTLER, Secretary and Collector of Blooming Lodge, No. 40, is certainly the right man in the right place. He is a painstaking officer, and enjoys, as he deserves to, the good will of all.

MARTIN KAVE, of Acme Lodge No. 228, runs the engine that pulls the private car of the directors and officials over the D., L. & W. Bro. Kave enjoys the reputation of being a first-class engineer.

IT is gratifying to know that Frontier City Lodge, No. 92, at Oswego, N. Y., is wide awake and doing good work. Energy is required to keep abreast of the times and 92 gets there all the time.

MR. P. HAGERTY, of Excelsior Lodge, No. 11, being the father of a bouncing twelve pound baby, of the feminine persuasion, is the happiest man in New Jersey, and the boys of No. 11 are expecting lots of cigars.

TWIN CITY LODGE, No. 39, long ago eliminated from its vocabulary the word "fail" and all its train of synonyms. It has been tried and found equal to every emergency, and is now forging to the front again.

THE boys of No. 93 are to have a ball on Thanksgiving eve, and Vice Grand Master Hannahan is specially invited, with the understanding that a telephone, in good working order, has been put in for his benefit.

CANAL CITY LODGE, No. 255, has in its membership Bros. J. M. Zorn and S. S. Small, of whom it is simple justice to say they are excellent members, who are zealous workers for the good of their Lodge and of the Order.

WHEN the Grand Master comes along ask him how many seeds there are in an adult pumpkin, and whether he knows the difference between a slice of that kind of fruit and a tempting looking morsel of Vermont cheese.

THE French gentleman at Chicago who ordered "smoked Hannahan" was told by the waiter that there was no such article on the bill of fare. Smoked halibut is what he wanted. John is hardly ready to be smoked yet.

THE boys of Lyndonville evidently believe that the Grand Master is fond of squash. A bountiful supply by express, seasoned with charges, would lead to that conclusion. The cuckoo has not yet put in his appearance.

ONE of our Jersey City correspondents remarks that Adopted Daughter Lodge, No. 3, is booming. He says: "Bros. Martin, Sweet and Hutton are hustlers of the first order; Bro. Mahoney sees the kitten regularly, and purrs with contentment." We are pleased to learn that the members of No. 3 are doing so well, and felicitate them on the hopeful outlook.

THE name of Sam Quackenbush still adorns the roll of Golden Gate Lodge, No. 91. Sam is a brotherhood man from the ground up, and it is a pleasure to us to know that he is running one of the best engines on the Pacific coast.

GEO. C. WATT and W. Baugh, of No. 48, were with us at the Gate City, and we found them genial, as usual. Had we followed Bro. Watt (who knows Keokuk thoroughly?) we would still be headed for Australia looking for the hail.

WE are glad to learn that Brother James R. Morris, of South Easton, Pa., was promoted August 26th, and took his place at the throttle. The promotion was a reward of merit, and we anticipate for our Brother a successful career as an engineer.

O. A. ELLIOTT made himself specially valuable at the Keokuk meeting. He is wrapped up in the Brotherhood and never hesitates to make any sacrifice to advance its interests. Ask Bro. E. by what special process of calculation three from two make five.

THE thanks of Bro. and Mrs. G. W. Sebastian are extended to the Crookston firemen for their elegant present of a set of hand painted china on the occasion of their recent anniversary. The present was worthily bestowed and heartily appreciated.

WE felicitate Bro. Mike Bannon, Master of Sunny South Lodge, No. 148, of Tyler, Texas, upon the return of his family after an extended absence in visiting relatives and friends. Such reunions are always pleasant, and home is made more beautiful and bright thereby.

THE Secretary of Sprague Lodge, No. 133, Bro. H. A. Moore, has taken to himself a life partner, and enthusiastically remarks that "marriage is not a failure." We congratulate Bro. and Mrs. Moore and wish them, in rich abundance, the good things of life.

THE Grand Officers are under special obligations to Bros. Joe Turpin and W. E. Sage, of Blooming Lodge, No. 40, for courtesies shown them while at Bloomington. The few hours spent in their company were much enjoyed, and we remember our brief visit with pleasure and satisfaction.

WE are pleased to record the fact that the members of Acme Lodge, No. 28, turned out in full force to witness the inauguration of the new Lodge at Duumore, Pa. That's the right thing to do. When a Lodge is born, give it a grand send off, with a thousand wishes for its growth, strength and prosperity.

WE have a note from Bro. A. L. Jacobs, of Buffalo Lodge, No. 12, saying that his mother died at Tonawanda, N. Y., September 18th, at the advanced age of 80 years and 121 days. She was a most estimable lady, and always had a warm place in her heart for our Bro. hood, and was a constant reader of what she called the "Firemen's Book"—the *Magazine*. Bro. Jacobs' father is still living at the patriarchal age of 86 years. He was employed on the first railroad built in New York.

BROTHERHOOD men visiting Bloomington to attend the camp meeting in progress there will do well to avoid Turpin and Sage. We speak from experience. Both declared emphatically that they knew the way to the grounds via the bee line route. We followed first one then the other until we had traveled something less than seventeen miles, and were hopelessly lost. Each blamed the other for the predicament, and finally a friendly tramp led the way out of the wilderness. Piously inclined members will do well to heed our friendly warning.

FRANK HANNAHAN, brother of J. J. Hannahan, has been reappointed *Magazine* agent of Garden City Lodge, No. 50, and has resolved to roll up a magnificent subscription list for the *Magazine*. Right. It is to be hoped that all the agents of the *Magazine*, will be inspired by the same laudable ambition.

THE members of Washington Lodge, No. 13, are opulently congratulating Brother Joe Mohr upon his wonderfully good fortune in having secured for a wife Miss Katie Hopkins, one of Elizabeth's fairest belles, and while wishing Joe and his bride a long and happy life, expect enough cigars to have a smoke all round.

THE pleasant announcement comes to the *Magazine* that Bro. Frank Kerns, a popular young member of Federation Lodge, No. 122, was married on August 6th to Miss Eliza Davis, a charming young lady of Clinton, Ill. The boys of Federation Lodge wish the federated Brother lasting success, in which the *Magazine* joins most heartily.

RALPH SHERBURNE, *Magazine* Agent of Vigo Lodge, No. 16, has been confined to his home with a serious attack of rheumatism, the result of an injury to his knee sustained about two years ago while getting on his engine. Ralph is very popular among the boys, and they will be delighted to learn that he is improving, and there are good prospects for his early recovery.

CALVIN W. WOLCOTT, who wields the gavel, when Garden City Lodge, No. 50, is in session, does it up to the hilt and in a way that makes Pope's declaration, that,

"Order is heaven's first law"

quite popular with the boys, and they say it is also good in the Lodge room.

E. J. KELLY, Secretary and Receiver of Gate City Lodge, No. 93, is entitled to much of the credit for the success of the union meeting lately held at Keokuk. Bro. Kelly is a thoroughly active worker. He comprehends fully the mission and purposes of the Order, and is withal a genial fellow who, once met, is never forgotten.

CON DUGGAN, Esq., an old-time member of Buffalo Lodge, No. 12, was recently the guest of Vice Grand Master Hannahan at Chicago. Con is now Sergeant of the Buffalo Police Force, and is one of the most popular officials of that city. During the visit of Bro. Duggan to Chicago in company with his friend O'Brien, late a member of No. 12, Bro. Hannahan did the honors in royal style, and every courtesy was shown them by the officials of that city.

MISS MARY E. NEENAN has won the regard of the members of Gate City Lodge, No. 93 by her many acts of kindness and her unselfish devotion to the interests of the Brotherhood. The basket of cut flowers presented by her on the occasion of the union meeting, and numerous other testimonials at balls and other entertainments, bear eloquent testimony of friendship and good will which the members appreciate and will gratefully remember.

E. GALLAGHER, of Gate City Lodge, No. 93, may justly lay claim to being one of the oldest Brotherhood firemen in the country. He joined the International Firemen's Union in 1888 and was a member eleven years. When the I. F. U. merged in the B. of L. F. he became a member of the latter Order, and has been on our rolls during the past ten years, making his membership cover a period of twenty-one years. He has been running an engine on the Rock Island sixteen years and is comparatively a young man. When our Order is referred to as a *Fireman's* Order with the advice, "Let 'er go Gallagher," the answer comes back, "She's good enough for me." Bro. Gallagher is as loyal to our Order as a father to his family.

WHILE the union meeting was in progress at Keokuk, the Salvation Army opened its programme in the streets below, and for a time the Grand Master was required to run with his lung-valve wide open and his voice down in the corner. It was ascertained that the Salvation Army were trying to convert Bros. G. C. Watt and W. Baugh, of Peoria.

THE numerous friends of Brother E. E. Gruley will sympathize with him upon the loss of his estimable wife, which occurred September 28th. Mrs. Gruley was a lady who won the esteem of all who knew her, and her death is universally lamented by her neighbors and numerous friends in Rocklin, Cal. It is said that "Death loves a shining mark," and all who were so fortunate as to enjoy the friendship of Mrs. Gruley admit the truth of the saying.

FRANK J. THOMER, Receiver of Holbrook Lodge, No. 378, at Chartiers, Pa., is one of the most active men in the Order. He has zeal, but not in excess of judgment, and as a worker, he is tireless; nothing escapes his attention. An ardent advocate of federation, he was the life and soul of the great federated meeting held in Pittsburgh on the 30th of September. He has eliminated the word "fail" from his vocabulary. When others hesitate, he advances, and if there is a "forlorn hope" to be led, Brother Thomer is ready. To such men, things may look a little gloomy sometimes, and it is then that massing their courage they snatch victory from the jaws of defeat.

CHARLES W. MAIER, member of Great Western Lodge, No. 24, and prominently identified with the Joint Board of Adjustment of the M. K. & T. system is a Brotherhood man in all, that in its best sense, the term implies. He intuitively grasps situations and conditions, and in estimating men and measures, his mind works like a lightning calculator. Bro. Maier, about three months since was promoted to the right side on the M. K. & T. Railway, but the interest he takes in the welfare of firemen is in no regard abated. That he will succeed as an engineer goes without the saying, and in whatever position his good fortune may place him he will be found to be the right man in the right place.

WE regret exceedingly to announce the resignation of Brother Sidney Vaughn as Secretary and Receiver of Dominion Lodge, No. 67, Toronto, Ont., but more particularly do we regret the resignation because it is the result of failing health. Bro. Vaughn, as Secretary and Receiver of his Lodge, has met every requirement, and as a member of the Grand Executive Board of the Brotherhood has won, in a large measure, the confidence and esteem of his associates. In going to New Orleans to find employment and health the best wishes of the Brotherhood go with him, and it will afford the *Magazine* great satisfaction to announce that in this, as in all other things, his most sanguine hopes have been realized.

GATE CITY LODGE, No. 93, has a member, Bro. O. A. Elliott, who is so exceedingly fond of apples that had he been Adam in Eden he would not have waited for Eve to have invited him to take a bite, but would have skinned up the tree and plucked the fruit regardless of snakes, at least such is the opinion of those who saw him reaching for an apple far out on a limb, and which, dropping without being caught, hit Bro. Elliott on the forehead, leaving a rosy mark, and with such force that but for the influence of religious education and the restraints of Gate City Lodge would have resulted in sulphurous literature, such as delights his royal forked-tail and cloven-footed highness, and for which he promotes his firemen to superintendents of smoke stacks.

WE are deeply pained to learn by letter from Bro. James R. Morris, of South Easton, Pa., of the death of his devoted wife, under circum-

stances which make the sad event more than unusually sorrowful. Bro. Morris had bade his wife good bye to take his place on his engine on the morning of September 3d, and a few short hours later was summoned to his home to gaze upon her lifeless form. The affectionate wife and mother had passed away, leaving for the sorrowing, heart-broken husband an infant but a half hour old, as a priceless souvenir of an ordeal which cost the mother her life. We are not surprised that Bro. Morris feels that the world is dark and his fate a hard one. In such cases words of condolence, however warm, are of little avail—only time can heal the wounds death inflicts, and though friends will be kind and sympathetic, time alone can supply the needed balm. We hope that the infant child may live to be a blessing to its father, and that its childish prattle will in some measure assuage his grief.

A High Compliment to J. J. Hannahan, V. G. M. B. of L. F.

J. J. Hannahan, Vice Grand Master of the Brotherhood of Locomotive Firemen, has been placed upon the World's Fair Committee of Chicago. Never in the history of Chicago, have its foremost men been more intensely aroused over any question than at present distinguishes their efforts to secure the World's Fair in 1893. The committee having the matter in charge is made up of men of wealth, intelligence and influence, and the selection of Bro. Hannahan as a member of that committee is not only a high compliment to him but also to the great Brotherhood of which he is one of its grand officers. Bro. Hannahan is in many regards well suited and qualified for a position on such an important committee. He has a large acquaintance, not only in Chicago, but throughout the country. He is a man of popular address, with quick comprehensions of what is required to secure success, and being a prominent leader in a great order of workmen, he is in a position to render the committee valuable services, and being a man of tireless energy his influence in securing for Chicago the boon she so much desires will not be the least of those who have the great enterprise in charge.

NOT long since we had the pleasure of holding a meeting at Bloomington, Ill., under the auspices of Blooming Lodge, No. 40. There was a good attendance and an interesting time was had. The good of the Order was discussed and some good points were brought out. Blooming Lodge is composed of a body of young men, active, intelligent and wide-awake, who are a credit to the Order. Brotherhood men who visit Bloomington doubtless receive a cordial welcome. We enjoyed the meeting exceedingly, as also the remainder of our visit, which was spent in social intercourse with the boys.

WE are requested to say that the Lodges of the federated orders of Allegheny City, Pa., will hereafter meet once a month. The place where the meetings are to be held, will be announced in the columns of the *Magazine*. The next meeting will be held at Christian Hall, Chartiers, Pa., November 10, 1889, at 1:30 P. M.

Shandy Maguire's Poem.

The *Magazine* esteems it a privilege to present to its readers the beautiful and appropriate poem, read by Shandy Maguire at Denver, at the great meeting in honor of the B. of L. E., held in Tabor's Opera House, Wednesday Oct., 18. It was as follows:—

Once again has old Time o'er a year traveled
fleet,
Till, in annual conclave, at Denver we meet
'Neath the shade of the Rockies, tremendous,
grand,
From their base to their summits, the pride of
our land;
For they tower to the skies, and observers, in
awe,
Recognize the divine and revere the great law
Of creation, that reared them, fit types of the
West,
Having prodigious wealth unexplored in their
breast.

This hospitable city has opened its doors
To receive us in friendship, and in through them
pours
A procession of men, brawny offspring of toil,
Pioneers who advance, disregarding the moil
That awaits them, so commerce new arteries
find,
And great cities like Denver spring skyward be-
hind.
We are here from the East, where Atlantic's
waves sweep
In the fleets of all nations from over the deep,

Trackless waters, with wealth every hour to our
shores,
Bringing products of all foreign lands to our
doors.
We are here from the South, the savannas, the
fields,
Where the soil a rich crop to the husbandman
yields;
Where the factories over her borders increase
Every course of the sun, since the dawning of
peace.
We are here from the North, from Canadian
plains,
From her hill and her valleys, all traversed by
trains,

International boundaries know we not, save
The tides, that the shores of this continent lave.
Over these mountains adjacent came men. In
each breast
Is the enterprise found that is building the
West.
Up in prosperous states, on Rapidity's wings,
In their youth far surpassing old realms of
kings.
And what can we do?
To enact wholesome laws,

Which shall guide us, protect us, and win
The applause of employers and railroad in-
vestors.
We ask
A review of our past. You may take us to task
If we've e'er as an order proved faithless to
trust;
Search the twenty-six years of our life and you
must
Be convinced that our aim has been honest
throughout
Our whole history long, not a margin for doubt.

Will you find. We've had clouds sweeping over
our sky
On occasions when men our requests would
deny;
As weak but for justice, and pleaded for right
in chaste language before them, in Heaven's
broad light;

Not like base fawning serfs who can bend at the
knee,
But erect in our manhood, respectful and free.
Soon the rays of the sun of our righteous cause
Did dispel all our clouds.

We win public applause
When we give up our lives to our duty, and
Stand, with our firemen beside us, our levers in
hand,
To avert threatened danger. To us it is death
If we err in our judgment. With cool, gathered
breath
We are there, ever ready, prepared for the shock,
And determined to stand just as firm as the rock
In the midst of yon mountains, till the danger is
passed

And the passengers saved; may be breathing
our last
Breath of life in the struggle, full conscious, re-
signed
To our fate, if but saved is the train load behind.
Holy writ stands the test of a skeptical eye
To refute or distort it, and bright is the page
With divine inspiration, where God has decreed.
To protect the distressed is a virtue indeed,
Sure to bring a reward in the mansions of bliss

When our pilgrimage ends in a world here, like
this,
We can stand at the bar of Omniscience when,
In His glory, He comes to weigh actions of men.
And can feel that the widows and orphans we
saved
From due hunger shall bless us; their protectors
braved
Dismal death, but were conquered; they fell in
their strife—
They were victims of duty—each one gave his
life

So that others might live; scan your eyes on the
land,
Note the heroes who died with their throats in
hand
There's a future, whose veil we can ne'er pene-
trate,
It is silent, behind it, and fruitful with fate
For our order. No seer in his wisdom can tell
What awaits us, if ill be our lot or if well;
But a vision prophetic enraptured I see,
'Tis inviting us onward to days yet to be;

They shall dawn in full splendor, if wisdom shall
guide
All our actions at Denver. My brothers, the
tide,
Known as "public opinion," shall bear us in
case
On its breast, calmly on, undisturbed by a breeze,
If we only be prudent, be wise, and be true
To our principles, keeping the public in view.

At the completion of his recitation, Miss Mag-
gie McGill rushed from the right wing of the
stage bearing a beautiful floral harp, the emblem
of the land where the shamrock grows. Miss
McGill briefly said:

"Mr. Shandy Maguire, as a tribute to genius, I
present to you the emblem of our country."

The bard of the Brotherhood was visibly sur-
prised, but responded feelingly as follows:
"Words cannot express my gratitude for the
present which this young lady with the confi-
dence of a heroine has just given me. Such
generosity is typical of the great Western ladies,
and I appreciate it very highly."

The harp was made of red, white and yellow
roses, with fern leaves woven in happy harmony
around the edges.

Important Action.

The action of the General Board of Adjustment of the Brotherhood of Locomotive Firemen on the Santa Fe system, at the late meeting of the Board at Topeka, Kansas, in regard to certain matters of vital interest to the Brotherhood is of special importance.

The action of the Board to which we refer, declared an "abiding faith in federation," and a declaration equally emphatic in favor of a "new name" was recorded.

In addition to the action named, the "stand taken by the *Firemen's Magazine*" was unqualifiedly indorsed.

The men composing the Board of Adjustment on the Santa Fe system are eminently capable of arriving at correct conclusions in all matters pertaining to the welfare of the Brotherhood, and their declarations will be accorded a hearing throughout the jurisdiction of the Order. They are in positions to speak advisedly. They, like others in their positions, are daily confronted with practical problems, which, in some measure at least, they are required to solve. They know the men on their system, know their views upon the current questions relating to the welfare of the Order. In the case of the Santa Fe system, it is safe to say Brotherhood firemen favor federation and a new name. Why? Federation embodies wisdom to an extent that those opposed to it are compelled to nurse their antagonism in silence.

As to the "new name," it has for its support such cogent reasons that those who are opposed to it are required to ignore facts and conditions, and trust to traditions and sentiment, neither of which are of any consequence when right and reason demand recognition.

As to the *Magazine*, the Board of Adjustment for its indorsement of the course it has pursued, merits and receives our warmest thanks. The *Magazine* is on record. Its printed pages can be called up as witnesses, can be interrogated and made to answer. It will ever be a source of delight to us to have this brought into court when the B. of L. F. is on trial. If at any time the *Magazine*, under its present management, has covered when the rights and interests of the B. of L. F. have been involved, if it has done less than defend when defense was required, or has hesitated to attack when every sentiment of manliness and independence demanded such a course, then it will be in order to demand a change of management. Let the trial come, and we shall not hesitate to champion the course pursued by the *Magazine*, and what is specially gratifying, we know how promptly and how gallantly ten thousand sturdy Brothers would come to our support.

At the late funeral of Brother William Corblitt, of Hercules Lodge, No. 63, a number of the members of Vigo Lodge, No. 16, were in attendance, and were most kindly received by their brethren at Danville. The funeral, in all its appointments and ceremonies, bore high testimony of the es-

teem in which the deceased was held by his comrades, and however mournful, was a beautiful tribute of Brotherhood regard.

ED. F. O'SHEA, Esq., Grand Secretary and Treasurer of the B. of R. B., in his report of receipts and expenditures for the fiscal year ending August 31, 1889, shows receipts amounting to \$284,351.55, and disbursements to the amount of \$282,446.11. During the year 171 death claims and 77 disability claims were paid.

We acknowledge the receipt of an invitation from Orange Grove Lodge, No. 97, to attend the Seventh Annual Ball of the Lodge, to be given Thanksgiving eve, Nov. 27th. It would afford us great pleasure to be present to join in the grand march and "trip the light fantastic," but as that is out of the question, we can only express the hope that the occasion will be financially and felicitously a success.

We have on our table a little book of 32 pages, containing a large number of questions and answers relating to running engines, on the Union Pacific Railroad. The purpose of the book seems to be to help the men of the cab to master the machine in their charge under all circumstances, and especially the firemen who seek promotion. It is issued by G. W. Cushing, Esq., Superintendent of Motive Power on the Union Pacific, and we presume is in the hands of every fireman on the road.

THE 18th Session of the International Cigar Makers' Union was held in Tammany Hall, New York, beginning Sept. 16th, 1889. There were present 127 delegates, and the deliberations were of unusual interest. The membership of the Union is given at over 19,000. The receipts of the Union for the fiscal year ending August 31st, was \$47,172.55, and the disbursements \$46,606.34. The statistics in regard to the production of cigars are interesting, showing for the year ending June, 1889, 3,867,385,460 cigars were made, and for four years, 1886 to 1889, both inclusive, a grand total of 15,011,316,031 cigars have been manufactured in the United States.

A SERIOUS wreck occurred on the Vandalia Line last month as the night express, eastward bound, was leaving Terre Haute. The engine, in passing over a split switch, was derailed and badly wrecked. Engineer Ed. Miller, at one time a member of Vigo Lodge, No. 16, was seriously injured, although at this writing he is resting comfortably and his early recovery is confidently expected. Fireman Wm. W. Woods, a member of No. 16, escaped more fortunately, only a few bruises and a general shaking up being sustained. We congratulate the boys upon their narrow escape. The wonder is, after viewing the wreck, that they were not killed outright. The cause of the derailment is unknown.

F. P. McDonald.

It will be gratifying to the Brotherhood, throughout its entire jurisdiction to know, that Bro. F. P. McDonald, of Joseph, Lodge, No. 43, Chairman of the Board of Grand Trustees, has been appointed to the responsible and fairly lucrative position of State Grain Inspector, for the District of St. Joseph, Mo. The appointment of Bro. McDonald, which has been confirmed by the State Board of Railroad and Warehouse Commissioners, was due to the active interest taken by the Railroad Commissioners, viz.: Hon. William G. Downing, Hon. T. J. Hennessey, of the B. of L. E. and Col. John B. Breathitt, all broad gauged men, whose quick comprehension of Bro. McDonald's eminent qualifications for the responsible position, while creditable in the highest degree to their sagacity, was a well deserved compliment and honor to Bro. McDonald and whose qualifications for the position are first class.

Bro. McDonald is still President of the St. Joseph Trade Assembly, which is composed of five representatives each, of nearly all the labor organizations in that flourishing city.

Bro. McDonald took possession of his office November 1st, which is Room No. 19, Chamber of Commerce Building, St. Joseph, Mo., and his army of friends not only congratulate him upon his appointment, but wish him a prosperous, official career.

THE meeting of the Joint Board of Adjustment of the M. K. & T. System, which was held in Sedalia, Missouri, commencing September 23d, was in all regards harmonious and resulted in advancing the pay of the firemen on the System, and the opinion is expressed that their wages are better than on any other system in the country, unless it be on some mountain roads. The officers of the system were most kindly disposed, and ready to do the fair thing, as nearly every proposition of the Board of Adjustment was agreed to. It is now in order for the Firemen on the system, to do their best to promote every interest of the road. Generous liberality on the part of the management of the road, should be responded to by unflinching fidelity.

HERCULES LODGE, No. 63, of Danville, Ill., has recently been called to mourn the death of its Secretary, Bro. Wm. Corbitt, and also the death of Emmet Boyer, a young fireman who, had he been spared a few weeks longer, would have been a member of the mystic Brotherhood. The death of young Boyer occurred under circumstances of unusual sadness. He was sitting on his seat box with his arm resting on the arm rest of the cab window, when he was struck by a piece of timber on a passing train with such violence that he died in a few hours. He was a young man of twenty years and universally beloved, and his untimely death is lamented not only by parents and relatives, but by a large circle of sorrowing friends.

Congratulatory.

The members of our Brotherhood throughout its entire jurisdiction, will be delighted to know that a great joy has come to the home of Bro. F. P. Sargent and his devoted wife, to brighten and bless it, all will hope, for many, many years. The source of this great felicity is little baby Mabel, whom cruel fate deprived of its parents, but who still, we believe, had a guardian angel to watch over its destiny, and provide for it a home, where the tenderest care and solicitude, destined to ripen into affection as beautiful as was ever vouchsafed to childhood, will be its great and good fortune. Little Mabel as pretty and as sprightly as could be wished, already gives evidence of a loving disposition, and though but nine months old, can say "Papa" in tones as sweet as the notes of an Aeolian harp. In some measure we think little Mabel is the child of the Brotherhood, and all the membership will devoutly wish the little stranger health and long life. Little Mabel was born on Christmas, and the anniversary of its birth will always be ushered in with chiming bells and joyous festivities, reminding its foster parents of the beautiful words of the Master, "Suffer little children to come unto me and forbid them not, for of such is the Kingdom of Heaven."

In the *Journal of United Labor*, the official organ of the Knights of Labor published at Philadelphia, there appears in the issues of October 10th and 17th, an article captioned "The Story of a Crime." It is not completed in the issues named, but when finished, will constitute such an arraignment and *expose* of Austin Corbin's reign in Pennsylvania, as will make prudent men stand aghast at the monstrous iniquities this soulless villain has been permitted to perpetrate, in defiance of all law, human and divine. "The Story of a Crime," is the story of a thousand infamies, agglomerated into one huge crime, such as never before blackened the pages of American history. It should have the widest possible reading by the workmen of the country, every one of whom should swear, by voice and vote to wipe out the foul stigma.

ON Monday, September 16, Grand Master Sargent met with the Joint Board of Adjustment of the Missouri Pacific system. There were good reports of the condition of members, and of peaceful relations existing between the company and the men. The Joint Board of Adjustment is composed of excellent men, who seek assiduously to do right and are successful in that regard to a satisfactory degree. Bro. C. A. Dillon deserves great credit for his prudence and zeal, and his reflection to the position of chairman was a well deserved compliment. The agreement made one year ago is giving general satisfaction, but a few changes were made which will be of great benefit to the men. The outlook on the M. P., is cheering.

An Enterprising Lodge.

Byram Lodge, No. 271, Port Morris, N. J., has a right, we think, to be boastful. The town, or village of Port Morris, has, all told, about 100 families, and still, at the late fair and festival, the Lodge cleared \$110, and the gross receipts amounted to \$170, or an average of nearly \$2.00 for each family. That's business. The Lodge, having experienced, no little trouble in finding a hall in which to hold its meetings, concluded to build one of its own, to cost from \$1,500 to \$2,000. The proposition is to issue shares, at from \$15.00 to \$20.00 and then go forward with the building, wise provisions being made for such shareholders as will require more time than others. Nor is this all that Byram Lodge proposes to do in the way of new departures. The purpose is to establish a coöperative store. One hundred families ought to sustain such a store and make it profitable, at any rate, the movement on the part of Byram Lodge, will attract attention, and may result largely beneficial in localities where there are more than a hundred families.

THE *Rocky Mountain News*, of September 23d, contains an account of a lamentable wreck which occurred September 22d. In this wreck Bro. Hannon lost his life, his death having horrifying features, which it were impossible to describe. Not having an opportunity to jump he was thrown to the engineer's side of the cab, and by the time he had raised himself it seemed as though the tender, which was half uplifted, relaxed its terrible pressure, and found an opening into which the unfortunate man fell to be pinned to the ground. The flues were disjointed and the hot water was pouring down into the fire box, running from there to the ground, passing over the helpless form of Hannon. The edge of the fire box rested on Hannon's stomach. He cried in pain and as the engine tottered begged to be released. The locomotive then pitched forward and slightly down the embankment, dragging him with it, covered by a pile of living coals and hot machinery. Bro. George Rogers was also seriously injured, and Hannon died a few hours subsequent to the accident, and was buried September 24th. Bros. Hannon and Rogers were both members of Rocky Mountain Lodge, No. 77.

WE have a letter from a member of Hercules Lodge, No. 63, of Danville, Ill., giving an account of the death of Bro. Corbett, Secretary of the Lodge, which occurred on September 10th, of typhoid fever. Bro. Corbett was a valuable and highly esteemed member of Hercules Lodge, a devoted Brotherhood man and a faithful and efficient official. As a fireman he was faithful and studious, giving entire satisfaction to the management of the C. & E. I. R. R. In his life he was a model of propriety, and his death is universally lamented. He was buried with Brotherhood honors, and his Lodge in honor of his memory passed appropriate resolutions of sorrow.

Sam Dixon, of Baraboo.

A subscriber asks the favor of putting the following in print, owing to his admiration of Sam Dixon, of Baraboo, and the profound sympathy his hairless head always awakens:

Dear Sam, I'm told,
It's awful cold
In Baraboo, and 'round there;
And so my friend,
I herewith send,
Ten pounds of wooly bear hair.
So make a wig
Almost as big—
Well, never mind about that,
But make a bit,
In the way of fit,
And then put on your old hat;
Then I'll swear
You will have hair
In winter, summer, spring and fall,
On your intellectual billiard ball.

Simeon Wig.

[At first we were disposed to reject the foregoing doggerel, but it is presented with such christian sympathy for the good of Sam, that we concluded to let her go Gallagher.—ED. MAGAZINE.]

DURING the month of September Grand Master Sargent made an extended tour East in the interest of the Brotherhood, visiting Lodges at Buffalo, N. Y.; Watertown, N. Y.; Wilkesbarre, Pa.; Green Island, N. Y.; Whitehall, N. Y.; Rutland, Vt.; Bellows Falls, Vt.; Lyndonville, Vt.; St. Albans, Vt.; Montreal, Canada, and Concord, N. H. At Whitehall, where the brakemen and the firemen have flourishing Lodges, a union meeting was held and an enjoyable time had. At Troy, N. Y., the boys gave Bro. Sargent a banquet, and when the train started that bore him away from the town, there was a fusillade of torpedoes in his honor. At Lyndonville another banquet was tendered the Grand Master, and the most courteous attentions bestowed. While in Montreal Bro. Sargent was ticketed to the opera, where the music was superb and the evening was delightfully spent. At Concord, N. H., still another banquet was served, and the stay was made as enjoyable as possible. Everywhere the Lodges were in a prosperous condition and the Brotherhood animated by a purpose to accomplish still greater advancement.

SHE HAD PROMISED MOTHER.

Night and Day.

A poor little girl flower-seller one night, who was admitted to the Shelter, was asked by the matron how she had managed to maintain herself respectably in spite of her daily temptations. Her father and mother had been dead for years; she knew of no relatives, and she had no friends and no home. She burst into tears at the matron's question. "I promised mother," she said.



 NOVEMBER, 1889.

GIVEN AND TAKEN.

Smoothing soft the nestling head
Of a maiden fancy led,
Thus a grave-eyed woman said:

"Richest gifts are those we make;
Dearer than the love take
That we give for love's own sake.

"Well I know the heart's unrest;
Mine has been the common quest
To be loved, and therefore blest.

"Favors undeserved were mine;
At my feet, as on a shrine,
Love has laid its gifts divine.

"Sweet the offerings seemed, and yet
With their sweetness came regret,
And a sense of unpaid debt.

"Heart of mine unsatisfied,
Was it vanity or pride
That a deeper joy denied?

"Hands that ope but to receive
Empty close; they only live
Richly who can richly give.

"Still," she sighed, with moistening eyes,
"Love is sweet in any guise;
But its best is sacrifice!

"He who, giving, does not crave
Liketh is to Him who gave
Life itself the loved to save.

"Love that self-forgetful gives,
Sows surprise of ripened sheaves,
Late or soon its own receives."

J. G. Whittier, in Independent.

RAILROAD FEDERATION.

Commoner and Glass Worker :

What is the significance of Federation? What is the necessity of Federation? What is proposed to be accomplished by Federation? Let it be understood that Federation is not amalgamation. In Federation the federating orders do not surrender their autonomy, they give up no right which relates to their absolute independence in the management of their affairs, which does not involve the interest and welfare of the other orders included in the alliance.

Federation signifies unity and strength. It is "many in one." If it were required to demonstrate the axiomatic truth that "In unity there is strength," the history of the United States would supply every needed argument. Within the entire realm of illustration, nothing more convincing could be found.

Labor, a term I use in the place of workingmen, wage earners, bread winners, etc., is weak as compared with the power that has senselessly antagonized it; so weak as to be compelled to

accept such terms as has been offered by those who controlled it. This being incontrovertibly true, the necessity for organization on the part of labor is universally admitted by those of its friends in any sense capable of forming a rational opinion, or of arriving at an honest conclusion. Organization is opposed, not only by the enemies of labor, but by those who have controlled it in the past, and who are determined to exercise their autocratic power to debase and degrade it in the future; but also by a class of men, who having no purpose in life but to make money, would have business go forward undisturbed, totally regardless of the wrongs and injustice inflicted upon men who do the work of the world, and make progress and civilization possible. Unfortunately, there is another class opposed to the organization of workingmen, and forever in alliance with those who oppose and oppress labor interests. There are workingmen who, whatever they say to the contrary, are the slaves of the creatures who claim and assert the right to rule them and to reign over them. They are found everywhere; they have the form of men but they are not men; to use a term, they are "scabs," forever watching for opportunities to step in and accept degrading wages and conditions, when a manly workman revolts. It is because of such things that labor finds it necessary to organize for its protection.

History demonstrates very conclusively that during the past eighty years labor organizations have accomplished much in the way of resisting and overcoming the tyranny of employers. By organization the working day has been reduced from fourteen to ten hours without reducing wages. By organization, in many instances, wages have been advanced, in others maintained, and in every case prevented from going to the lowest level desired. On such points volumes could be written. But the organizations, acting separately and alone, have often been overcome and disastrously defeated; and these calamities have suggested the need of federation.

This brings the question, what is proposed by Federation?

In discussing the question I shall confine myself chiefly to the consideration of the Federation of organizations of railroad employes.

In this discussion little need be said about the antagonistic attitudes of labor and capital. From the first, every sentence uttered in that direction has been the trick of the demagogue; mountebank fusillades in the interest of disorder. Capital is the creation of labor, and to talk of war between capital and labor, finds its parallel in the assumption that the hand wars against the eye, or *vice versa*.

The trouble in the past has been between capitalists and workingmen; the former seeking to crush the latter, and this proceeding necessarily results in unrest, grievances, and often in open revolt.

I am not required to say that all capitalists

seek to reduce wages or to inflict upon workingmen degrading conditions. Fortunately such is not the case. There are many men controlling capital who recognize in workingmen their best friends. They pay liberally and promptly, and as a general proposition, they are successful in their business. There are others, not animated by the American idea, who would in the briefest time possible, reduce labor in the United States to the Chinese level. They would inaugurate a system of peon slavery, in many regards more odious and degrading than that of African slavery in the South before the Sumpter gun was fired that aroused a nation to arms.

To prove that there are men controlling railroad enterprises who are animated by a purpose to degrade workingmen, it is only required to mention the name of Austin Corbin. He may be said to represent the entire breed of pestilential railroad magnates, and the army of subordinate officials, who, clothed in a "little brief authority," use it to exile peace and create pandemonium. They would introduce into the United States the caste curse of India. They employ spotters and Pinkertons; they are advocates of the "blacklist" infamy; they are the implacable foes of labor organizations; they would crush out a workingman's manhood, his independence, his self-respect, all things that distinguish him from a serf; all things that make a man boastful of American citizenship, and this is done, it is claimed, in the interest of railroads, to enable them to achieve success.

Workingmen take an opposite view of the situation. They organize for the purpose of overcoming degrading conditions, to maintain their rights prerogatives; to maintain the inalienable rights of life, liberty and the pursuit of happiness. But organization alone does not in every case, and scarcely in any case, meet the exigencies. Workingmen favor Federation, which is the climax of organization, all the organizations acting as one organization when the interests of all are involved.

It should be understood, and in the near future is likely to be comprehended, that all railroad employes have mutual interests; and particularly is this true in the transportation service. Is it worth while to discuss this proposition? Is it not so self evident that argument and illustration weaken, rather than strengthen the declaration?

Suppose a wrong is done switchmen; a wrong so grievous as to be unendurable, and, as a result, switchmen strike. Does it not follow that the interests of brakemen, firemen, conductors and engineers are involved? He who does not see that the interests of all trainmen are included, is incapable of distinguishing between an axlom and an ax handle. It is because of this mutual interest that Federation is demanded, and it is eventually to be permanently established, and include all of the organizations of railroad employes. So far, three great orders of railroad employes, firemen, brakemen and switchmen, have federated. A Supreme Council has been

established. I shall not attempt to outline the method of procedure, in cases where the Supreme Council acts, further than to say, that in case of trouble, a strike cannot occur without the approval of the Supreme Council, nor until every means known to a peaceful solution of the difficulties involved have been exhausted, first by the order complaining, and then by the Supreme Council. There is to be no hot-headed work. Impetuous proceedings are to be tabooed. The demand is, reason, circumspection and patience. If a strike is to take place, it will occur only when every expedient known to honest diplomacy is exhausted. If then a strike is authorized, every man will abandon his employment.

It will be seen by this, I think, that Federation proposes peaceful measures; that its power will be exerted to prevent extreme measures, and that it does not favor violence and turbulence; and this, I believe, will eventually be the conclusion of all railroad officials.

In the discussion of Federation, there is a broader field which invites the writer, and those who are giving the labor questions intelligent consideration. If time permitted, I should gladly enter it to indicate, as best I might, the drift of opinion in the ranks of labor. There is going forward a mighty mustering of the mind forces of the times; and workingmen are neither supine nor silent. The labor question, in all its phases, is up for debate, and the labor press of the country will forever keep it in its advanced position, until right, truth and justice, one and indivisible, prevail. The labor question is in Congress, in the Legislature, in the bank and in the counting-room. It is in the school and in the college. It is in the lawyer's office and the clergyman's study. It is discussed on 'change. It is everywhere a topic. And last, but not least, the labor question is being discussed wherever a plow turns a furrow, wherever an anvil rings, wherever a shuttle clicks, a spindle whirls or an engine exerts its mighty power. It is discussed in cab and round-house, and it will not down.

In this majestic debate, those who can read the signs of the times, must, we feel satisfied, conclude that the Federation of the hosts of labor will secure blessings, as redeeming and exalting, as were ever vouchsafed to man, since the morning stars sang together.

EUGENE V. DEBS,
Grand Secretary Brotherhood of Railroad Firemen.

CIRCUMSTANTIAL EVIDENCE.

Time.

"Uncle Ben, your son was fooling around my hen-coop last night, and I came very near catching him. He had his hand on a chicken, but let it go when he heard me."

"Boss, did yer say he had a hand on a chicken an' den let it go?"

"I did."

"Den 'twarn't none ob my son. Dat nigger war'n't none ob my raising."

THE QUEEN OF DREAMS.

All day, where clouds flock through the sky,
The Queen of Dreams abides on high.

She has peaks of snow and caverns of fire,
Glittering castles and dungeons dire,

And giants and dwarfs and monsters rare
Follow her beck through the lucid air,

Amid the wavering train she dwells,
Where the wind forever sinks and swells.

Singing its marvels, low or loud,
Through opal vapor or sunset cloud.

But at night when shadows on earth lie deep
And weary mortals are wrapped in sleep,

The wild Queen comes with her mystic power,
To cast her spell on the perished hour.

She bids a faded moonlight fall
Yellow once more on hut or hall,

And conjures back their flickle grace
To the grief bowed form and the wrinkled face.

Hope that was starved and love that was slain
In her wondrous presence revive again.

Earth smiles in her tender, unknown light,
And this woful waste is a garden bright,

Where the heavy burdens of wrong and care
By a soft enchantment grows light as air.

Restless and sad, for her mercy pray
Those spirits who pine for a vanished day;

The livelong night to the darksome skies
Like smoke from fire their prayers arise:

"O come, sweet Queen, and bring us again
The delight of old and the old-time pain;

"For no gift to our hungering souls can seem
One-half so fair as a fleeting dream;

"And this desolate life holds naught so dear
As the echo of bygone hope and fear."

Zoe Dana Underhill in Harper's Weekly.

THE READING RAILROAD.

The Reading Railroad has been at considerable pains to inform the newspapers that it has discovered an organizer working among its employes, and that as a result a number of them are to be discharged. Superintendent Bonzano expressed himself as sorry to have to discharge any one, but that it was the determination of the company to have no Knights of Labor in its employ. It is true that the men on the Reading Railroad are desirous of becoming members of labor organizations again, and many of them will do so regardless of the threats of Mr. Bonzano. If there was no other reason the tyranny of the railroad company would drive men to bind themselves together for protection if not for betterment of their condition. But then again there is a latent spirit of freedom in every man's breast that will force rebellion against the brutal system now in operation on the Reading Railroad. The condition of the employes of the company at Reading and other points on the road is even worse than it is in Philadelphia.

We expect to be able to lay before our readers in a week or two the abject condition of many

of the employes of the Reading corporation, and then our readers will have an opportunity of forming an idea of how far chattel slavery can go in the great State of Pennsylvania. The people of this Commonwealth can well remember the prosperity of the Reading Company and the people all along its lines at the same time. Its downfall commenced with the departure from business methods in going outside of its legitimate calling as a common carrier. Then followed the reduction of wages of its employes to meet the losses of its suicidal policy. Then followed bloodshed and crime in the mining region, directly attributable to the action of the company's officials. The more recent history of the corporation is too well known to need repetition here.—*The Union, Philadelphia.*

ADDITIONS TO SOLOMON.**Good Housekeeping.**

Vinegar helps digestion, but a sour temper ruins it.

Wait till after dinner before you fall out with the cook.

How beautiful are the feet of her that brings in a good dinner.

Women insist on raising bread because they think it will be kneaded.

Before picking a quarrel with a gas man, buy a gallon of kerosene.

A soft yet persistent answer turneth away a borrowing neighbor.

Many a woman is expert with crayons who is not skillful in drawing tea.

There may be too much of a good thing—of salt in the soup, for instance.

It is vain for you to rise early if the kitchen chimney will not draw.

If cleanliness is next to godliness, then neatness is side by side with piety.

The foolish man maketh haste to remove his winter flannels, and pneumonia taketh their place.

When a man disagrees with you it is often best to leave him alone. The same is true of rich food.

It is better to lock the stable door after the horse is stolen than not to lock it at all. It may save the cow.

Seest thou a man rosy in his cheek, joyful in spirit and amiable in all his ways? He hath taken a good cook to wife.

If you borrow, you must lend; therefore whoever you are unwilling that men should borrow of you, borrow not of them.

Don't put out your furnace fire till the sun is ready to take its place. A ton of coal at \$6.50 is cheaper than a doctor's bill of \$65.

Flattery is foolishness, and whosoever is deceived thereby is not wise; nevertheless the discreet woman may use a little of it for her husband's sake.

Elbow grease has an honorable name, and is not to be derided; nevertheless the clothes-wringer and the carpet-sweeper are very popular in this country.

AUSTIN CORBIN'S OCTUPUS.**TRICKS AND SCHEMES OF AN IMPUDENT CRIMINAL**

**How Strikes are Engineered by Stock Wreckers—
The Methods of Chattel Slavery Improved on by
Capitalism—Pennsylvania's Lying Legend.**

In the *Journal* of July 18, 1889, under the heading "Hats Off to Austin Corbin," I used the following language:

A strike was necessary, and in 1887 the men were warned that Austin Corbin and a few others (the number I am not certain of) wanted to control the stock of the Reading, and that they would in all probability be driven to a strike if not careful. The strike came. It was carefully and deliberately planned by the officials of the Reading Company. When the proper time arrived Austin Corbin gave his consent and it was allowed to proceed. The rest is known to the public, or will be the time we get through with him.

One of the deluded and swindled stockholders of the Reading Company has written me, stating that I should be arrested for libeling the hard-worked men who are engaged in stealing the earnings of the Reading Company. He says he believes my letter has done injury to the company's interests. If the stockholders of the Reading Company were endowed with ordinary common sense they would have seen long ago that they were being robbed. If the business men of the Schuylkill region were not blind they would have taken steps long ago to deprive the Reading Company of the power to drive trade and business away from their doors. In the same letter in which I am taken to task my correspondent says that the coal companies of the Lackawanna region are violating the Constitution as well as the Reading, and he wants me to attack them instead of the latter. I am well aware that the coal-carrying and mining companies of the Lackawanna region are violating the Constitution, but they are not following it up by announcing that they own the bodies and souls of the men whom they employ. They have not as yet forbidden men to live according to their own ideas; and if the recent actions of the Reading officials are allowed to go unpunished there is no knowing to what lengths all of the others will ultimately go. If the Reading is made to obey the law the same rule which enforces obedience on their part will compel the rest to live up to the Constitution of the State.

As a sample of the kind of treatment the workmen on the Reading receive I quote from the *Philadelphia Inquirer* the following:

A man was killed on the Reading Railroad yesterday while in performance of his duty under the direct orders of his foreman. It is reported that the foreman knew he was sending the man and his companions into a situation of almost certain death, which could be easily averted by waiting a little longer. If this is true it is a case of manslaughter. The Coroner of Montgomery County should make rigid investigation of the case.

People will wonder why a man should deliberately send his fellows into the jaws of death; they will wonder why men with their eyes open

walked into such a death-trap. The reason is plain: The workmen on the Philadelphia and Reading Railroad are slaves—abject, fear-stricken slaves. They are beings upon whom depend wives and children, and, as a consequence, they are terrorized and brow-beaten into doing anything the boss tells them for fear they will lose their miserable situations and be thrown out on the streets to be blacklisted and boycotted wherever they seek for employment. They are enslaved because they have not been as watchful of their own interests as the Reading "Devil Fish" has of its interests. In old time slavery days the owner would not risk the lives of his slaves for they cost from \$300 to \$1,200 apiece, and a death among them would entail a loss on the trafficker in human flesh. The situation is different now. It is far better adapted to the liking of the slave-owner, for he has absolute control of his slaves, and he is not required to pay for them when they enter his service; he gets them for little or nothing; he pays them scarce enough to live on and not enough to allow them to get so fat as to become "sassy" on; he don't care how many legs or arms they lose, for such things don't hurt him a bit, and he don't have to pay for legs or arms. When a foreman drives some of the slaves to their death he grieves not, neither does he worry about filling their place. There are lots more coming over in Corbin's ships. In the eyes of the Reading officials that foreman was justified, provided the property, the other property, the property which cost money to purchase, of the company was not injured.

In August, 1887, the employes of the Reading Company were very well organized; they were gaining concessions and were in a fair way to secure a reasonable share of their rights. They became feverish and listened to false gods. They had occasion to hold a meeting at Tamaqua that month, and had the subject of a strike under consideration. I was asked to attend the meeting, but was told that I could not come as General Master Workman, merely as a spectator, for they were not assembling as Knights of Labor, but merely as employes of the Reading Company. I wrote them a long letter and warned them against striking, told them the condition of the Order, the feeling which pervaded the membership against strikes, or rather against supporting strikes, and explained to them the dangers ahead. I also warned them that I had received positive information that the officials of the Reading Company were dickering with members of their organization for the purpose of bringing on a strike, so that Austin Corbin and five or six others would be enabled to scare off the stockholders and buy in the stock of the company. Straw after straw was piled on the back of the camel, and at last the load became heavy and the strike came on. At the time it took place I was dangerously ill, and an uncharitable remark made by one of those who urged on the strike causes me to think that had I been around the

strike might have been delayed. Said he: "The old four-eyed — of a — is dying now, according to the papers, and he won't be around to prevent us from gaining our rights." I was not around, and raised neither hand nor voice in that struggle. I so often had it thrown in my face that if I had not interfered with the stock-yard strike the men would have won everything they contended for that I determined to let them win the Reading strike. The world knows how they won it. Victory was not within the bounds of possibility at that time, for they went into the strike just when Austin Corbin's company got ready, and had all of the men engaged known what I told their committee, there would have been no strike. I may be asked why I did not say this publicly before, or during the time the men were out on strike. They were on strike for three weeks before I heard a word about it, and to speak then and tell what I had warned the men against would give the red-handed fellows a chance to accuse me of working against the men again, as they did on every occasion when the men were told by me to face stern, unyielding truths, instead of heeding the advice of short sighted hot-heads. To speak since that time would have served no good purpose; and now that we are prepared to publish a true story in the coming issues of the *Journal*—a story that will bear me out in what I told the men—I think the time has arrived to speak and warn the people of Pennsylvania that it is high time to take an interest in public affairs. The Reading octopus must be shorn of its tentacles, and other corporations and monopolies brought under legal restraint, or this State will witness a revolution, for men will not sit down, under a free government, and be trampled upon with impunity. We are guaranteed better treatment by law and Constitution. Those who should enforce the law and command all persons, corporations and things in the State to respect the Constitution should act for the people. If they do not, then the people must act for themselves; and history, which will be repeated, tells us that they do not go about it in a very gentle way when once aroused. Such actions as those of the Reading Company are well calculated to bring on a revolution.

The coat of arms of Pennsylvania bears the legend: "Liberty, Virtue and Independence." No more glaring lie was ever emblazoned upon the shield of thief or highwayman. Liberty! there is none where men are told to stay indoors at night; that they will be discharged if they are seen going through certain doors or talking to certain men. Virtue! there is none in a corporation that overrides the laws, and the Constitution of the Commonwealth; there is none in public functionaries who sit supinely down and allow Austin Corbin's "Devil Fish" to close the doors of merchants and business men, dictate terms to manufacturers and operators, when coal, iron and other freights are delayed or mislaid according to the whim of the Reading manipulators. Virtue! in a Legislature that will

allow the Constitution to be scoffed at and damned in their presence? Independence! in the people of the grand old Commonwealth that prides itself on being the Keystone of the arch of States, and who are not independent enough to make a thieving corporation pay its taxes, its just debts, or obey the laws which it has made? Virtue! Liberty! and Independence! Hell is full of such, but Pennsylvania should be possessed of more of the genuine articles than to allow this state of affairs to continue. It may be said that I am too severe, and that I stretch the truth. Read what they have to say themselves, and then charge me with misrepresentation. In next week's *Journal* will be commenced a new story of labor. It was written by a Committee of the United States Congress, which was appointed during the strike of 1887 and 1888 on the Reading. It is the report of the committee, and shows that every charge made by me is true. This story will be continued from week to week until all is told and the whole of it before our readers. I would request that our members, particularly Pennsylvanians, preserve the files of the *Journal* with this story for future reference. Do not forget while reading the "Tollers of Babylon" to read the "Story of a Crime; or, the Slave Tollers of Pennsylvania," which will be commenced in next week's *Journal*.

T. V. POWDERLY.

A LOVING HUSBAND.

Fliegende Blätter.

"Charlotte, my dear, how is it I find you weeping? Have you had bad news from your husband?" "Oh! worse than that! My Arthur writes me from Karlsbad, that he would die with ardent longing for me, were it not that he could gaze affectionately at my picture and cover it with a thousand kisses every day." "That is very nice of him; and pray is it that you are crying for? I would give anything to have such a poetic and tenderly loving husband as you have." "Ah! yes, my Arthur is very poetical; but let me tell you, that just to try him, I slipped my mother's photo into his traveling bag instead of my own before he started."

Catarrh, Catarrhal Deafness, Hay Fever.—A New Home Treatment.

Sufferers are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result of this discovery is that a simple remedy has been formulated whereby catarrh, catarrhal deafness and hay fever are permanently cured in from one to three simple applications made at home by the patient once in two weeks.

N. B.—This treatment is not a snuff or an ointment; both have been discarded by reputable physicians as injurious. A pamphlet explaining this new treatment is sent on receipt of ten cents by A. H. Dixon & Son, 337 and 339 West King street, Toronto, Canada.—*Christian Advocate*.

Sufferers from Catarrhal troubles should carefully read the above.



This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Dues and Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

NOVEMBER, 1889.



Assessment Notice for November.

OFFICE OF GRAND LODGE, B. OF L. F.,
TERRE HAUTE, IND., November 1, 1889. }

ASSESSMENT No. 7, \$2 00.

To Receivers of Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified of the death and disability of the following members who were entitled all the benefits of the Order, viz:

CLAIM No. 127. John R. Harmon, of Potomac Lodge, No. 7, died of Typhoid Fever, July 27th, 1889.

CLAIM No. 128. E. Q. Guthrie, of J. B. Maynard Lodge, No. 183, died from injuries received in a Railroad Accident, August 5th, 1889.

CLAIM No. 129. Robert Martin, of Northern Light Lodge, No. 127, died of Consumption, August 5th, 1889.

CLAIM No. 130. Orley Wheeler, of Connecting Link Lodge, No. 25, died of Hemorrhage of the Bowels, August 10th, 1889.

CLAIM No. 131. G. W. McCutchin of Chehaw Lodge, No. 89, died of Typhoid Fever, August 13th, 1889.

CLAIM No. 132. Thomas Lancy, of Evening Star Lodge, No. 112, died of Dysentery, August 14th, 1889.

CLAIM No. 133. Henry L. Lewis, of Buffalo Lodge, No. 12, died of Consumption, August 17th, 1889.

CLAIM No. 134. James Halloran, of St. Clair Lodge, No. 116, died from injuries received in a Railroad Accident, August 18th, 1889.

CLAIM No. 135. T. S. Ogle, of Clark-Kimball Lodge, No. 113, died of Typhoid Fever, August 19th, 1889.

CLAIM No. 136. David Casey, of Anchor Lodge, No. 54, died of Heart Disease, August 21st, 1889.

CLAIM No. 137. Lee Hawkins, of Frisco Lodge, No. 51, was killed in a Railroad Accident, August 24th, 1889.

CLAIM No. 138. Geo. A. Edwards, of Pottawatomie Lodge, No. 223, died of Acute Parenchymatous Nephritis, August 25th, 1889.

CLAIM No. 139. Howard Tyler, of Welcome Lodge, No. 72, died of Typho-Malarial Fever, August 26th, 1889.

CLAIM No. 140. Wm. Corbet, of Hercules Lodge, No. 63, died of Typhoid Fever, September 8th, 1889.

CLAIM No. 141. Wm. Holt, of Guide Lodge, No. 125, died of consumption, September 11th, 1889.

CLAIM No. 142. E. C. Stephenson, of Ohio River Lodge, No. 294, was killed in Railroad Accident, September 18th, 1889.

CLAIM No. 143. Joseph Hannon, of Rocky Mountain Lodge, No. 77, was killed in a Railroad Collision, September 21st, 1889.

CLAIM No. 144. Morris Hurley, of Kansas City Lodge, No. 74, died of Malarial Fever, September 24th, 1889.

CLAIM No. 145. Barney Bigler, of Royal Gorge Lodge No. 59, died of Typhoid Fever, September 28th, 1889.

CLAIM No. 146. Frank G. Moore, of Prairie Lodge, No. 170, died from injuries received by a Runaway Team, September 29th, 1889.

CLAIM No. 147. James Rooney, of Northwestern Lodge, No. 82, died of Consumption, October 1st, 1889.

An Assessment of Two Dollars (\$2.00) has been levied for the payment of the above claims and the Receiver is required to forward said amount for each member, whose name appears on the rolls November 1, 1889, as provided in Section 52 of the Constitution, said remittance to reach the Grand Lodge not later than November 20th, 1889. Any Lodge failing to make returns as above provided will stand suspended from all the benefits of the Order, as per Section 51 of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. & T.

Acknowledgments.

RUTLAND, September 16, 1889.

To the Brotherhood of Locomotive Firemen:

SIRS:—I return my sincere thanks for the draft for fifteen hundred dollars which I received through the hands of C. F. Underhill, of Marble City Lodge. With the best wishes for the prosperity of your Order, I am

Very gratefully yours,

MRS. F. O. SMITH.

HINTON, W. VA., Oct. 1, 1889.

To Hinton Lodge, No. 236, B. of L. F.:

With heartfelt gratitude I desire to return my sincere thanks to your honored Order for the prompt payment of the (\$1500) fifteen hundred dollars insurance due me on the death of my devoted son, C. E. Tyler, who met his terrible and unwarned fate while in the faithful discharge of his duty, at Ona, on the C. & O. Railroad, July the 4th, 1889. I also wish to thank the noble Order, of which Lodge my son was a member, for their many and thoughtful attentions to our family in our great bereavement. Wishing your Order may flourish, and that God's blessings may attend each of you is the prayer of the bereaved mother.

MRS. S. H. TYLER.

KELLOGG, IA., September 30, 1889.

To the Officers and Members of the B. of L. F.:

GENTLEMEN:—It is with sincere thanks that I acknowledge the receipt of a draft for \$1,500, the full amount due me on the policy of my late husband, Charles M. Jackson. I also wish to thank the members of Confidence Lodge, No. 102, for their kindness to me in my bereavement.

MRS. ANNA JACKSON.

EAST ALBANY, N. Y., Sept. 11, 1889.

Eugene V. Debs, G. S. and T. Brotherhood of Locomotive Firemen, Terre Haute, Ind.:

DEAR SIR:—I have received through our local Brotherhood of Firemen a draft for \$1,500 on the policy held by my son, John Grant Purves. Please accept my thanks for the prompt and business like manner in which the claim was adjusted.

Yours very truly,

MRS. T. B. PURVES.

ANOKA, September 5, 1889.

Mr. Rowland Armsdel, Receiver of Pine City Lodge, No. 81, B. of L. F.:

DEAR SIR:—Yours of the 2nd inst. was duly received, also the money from the Lodge, for which I wish to return my sincere thanks to Pine City Lodge, No. 81. Also for their kindness during my husband's sickness and death. Hoping the Lodge and all its members may ever prosper, I remain

Yours respectfully,

MRS. H. F. STEARNS.

ST. JOSEPH, Mo., September 18, 1889.

To the Brotherhood of Locomotive Firemen:

DEAR SIR:—I desire to return thanks for the payment of a draft for \$1,500 the full amount due me on the policy of my late husband, James Dorsey. I also wish to thank the members of St. Joseph Lodge, No. 43, for their kindness and the many favors shown me in my late bereavement. May heaven's blessings fall on the members of your noble Order, is the wish of

MRS. FLORENCE DORSEY.

ST. LOUIS, September 17 1889.

To the Officers and Members of Peace Lodge, No. 100, B. of L. F.:

GENTLEMEN:—With much gratitude I beg to acknowledge the receipt of a draft for \$1,500, the same being the amount of the insurance policy held by my son, William Diemert, in your noble Order, and who was accidentally killed near Main and Levee in this city June 10th, last, by his engine turning over. With best wishes for the advancement and future prospects of the Brotherhood, believe me,

Respectfully,

MRS. A. DIEMERT.

NEW LONDON, Wis., Sept. 25, 1889.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

DEAR SIR:—It is with feelings of heartfelt gratitude that I hereby acknowledge the receipt of \$1,500, the amount of insurance due me on the death of my son, Albert E. Kapernick, of Arbitration Lodge, No. 520. He joined the B. of L. F. September 1888, and died April 25th, 1889, of typhoid fever. Wishing the noble Brotherhood a prosperous future,

I remain yours truly,

MRS. E. KAPERNICK.

BUFFALO, N. Y., Sept. 9, 1889.

To the Members of Buffalo Lodge, No. 12, B. of L. F.

GENTLEMEN:—I desire to return my most sincere thanks for your kindness in my troubles. May heaven's blessing rest upon you all who so kindly cared for my husband during the last sad rites of bearing his remains to their final resting place. I have no words to express the gratitude I feel for your noble Order. May God bless you all is the wish of

MRS. HENRY L. LEWIS.

HARVARD, ILL., October 10, 1889.

To the Brotherhood of Locomotive Firemen:

DEAR SIR:—I wish to express the gratitude myself and children feel for the kindness and aid rendered us through the sickness and death of my husband by your noble Order, and especially to the members of Alpha Lodge, No. 26, who were so thoughtful for my husband's comfort through his sickness, and for their cheering words and many acts of kindness, and for the beautiful flowers furnished at his funeral. Also accept thanks for prompt payment of fifteen hundred dollars, his insurance. May heaven bless your noble Order, and as the "links" are broken, from time to time, may they at last be united in one "chain" around the Father's throne above, is the prayer of my heart.

We remain respectfully,

MRS. N. E. GOODNOUGH AND CHILDREN.

WEISSPORT, PA., October 1, 1889.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN:—Trials come in a thousand different forms, while none but those to whose lot it has fallen can tell how acute the pang to the wife to see the delight of her eyes, the husband of her youth, snatched away by death. This has fallen to my lot. My dear husband, Geo. B. Knecht was removed from my side by the grim hand of death in the twinkling of an eye. I stood here a widow, with two small children looking to me for support and protection, and but for a God sent blessing which was near at hand, I could not have kept the wolf from the door. I now desire to give my heartfelt thanks to you all for the brotherly kindness, love and honor shown to me in memory of my dear husband who was one of your faithful members and a true Christian. I always honored the Brotherhood, but I never could fully realize the true brotherly love that exists among you until since my bitter sorrow. God alone knows how I appreciated all your kindness to me. He will surely reward you all. I thank the brothers of our Lodge, No. 384, for the beautiful floral wreath presented by them. I also return my thanks for the draft of \$1,500 I received through the hands of Alvin Rex and A. T. Henry. And may you each and all find such friends in your hour of need as you have been to me, is my earnest prayer.

I am your sincere friend,

MRS. POLLY KNECHT.

Unknown Addresses.

JOSEPH BROOKS.—A locomotive engineer of Danville, Quebec, was running an engine at Corpus Christi, Texas, in March, 1888. Any one knowing his whereabouts will confer a favor by giving information to Wm. Burrage, of Rat Portage, Canada.

JAMES COSTELLO.—In April, 1881, was running an engine on the Denver & Rio Grande Railroad. His father, who is at the National Military Home in Ohio, has not heard from him since the above date. Any one having information of the man's whereabouts will do an act of great kindness by sending the same to John Costello, at the National Military Home in Ohio.

Beneficiary Statement.

OFFICE OF GRAND SECRETARY AND TREASURER, }
TERRE HAUTE, IND., October 1, 1889. }

To Subordinate Lodges:

SIRS AND BROTHERS: The following is a statement of the Beneficiary Fund, for the month ending September 30, 1889:

RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	\$138	70	\$80	139	\$34	208	\$84	277	\$26
2	20	71	124	140	118	209	68	278	26
3	378	72	218	141	162	210	60	279	36
4	92	73	78	142	172	211	102	280	38
5	188	74	44	143	96	212	72	281	36
6	94	75	184	144	16	213	38	282	46
7	56	76	126	145	70	214	54	283	32
8	146	77	250	146	82	215	102	284	178
9	182	78	80	147	116	216	44	285	106
10	100	79	74	148	86	217	36	286	114
11	170	80	91	149	368	218	38	287	90
12	474	81	194	150	120	219	80	288	32
13	168	82	194	151	90	220	76	289	44
14	292	83	130	152	82	221	74	290	14
15	82	84	122	153	60	222	42	291	92
16	222	85	112	154	32	223	40	292	34
17	66	86	134	155	56	224	54	293	30
18	70	87	50	156	58	225	28	294	52
19	81	88	100	157	34	226	82	295	36
20	38	89	20	158	150	227	48	296	50
21	116	90	96	159	64	228	208	297	61
22	54	91	86	160	98	229	44	298	54
23	84	92	62	161	50	230	102	299	92
24	84	93	132	162	184	231	84	300	60
25	98	94	238	163	48	232	30	301	52
26	120	95	238	164	96	233	54	302	40
27	144	96	76	165	98	234	50	303	30
28	98	97	170	166	94	235	72	304	122
29	60	98	90	167	76	236	42	305	40
30	50	99	176	168	80	237	146	306	98
31	68	100	66	169	270	238	72	307	80
32	60	101	152	170	76	239	86	308	68
33	116	102	72	171	46	240	140	309	68
34	90	103	270	172	74	241	12	310	46
35	52	104	34	173	78	242	178	311	44
36	98	105	84	174	192	243	62	312	32
37	70	106	56	175	70	244	138	313	52
38	112	107	108	176	28	245	116	314	44
39	42	108	52	177	66	246	315	315	110
40	110	109	144	178	247	98	816	316	92
41	82	110	58	179	114	248	98	317	44
42	36	111	118	180	42	249	53	318	42
43	88	112	80	181	24	250	186	319	38
44	197	113	100	182	64	251	114	320	102
45	132	114	183	96	252	154	321	321	32
46	148	115	60	184	30	253	61	322	36
47	150	116	98	185	52	254	118	323	30
48	114	117	90	186	122	255	32	324	20
49	83	118	54	187	95	256	50	325	30
50	216	119	56	188	150	257	76	326	90
51	92	120	158	189	82	258	52	327	78
52	110	121	96	190	36	259	74	328	68
53	50	122	56	191	86	260	50	329	26
54	188	123	188	192	124	261	48	330	48
55	58	124	76	193	56	262	68	331	62
56	40	125	62	194	130	263	110	332	136
57	314	126	132	195	58	264	94	333	162
58	60	127	80	196	96	265	136	334	46
59	130	128	84	197	70	266	90	335	52
60	22	129	304	198	64	267	80	336	34
61	136	130	102	199	74	268	22	337	100
62	100	131	96	200	24	269	52	338	44
63	68	132	94	201	76	270	200	339	40
64	74	133	148	202	102	271	104	340	46
65	90	134	70	203	118	272	44	341	54
66	110	135	72	204	18	273	212	342	48
67	140	136	52	205	27	274	52	343	76
68	86	137	56	206	58	275	40	344	52
69	80	138	72	207	102	276	40	345	22

Balance on hand September 1, 1889 . . . \$32,228 75
Received during the month . . . 33,775 00

Total . . . \$66,003 75

DISBURSEMENTS.

By Claims 116, 117, 118, 119, 120, 121, 122, 123,
124, 125 and 126 . . . \$16,500 00
Balance on hand October 1, 1889 . . . \$49,503 75

Respectfully submitted,
EUGENE V. DEBS, G. S. AND T.

Grand Lodge.

F. P. SARGENT Grand Master
Terre Haute, Indiana.

J. J. HANNAHAN Vice Grand Master
Box 655, Englewood, Ill.

E. V. DEBS Grand Secretary and Treasurer
Terre Haute, Indiana.

E. V. DEBS Editor and Manager of Magazine
Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

F. P. McDONALD Chairman
Room 19 Chamber of Commerce Building, St. Joseph Mo.

C. C. SUTHERLAND Secretary
Goodland, Kansas.

C. A. WILSON 141 Pacific Ave., Jersey City, N. J.
GRAND EXECUTIVE BOARD.

HARRY WALTON Chairman
430 Wyoming St., West Philadelphia, Pa.

W. F. HYNES Secretary
835 Eleventh St., Denver, Col.

J. J. LEAHY 2827 Fremont St., Philadelphia, Pa.
SIDNEY VAUGHAN, 5 Draper St., Toronto, Ontario

C. J. SINGLETON L. Box 835, Mattoon, Ill.

Subordinate Lodges.

1. DEER PARK; Port Jervis, N. Y.

Meets in Union Hall at 2 P. M., every Sunday.
James H. Fordyce, 13 Church st. Master
William Uhlman, 18 Crawford St. Secretary
William Uhlman, 18 Crawford St. Collector
Charles E. Barkman, 101 Pike St. Receiver
James H. Fordyce, 13 Church St., Magazine Agent

2. SPARTAN; Monon, Ind.

Meets in Odd Fellows' Hall 1st and 3d Sundays at
2 P. M.
Thos. F. Doran Master
Chas. N. Hill Secretary
Arthur M. Holmes Collector
Eli J. Shields Receiver
Thos. F. Doran Magazine Agent

3. ADOPTED DAUGHTER; Jersey City, N. J.

Meets in Germania Hall, 140 Newark ave., 2d and
4th Sundays at 2 P. M.
C. W. Martin, 467 Grove St. Master
D. W. J. Mahoney, 421 Summit Ave. Secretary
J. B. Sweet, 125 Academy St. Collector
J. B. Sweet, 125 Academy St. Receiver
J. H. Voorhis, 421 Summit Ave. Magazine Agent

4. GREAT EASTERN Portland, Maine.

Meets in B. of L. E. Hall, 53 Temple St., 1st and
3d Sunday.
F. H. Pember, 89 Lincoln St. Master
C. D. Getchell, 9 Brattle St. Secretary
A. E. Dennison, 23 Merrill St. Collector
F. A. Huff, 47 Hanover St. Receiver
F. Howard Pember, 89 Lincoln
St. Magazine Agent

5. CHARITY; St. Thomas, Ontario.

Meets in Engineer's Hall every Tuesday at 7:30
P. M.
A. N. Darragh, Box 1273 Master
C. W. Dyer, Box 1273 Secretary
James Ballentyne, Box 1273 Collector
Geo. W. Fenwick, Box 1273 Receiver
Joseph R. Odell, Box 1273 Magazine Agent

6. PRIDE OF THE WEST; DeSoto, Mo.

Meets in K. P. Hall, 2d and Boyd Sts., every Monday at 2 P. M.

F. W. Gratiot, Box 298 Master
 Alexander Williams, L Box 212 Secretary
 Michael Rabbitt, Box 18 Collector
 Wm. H. Wonder, Box 4 Receiver
 Alex. Williams, L Box 212 Magazine Agent

7. POTOMAC; Washington, D. C.

Meets 2d and 4th Sundays in McCauley's Hall, between 2d and 3d Sts., Pennsylvania avenue, southeast.

R. M. Smith, 129 Carroll St., S. E. Master
 H. A. Wilvert, 17 Virginia Ave., S. W. Secretary
 John F. Robey, 442 2d St., S. W. Collector
 Wm. C. Jasper, 308 S Capitol St., S. E. Receiver
 John F. Robey, 442 2d St., S. W. Magazine Agent

8. RED RIVER; Denison, Texas.

Meets in Brakemen's Hall, Main St., 1st and 3d Saturdays at 7 P. M., and 2d and 4th at 2 P. M.

Jerry Scott, 800 Shepherd St. Master
 A. M. Rager, 418 Austin Ave. Secretary
 T. W. Weaver, 700 W Munson St. Collector
 J. F. Cramer Receiver
 Jerry Scott, 800 Shepherd St. Magazine Agent

9. FRANKLIN; Columbus, Ohio.

Meets at 64½ N High St., first Monday and third Tuesday evenings.

F. W. Arnold, Box 53 Master
 C. C. Colt, 986 Pennsylvania Ave. Secretary
 N. T. Beynon, 240 22d St. Collector
 F. J. Kistler, 212, 214 South High St. Receiver
 Leonard Lawrence, 800 Arsenal Ave Magazine Agent

10. FOREST CITY; Cleveland, Ohio.

Meets at 182 Ontario St., 1st and 3d Sundays at 1:30 P. M.

August H. Buse, 42 Michigan St. Master
 A. G. Laubscher, Seward St., West Cleveland Secretary
 A. G. Laubscher, Seward St., West Cleveland Collector
 T. P. Curtis, 41 W. Madison St. Receiver
 A. G. Laubscher, Seward St., West Cleveland Magazine Agent

11. EXCELSIOR; Phillipsburg, N. J.

Meets in Grimer's Hall, 2d and 4th Sundays at 2 P. M.

Abram M. Vanatta Master
 C. A. Stevenson, Box, 106 Secretary
 Elvin Teel Collector
 J. W. Sinclair, L Box 96 Receiver
 E. F. Stevenson Magazine Agent

12. BUFFALO; Buffalo, N. Y.

Meets at 198 Seneca St., every Tuesday at 8 P. M.

J. J. Knauff, 238 Fifth St. Master
 H. T. Maloney, 41 Fifth St. Secretary
 W. J. Minor, 507 Eagle St. Collector
 P. J. McNamara, 70 Michigan St. Receiver
 Jno. S. Bauld, 237 Elk St. Magazine Agent

13. WASHINGTON; Jersey City, N. J.

Meets in Masonic Hall, cor. Maple St. and Pacific Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M.

George E. Hull, 336 Communipaw Ave. Master
 Henry Kline, 128 Van Horn St. Secretary
 Edward F. Jones, 106 Pacific Ave. Collector
 Wm. Lewis, 225 Whiton St. Receiver
 Edward Rhodes, 154 Whiton St. Magazine Agent

14. EUREKA; Indianapolis, Ind.

Meets at 34 W Washington St., fourth floor, every Tuesday at 8 P. M.

Wm. M. Linderman, I. B. & W. Shops Master
 Wm. F. Smith, 680 E Washington St. Secretary
 E. J. Kline, 631 North West St. Collector
 H. J. Hugo, 79 N. Noble St. Receiver
 W. Zink, Vandalia Yard Office Magazine Agent

15. ST. LAWRENCE; Montreal, Canada.

Meets in St. Charles Club Room, Point St. Charles, every alternate Sunday.

James Murphy, 65 Mullen St. Master
 James Ashcroft, 240 Magdalen St., Point St. Charles, Montreal Secretary
 Samuel Edwards, 118 Grand Trunk St., Point St. Charles Collector
 H. J. Clarke, 154 Charron St., Point St. Charles, Montreal Receiver
 Richard Burke, 60 Mullins St. Magazine Agent

16. VIGO; Terre Haute, Ind.

Meets 2d and 4th Wednesdays, at 7:30 P. M.

Frank Dupell, 922 N 9th St. Master
 J. F. O'Reilly, 624 N 5th St. Secretary
 Henry Balesdorf, 208 N 12th St. Collector
 C. A. Bennett, 1004 N 9th St. Receiver
 Ralph Sherburne, 602 N 8th St. Magazine Agent

17. PINE RIDGE; Chadron, Neb.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M.

O. E. Collins Master
 L. V. Bowman Secretary
 G. F. Malsi Collector
 J. E. Platner Receiver
 D. H. Coyle Magazine Agent

18. WEST END; Slater, Mo.

Meets in I. O. O. F. Hall every Saturday night.

Charles McMillan Master
 Rufus McCormick Secretary
 C. A. Blackburn Collector
 George W. Michel, Box 145 Receiver
 F. S. Adams Magazine Agent

19. TRUCKEE; Wadsworth, Nevada.

Meets in B. of L. E. and B. of L. F. Hall, every Friday at 7 P. M.

J. B. Cunningham Master
 Tom. J. Griffin Secretary
 T. H. Wetmore Collector
 Jas. Richardson Receiver
 Chas. T. Short, Box 8 Magazine Agent

20. STUART; Stuart, Iowa.

Meets in Engineer's Hall every Monday at 7:30 P. M.

J. W. Taylor, Box 172 Master
 George C. Wells, Box 117 Secretary
 George Morse, Box 400 Collector
 Alfred Hibbard, L. Box 25 Receiver
 Pat Quinn, Box 183 Magazine Agent

21. INDUSTRIAL; St. Louis, Mo.

Meets at 902 South 4th St., 2d and 4th Tuesday at 8 P. M.

Wm. Merkle, 810 Chambers St. Master
 Chas. O. Ord, 2142 Walnut St. Secretary
 Eli Gichas, 914 Chouteau Ave. Collector
 Wm. C. Linck, 1422 Dodier St. Receiver
 Wm. C. Linck, 1422 Dodier St. Magazine Agent

22. CENTRAL; Urbana, Ill.

Meets in I. O. O. Hall, 2d and 4th Sundays.

Lawrence Sullivan, Box 367 Master
 George Richter Secretary
 Alexander McLennan Collector
 Daniel O'Connor, 83 Decatur St., Indianapolis, Ind Receiver
 George Brash Magazine Agent

23. PHOENIX; Brookfield, Mo.

Meets 2d and 4th Tuesdays at 7:30 P. M. in Odd Fellow's Hall, cor. Brook and Main Sts.

Joshua Proctor Master
 John S. Ott, L. Box 523 Secretary
 C. M. Probst, Box 64 Collector
 John S. Ott, L. Box 523 Receiver
 A. P. Josselyn Magazine Agent

24. GREAT WESTERN; Parsons, Kansas.

Meets in I. O. O. Hall, on Johnson Ave., every Wednesday at 2:30 P. M.

Charles W. Maier, Box 514 Master
 I. B. McVie Secretary
 Thos. M. Hodges Collector
 Lot. Brandenberg Receiver
 Wm. J. Mathis, Box 569 Magazine Agent

25. CONNECTING LINK; Boone, Iowa.

Meets 1st and 3d Sundays at 2 P. M.
 Aaron Starke, Box 349 Master
 Geo. McCormack, Box 590 Secretary
 Geo. McCormack, Box 590 Collector
 A. M. Sourwine, Box 339 Receiver
 N. Burlingame Magazine Agent

26. ALPHA; Baraboo, Wis.

Meets in B. of L. E. Hall, 2d and 4th Mondays
 Henry Popjoy Master
 Frank Melcher Secretary
 Henry Popjoy Collector
 Frank R. Melcher Receiver
 E. M. Terry Magazine Agent

27. HAWKEYE; Cedar Rapids, Iowa.

Meets in Room 13, O'Hara's Block, 2d Sunday at
 2:30 P. M., and 4th Mondays at 7:30 P. M.
 J. E. Collins, 90 5th ave., 8 Master
 Jos. R. Byerly, 403 G Ave., West Secretary
 J. L. Jennings, 328 G Ave., West Collector
 Fred. McArdie, 365 G Ave., West Receiver
 Chas. R. Kimbro, 860 F. Ave. W. Magazine Agent

28. ELKHORN; North Platte, Neb.

Meets in Masonic Hall, 1st and 3d Sundays.
 W. H. Ryan Master
 Wm. L. Kingelty Secretary
 Lewis C. Clark Collector
 Frank D. Winn, L Box 232 Receiver
 W. C. Stevenson, Box 15 Magazine Agent

29. CERRO GORDO; Mason City, Iowa.

Meets 1st and 3d Tuesday evening of each month,
 corner Second and Main Sts.
 Charles O. Burkhardt, Box 147 Master
 J. H. Fulton, Box 706 Secretary
 Max Newbowers Collector
 J. H. Fulton, Box 706 Receiver
 C. F. Larsen, Box 301 Magazine Agent

30. CEDAR VALLEY; Waterloo, Iowa.

Meets in Select Knights' Hall, Sycamore and 4th
 streets, 1st and 3d Sundays at 2 P. M.
 W. E. Penn Master
 R. A. Corson, Box 1154 Secretary
 H. A. Smith Collector
 R. A. Corson, Box 1154 Receiver
 J. A. Mulkern, 26 5th St., Dubuque,
 Iowa Magazine Agent

31. R. B. CENTRE; Atchison, Kansas.

Meets 2d and 4th Sundays in Woodman's Hall,
 cor. 6th and Kansas Ave.
 H. L. Clark, cor. Roberts and Commer-
 cial Sts. Master
 S. S. Hamrick, 1608 Main St. Secretary
 Chas. Bennington, 1413 Santa Fe St. Collector
 John O'Connor, 1420 Santa Fe St. Receiver
 Frank Short Magazine Agent

32. BORDER; Ellis, Kansas.

Meets in K. of P. Hall every Tuesday at 3 P. M.
 Levi M. Stoner, Box 192 Master
 J. L. Clark, Box 115 Secretary
 J. L. Clark, Box 115 Collector
 George McClure, Box 205 Receiver
 Harry Stigall Magazine Agent

33. SUCCESS; Trenton, Mo.

Meets in Engineer's Hall, over Union Bank, 1st
 and 3d Mondays at 2 P. M., and 2d and 4th
 Mondays, at 7:30 P. M.
 Thomas E. Torpey Master
 F. M. McReynolds, Box 178 Secretary
 Chas. W. Gallup Collector
 Wm. C. Gallup Receiver
 C. H. Torpey Magazine Agent

34. CLINTON; Clinton, Iowa.

Meets in Engineer's Hall, 4th St., 1st and 3d Sun-
 days at 2:30 P. M.
 Frank A. Kinch, 522 7th Ave Master
 J. M. Wheeler, 515 Comanche Ave Secretary
 Frank A. Kinch, 522 7th Ave Collector
 Thomas E. Bulen, 235 7th Ave Receiver
 Jos. F. Butler, 1703 5th Ave Magazine Agent

35. AMBOY; Amboy, Ill.

Meets in Khrel's Hall, 1st and 3d Sundays.
 W. J. Wells, Box 435 Master
 James Lavell, Box 480 Secretary
 T. W. Monahan, Box 458 Collector
 James Lavell, Box 450 Receiver
 James P. Duggan Magazine Agent

36. TIPPECANOE; Lafayette, Ind.

Meets in Red Men's Hall, at 2 P. M., Sundays.
 Charles Ernst, 164 Salem St., over U. S.
 Express Co Master
 Albert H. Kelley, 88 Green St. Secretary
 M. E. Clark, 82 Green St. Collector
 W. R. Johnson, 110 S 4th St Receiver
 M. E. Clark, 82 Green St Magazine Agent

37. NEW HOPE; Centralia, Ill.

Meets in Engineers' Hall, every Thursday at 8 P.M.
 H. G. Cormick, Box 151 Master
 W. D. Holton, Box 244 Secretary
 W. D. Holton, Box 244 Collector
 C. W. Styles Receiver
 T. J. Prickett Magazine Agent

38. AVON; Stratford, Ontario.

Meets in Foresters' Hall, 1st and 3d Sundays at 2
 P. M.
 John Turton Box 318 Master
 J. T. Burke, Box 318 Secretary
 William O'Brien, Box 318 Collector
 George Nursey, Box 318 Receiver
 S. J. Spencer, Box 318 Magazine Agent

39. TWIN CITY; Rock Island, Ill.

Meets in Engineer's Hall, 2d and 4th Sundays
 at 2 P. M.
 J. C. Kane, 2701 6th Ave. Master
 Daniel H. Moroney, 8th Ave. & 27th St. Secretary
 John F. Carney, 2225 Vine St. Collector
 Daniel H. Moroney, 8th Ave. & 27th St. Receiver
 James Griffin, cor. 9th Ave. and 27th
 St. Magazine Agent

40. BLOOMING; Bloomington, Ill.

Meets at 910 W Chestnut street, Tuesdays at 7:30
 P. M.
 Wm. Ryan, 603 W. Graham St. Master
 P. L. Cutler, 604 N. Allen St Secretary
 P. L. Cutler, 604 N. Allen St Collector
 Ed. W. Spreen, 706 N Mason St. Receiver
 Thomas Powderly, 1208 Western Ave.,
 Magazine Agent

41. ONWARD; Dickinson, N. Dakota.

Meets in Odd Fellow's Hall, every Thursday at
 7:30 P. M.
 Archie Campbell Master
 O. A. Doskey, Box 17 Secretary
 Samuel Rutson Collector
 Walter Morris Receiver
 W. R. Williams, Box 32 Magazine Agent

42. ELMO; Madison, Wis.

Meets in Sharp's Hall, Mifflin St., 2d and 4th Sun-
 days at 2:30 P. M.
 Alfred H. Tyler, 312 Lake St. Master
 W. J. Parsons, 520 W Main St. Secretary
 John Harrington, 520 W Main St. Collector
 Byron B. Wilber, 901 Johnson St. Receiver
 Frank Lawrence, 614 Mifflin St. Magazine Agent

43. ST. JOSEPH; St. Joseph, Mo.

Meets in I. O. O. F. Hall, 10 Pacific St., 1st and 3d
 Thursdays.
 W. E. Sullivan, 2235 S. 6th St Master
 C. N. Dorsey, 2410 S. 5th St Secretary
 James Hyndman, 2216 S Sixth St. Collector
 W. E. Sullivan, 2235 S Sixth St Receiver
 H. E. Slater, 1304 S. 9th St Magazine Agent

44. F. W. ARNOLD; East S. Louis, Ill.

Meets in Jackiesch Hall, corner Missouri and Main Sts., alternate Tuesdays at 7:30 P. M.
 Phil. C. Cramer, Box 68 Master
 J. P. Collins, Box 250 Secretary
 Wallace Reeve, Box 498 Collector
 J. P. Collins, Box 250 Receiver
 C. E. Long, Box 354 Magazine Agent

45. ROSE CITY; Little Rock, Ark.

Meets in Quapaw Hall every Monday night.
 George Emery, 1009 North St. Master
 Ed. Chamberlain, Box 174, Argenta, Ark. Secretary
 William Smith, 206 S. Cross St. Collector
 George Emery, 1009 North St. Receiver
 Ed. Chamberlain, Box 174, Argenta, Ark. Magazine Agent

46. CAPITAL; Springfield, Ill.

Meets in Engineers' Hall, 217 South 5th St., 1st and 3d Sundays, at 2 P. M.
 A. Cunningham, 1125 N. Fifth St. Master
 J. C. Ettinger, 901 E. Capitol Ave. Secretary
 Wilson Somerville, 705 S. 9th St. Collector
 D. C. Webster, 1117 S. 8th St. Receiver
 E. W. Anderson, 1007 Cook St. Magazine Agent

47. TRIUMPHANT; Chicago, Ill.

Meets in Prosperity Hall, N. E. corner State and 18th Sts., 1st Monday evening and 3d Sunday afternoons.
 Lawrence Murphy, 1474 Indiana Ave. Master
 George Porter, 1509 Indiana Ave. Secretary
 George Porter, 1509 Indiana Ave. Collector
 Ben. Busch, 1537 Michigan Ave. Receiver
 Thos. O'Connor, 1240 Indiana Ave. Magazine Agent

48. W. F. HYNES; Peoria, Ill.

Meets in G. A. R. Hall, 105 S. Adams St., 2d and 4th Saturdays at 7:30 P. M.
 George C. Watt, 617 1st St. Master
 J. V. Johnson, 413 Persimmon St. Secretary
 W. A. McMillan, 206 State St. Collector
 George C. Watt, 617 1st St. Receiver
 John Watt, 617 First St. Magazine Agent

49. J. M. RAYMOND; Decatur, Ill.

Meets in Engineers' Hall, E. Eldorado St., 2d and 4th Sundays at 3 P. M.
 E. J. Wilkins, 1330 E. William St. Master
 Dan Dineen, 537 N. Broadway Secretary
 Charles Hockery, 1643 E. William St. Collector
 A. H. Sutton, 975 N. Water St. Receiver
 E. J. Wilkins, 1330 E. William St. Magazine Agent

50. GARDEN CITY; Chicago, Ill.

Meets in Engineer's Hall, corner 48th and State Sts., 1st and 3d Saturdays at 7:30 P. M.
 Calvin M. Wolcott, 5001 State St. Master
 P. R. Brisien, 4700 Wabash Ave. Secretary
 C. D. Dickerman, 5142 Dearborn St. Collector
 T. G. Perry, 4911 Butterfield St. Receiver
 James T. Lee, 4404 Butterfield St. Magazine Agent

51. FRISCO; North Springfield, Mo.

Meets in G. A. R. Hall, Station A, Springfield, every Wednesday at 2 P. M.
 John S. Carson, Box 437, Station A, Springfield Master
 Michael Gaffney, Station A, Springfield Secretary
 Geo. A. Haskler, Station A, Springfield Collector
 John S. Carson, Box 437, Station A, Springfield Receiver
 L. S. Wolfe, Box 448 Magazine Agent

52. GOOD WILL; Logansport, Ind.

Meets in Firemen's Hall, corner 4th and Market Sts., every Sunday at 2 P. M.
 Charles Truman, 1318 Spear St. Master
 W. A. McDonald, 1216 Smead St. Secretary
 John T. Maloy, 715 W. Ottawa St. Collector
 M. W. Jamison, 405 Market St. Receiver
 J. A. Holland, N. Sycamore St. Magazine Agent

53. EMPORIA; Emporia, Kansas.

Meets in A. O. U. W. Hall, corner 6th Ave. and Commercial St., 1st and 3d Monday at 1:30 P. M.
 A. E. Pearce, Box 1201 Master
 J. T. Williams, 121 Congress St. Secretary
 John McGaha, Moline, Kan. Collector
 John C. Hadley, 22 Pine St. Receiver
 Edward Fithen, Strong City Magazine Agent

54. ANCHOR; Moberly, Mo.

Meets in Supples Bros.' Hall, Tuesdays at 7 P. M.
 R. P. Corrigan, Box 682 Master
 M. Sullivan, Box, 1551 Secretary
 R. P. Corrigan, Box 682 Collector
 M. Sullivan, Box 1551 Receiver
 M. Sullivan, Box 1551 Magazine Agent

55. BLUFF CITY; Memphis, Tenn.

Meets at No. 16 Johnson Ave., 2d and 4th Thursday evenings.
 Jacob Fuches, L. & N. Shops Master
 Jacob Wagner, L. & N. Shops Secretary
 Jacob Wagner, L. & N. Shops Collector
 A. S. Klyce, L. & N. Shops Receiver
 J. E. McFadden, 196 Johnson Ave. Magazine Agent

56. BANNER; Stanberry, Mo.

Meets in B. L. Hall, every Saturday at 7:30 P. M.
 W. E. Baldwin, L. Box 400 Master
 Charles H. Runyan Secretary
 Joseph J. Smith, Box 51 Collector
 T. A. Newcomb Receiver
 Joseph J. Smith, Box 51 Magazine Agent

57. BOSTON; Boston, Mass.

Meets in Engineers' Hall, 47 Hanover St., 1st and 3d Sundays.
 F. F. Derby, 16 Hotel St., Salem Master
 T. H. Haines, Ocean View St., Winthrop, Mass. Secretary
 A. W. Spurr, 66 Hammond St. Collector
 T. H. Haines, Ocean View St., Winthrop, Mass. Receiver
 H. E. Stevens, 5 Davis St. Magazine Agent

58. SACRAMENTO; Rocklin, Cal.

Meets in Masonic Hall, every Monday and Thursday at 1:30 P. M.
 Elmer E. Greeley Master
 C. B. Cottrell Secretary
 A. C. Thyle Collector
 George B. Clark Receiver
 Frank J. Peacock Magazine Agent

59. ROYAL GORGE; South Pueblo, Colo.

Meets in B. of L. F. Hall, cor. High St. and Union Ave., every Monday at 7:30 P. M.
 A. M. McMurray, Box 458 Master
 S. R. Sexton, Box 330, Pueblo Secretary
 C. S. Walker, 124 Mechanic St., Pueblo Collector
 M. C. Donnelly, 216 E. 3d St., Pueblo Receiver
 John T. DeJersey, No. 601 B St., Pueblo Magazine Agent

60. UNITED; Philadelphia, Pa.

Meets in Dover Hall, Marshall St., above Susquehanna Ave., 1st and 3d Sundays.
 James Wertz, 2013 N. 3d St. Master
 Howard Reeder, 1943 Lawrence St. Secretary
 James Wertz, 2013 N. 3d St. Collector
 B. F. Pettit, 1933 Marshall St. Receiver
 Chas. H. Reihner, 529 Butler St., Franklinville, Pa. Magazine Agent

61. MINNEHAHA; St. Paul, Minn.

Meets in Druid's Hall, corner Jackson and E. 7th St., 2d and 4th Sundays.
 James V. Piper, corner Jackson St., and Como Ave Master
 P. McLaughlin, 101 Sycamore St. Secretary
 Geo. W. Klinefelter, 889 Agate St. Collector
 Theo. T. Hart, 709 Tuscarora St. Receiver
 J. F. Mullany, Cor. Como Ave. and Jackson St. Magazine Agent

62. VANBERGEN; Carbondale, Pa.

Meets in Odd Fellows' Hall, cor. 7th and Church
Sta., 2d and 4th Sundays at 1 P. M.,
Geo. P. Berry Master
U. S. Van Dermark, Box 41 Secretary
W. H. Brokenshire Collector
A. M. Banks, Box 479 Receiver
D. N. Swan Magazine Agent

63. HERCULES; Danville, Ill.

Meets in K. of H. Hall, West Main St., 1st and
3d Sundays.
H. J. Bohn, 501 E. Main St Master
George H. Boyd Secretary
E. E. Partlow, 713 N. Hazel St Collector
B. M. Manion, 202 Collett St Receiver
Chas. Stevens, 512 Hazel St Magazine Agent

64. SIOUX; Sioux City, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at 2:30
P. M.
D. L. Davenport, 1521 E 6th St Master
Chas. Forsyth, St. James, Minn Secretary
Sidney Weir, 506 Iowa St Collector
James Griffin, 419 Clark St Receiver
H. G. Stowell, 1117 Seventh St Magazine Agent

65. FORT RIDGELY; Waseca, Minn.

Meets in Engineers' Hall, 1st and 3d Sundays.
F. Gillan, Box 235 Master
F. Chamber, Box 50 Secretary
J. Evans, Box 488 Collector
Geo. T. Bennett, Box 3 Receiver
M. J. Fitzpatrick, 821 W 5th St., Wino-
na, Minn Magazine Agent

66. CHALLENGE; Belleville, Ontario.

Meets in B. of L. F. Hall, Station St., 2d and 4th
Sundays at 2:30 P. M.
Victor Wensley, Box 51, Belleville Station Master
W. C. Curtis, Box 80, Belleville Station Secretary
T. E. Elliott, Belleville Station Collector
T. E. Elliott, Belleville Station Receiver
R. Snell, Belleville Station Magazine Agent

67. DOMINION; Toronto, Canada.

Meets in I. O. O. F. Hall, 2d and 4th Sundays, at
2:30 P. M.
John Ross, Clarence Square Master
Geo. E. Crowhurst, 206 Grange ave. Secretary
James Pratt, 172 Huron St Collector
James Pratt, 172 Huron St Receiver
Robert Reid, 31 Leonard Ave. Magazine Agent

68. EAU CLAIRE; Altoona, Wis.

Meets 2d and 4th Sundays at 2 P. M.
J. S. McCauley, Box 24 Master
Richard Hall Secretary
Patrick E. Keating, Box 62 Collector
E. W. Brogan Receiver
Charles Dinneen Magazine Agent

69. ISLAND CITY; Brockville, Ontario.

Meets in the Merrill Block, every Thursday at
7:30 P. M.
J. B. Hislop, Box 620 Master
George Purvis, Box 620 Secretary
J. G. Goodison, Box 206 Collector
W. J. Dowell, Box 183 Receiver
Francis Flanigan Magazine Agent

70. LONE STAR; Longview, Texas.

Meets in I. O. O. F. Hall, every Tuesday at 2
P. M.
J. H. Doan, Box 411 Master
Charles S. Weiler, Box 411 Secretary
Albert N. Oden, Box 411 Collector
T. E. Watts, Box 411 Receiver
C. W. Slayter, Box, 421 Magazine Agent

71. SUSQUEHANNA; Oneonta, N. Y.

Meets in B. of L. E. Hall, 2d and 4th Sundays at
3 P. M.
J. E. Owens Master
W. W. Rowe, 45 Clinton St Secretary
Howard Wickham Collector
Irvin Baker, 38 Grove St Receiver
Menzo W. Colyer Magazine Agent

72. WELCOME; Camden, N. J.

Meets at 2d and Federal Sts., 1st and 3d Sundays.
Geo. W. Tash, 236 Senate St Master
James L. Gibbs, Collingswood Secretary
Geo. W. Austermuhl, 437 Mickle St Collector
James L. Gibbs, Collingswood Receiver
G. W. Austermuhl, 437 Mickle St. Magazine Agent

73. BAY STATE; Worcester, Mass.

Meets at Stationary Engineer's Hall, 302 Main St.,
2d and 4th Sundays.
James W. Mead, 75 Prospect St Master
Charles A. Smith, Box 739 Secretary
J. J. Cunningham, 29 Pescott St Collector
Charles A. Smith, Box 739 Receiver
W. N. Holland, 9 Cutler St Magazine Agent

74. KANSAS CITY; Argentine, Kan.

Meets in K. of P. Hall, alternate Thursdays.
Thomas Donahue, Box 421 Master
Edwin J. Pearce Secretary
G. B. Campbell, Box 421 Collector
Edwin J. Pearce, Box 421 Receiver
G. B. Campbell, Box 421 Magazine Agent

75. ENTERPRISE; Philadelphia, Pa.

Meets in Erickson's Hall, 3947 Lancaster Ave.,
2d and 4th Sunday afternoons
W. W. Jones, 1403 N. 52d St Master
C. W. Reeves, 750 N 36th St., West Phila-
delphia Secretary
John Finley, 3604 Fairmount Ave Collector
C. W. Reeves, 750 N 36th St., West Phila-
delphia Receiver
J. T. Findley, 3604 Fairmount Ave Magazine Agent

76. NEW ERA; Breckenridge, Minn.

Meets in Masonic Hall, 2d and 4th Sundays at 2
P. M.
Wm. Pannon, Box 67 Master
W. C. Hall Secretary
Harry Pearce Collector
W. Y. Hurd Receiver
Wm. Pannon, Box 67 Magazine Agent

77. ROCKY MOUNTAIN; Denver, Colo.

Meets in Neef's Hall, 15th St., every Thursday at
7:30 P. M.
Thos. N. Worth, 2813 Blake St Master
W. F. Brundage, 1216 Larimer St Secretary
D. L. Marrs, 445 Beecher Ave., N side Collector
W. F. Brundage, 1216 Larimer St Receiver
H. M. Johns, 2837 Arapahoe St Magazine Agent

78. GOLDEN EAGLE; Sedalia, Mo.

Meets in Hart's Hall, E 13th St., every Thursday
at 7 P. M.
Frank Boltlinghouse, 1,103 E. Third St Master
J. P. Alcorn, 1,223 Engineer St Secretary
C. H. Lyons, 318 Engineer St Collector
Henry Anleitner, 1113 E. 5th St Receiver
G. H. Lyons, 318 Engineer St Magazine Agent

79. J. M. DODGE; Roodhouse, Ill.

Meets in Engineer's Hall, 1st and 3d Mondays
and 2d and 4th Sundays.
John Underwood Master
Charles E. Stone Secretary
Charles E. Stone Collector
Frank I. Carr Receiver
J. A. Wells Magazine Agent

80. SELF HELP; Aurora, Ill.

Meets over 26 and 28 Broadway, every 2d Sunday
John S. Slick, 447 Main St Master
P. G. Springer, 47 Downer Place Secretary
Geo. J. Waters, 202 5th St Collector
Chas. S. Mason, 91 South St Receiver
Chas. Kelly, 308 Fox St Magazine Agent

81. PINE CITY; Brainerd, Minn.

Meets in I. O. O. F. Hall, 6th St., South, 2d and
4th Sundays 2 P. M.
W. J. Buin, Box 1,763 Master
George Watts, Box 1831 Secretary
George F. Watson Collector
J. F. McGinnis Receiver
Edward Willis Magazine Agent

92. NORTHWESTERN; Minneapolis, Minn.

Meets 2d Saturday evening and 4th Sunday afternoon of each month, at 68 and 70 6th St., S.
 Ernest B. Mayo, 424 1st Ave South . . . Master
 W. E. Richmond, 820 N Girard Ave . . . Secretary
 Robert J. Watson, Mt. Curve ave., bet. Knox and Logan ave. . . Collector
 W. E. Richmond, 820 N Girard Ave . . . Receiver
 Ernest B. Mayo, 424 1st Ave. S. . . Magazine Agent

93. TRINITY; Fort Worth, Texas.

Meets in B. of L. F. Hall every Wednesday, at 8 P. M.
 I. M. Dean, Box 406 . . . Master
 George H. Tucker, Box 406 . . . Secretary
 I. M. Dean, Box 406 . . . Collector
 George H. Tucker, Box 406 . . . Receiver
 J. S. Whitley, Box 406 . . . Magazine Agent

94. CALHOUN; Battle Creek, Mich.

Meets in B. L. E. Hall, 256 E. Main St., 2d and 4th Sundays at 2:30 P. M., and 1st Monday at 7:30 P. M.
 John Tighe, 79 Hart St . . . Master
 James Burgess, 64 Cliff St . . . Secretary
 Frederick Voss, 103 Green St . . . Collector
 E. C. Wilder, 50 South Ave . . . Receiver
 Thos. Minshall, 24 Irving St . . . Magazine Agent

95. FARGO; Fargo, N. Dakota.

Meets 2d and 4th Mondays at 8 P. M. in I. O. O. F. Hall, corner Robert St. and 2d Ave.
 W. W. Sturman, 1604 16th St . . . Master
 Wash. Terrett, 17 16th St . . . Secretary
 Wash. Terrett, 17 16th St . . . Collector
 Eugene McAuliffe, 114 9th St., S . . . Receiver
 A. J. Thometz, Jamestown . . . Magazine Agent

96. BLACK HILLS; Laramie City, Wyoming.

Meets in K. of L. Hall, Friday evening at 7:30.
 George W. DeForest, Box 455 . . . Master
 William N. Roth, Box 348 . . . Secretary
 George W. DeForest, Box 455 . . . Collector
 William N. Roth, Box 348 . . . Receiver
 George M. Harris . . . Magazine Agent

97. SUMMIT; Rawlins, Wyoming.

Meets in I. O. O. F. Hall, every Thursday, at 7:30 P. M.
 Thomas F. Croake, Box 87 . . . Master
 Ed. Smyth . . . Secretary
 J. B. Robinson . . . Collector
 T. F. O'Donnell . . . Receiver
 Myles Scallan . . . Magazine Agent

98. MORNING STAR; Evanston, Wyoming.

Meets in I. O. O. Hall, Thursdays at 7:30 P. M.
 J. C. Bowman . . . Master
 Kenneth G. McLean, Box 150 . . . Secretary
 Wm. Vany . . . Collector
 Frank McCann . . . Receiver
 Samuel Carpenter . . . Magazine Agent

99. CHEWAW; Montgomery, Ala.

Meets every Sunday at 3 P. M. in K. of P. Hall, over National Bank, Commerce St.
 E. L. Cranford, 207 Holt St . . . Master
 D. C. Hair, Box 435 . . . Secretary
 E. L. Cranford, 207 Holt St . . . Collector
 W. H. McDade, Atlanta, Ga. . . Receiver
 W. H. McDade, Atlanta, Ga. . . Magazine Agent

90. SAN DIEGO; San Bernardino, Cal.

Meets in A. O. U. W. Hall, every Sunday at 7:30 P. M.
 Jas. C. Sharp, Box 704 . . . Master
 R. S. Compton, Box 645 . . . Secretary
 Wm. Fleming, Box 645 . . . Collector
 J. M. Walker, Box 645 . . . Receiver
 W. H. Fletcher, Box 645 . . . Magazine Agent

91. GOLDEN GATE; San Francisco, Cal.

Meets corner Valencia and 16th Sts., 1st Sunday at 1 P. M., and 3d Tuesday at 7 P. M.
 John A. Center . . . Master
 Chas. A. Crites, 203 16th St . . . Secretary
 Ed. F. Dougherty . . . Collector
 Chas. A. Crites, 203 16th St . . . Receiver
 F. W. McCune, 230 Shotwell St . . . Magazine Agent

92. FRONTIER CITY; Oswego, N. Y.

Meets 2d and 4th Sundays in Frontier City Hall, Jefferson Block.
 Charles H. Spath, 39 W Talman St . . . Master
 John F. Schilling, 74 W. Second St . . . Secretary
 James Whalen, 230 W. 7th St . . . Collector
 James Whalen, 230 W. 7th St . . . Receiver
 Thos. Bradley, cor. 9th and W. Cayuga Sts . . . Magazine Agent

93. GATE CITY; Keokuk, Iowa.

Meets in Horn's Hall, corner 8th and Main St., 2d and 4th Sundays at 2 P. M.
 John Cronin, corner B and Bluff St . . . Master
 E. J. Kelly, 519 Ridge St . . . Secretary
 John Burns, 513 Des Moines St . . . Collector
 E. J. Kelly, 519 Ridge St . . . Receiver
 Henry Montgomery, Centerville, Magazine Agent

94. CACTUS; Tucson, Arizona.

Meets in B. of L. F. Hall, corner Tool Ave. and Pennington St., every Tuesday at 7:30 P. M.
 W. W. Walker, Box 218 . . . Master
 H. W. Brandt, Box 218 . . . Secretary
 W. E. Buller, Box 218 . . . Collector
 J. W. Hudson, Box 218 . . . Receiver
 W. D. Anderson, Box 218 . . . Magazine Agent

95. CHICAGO; Chicago, Ill.

Meets at 237 Milwaukee Ave., 2d Tuesday at 8 P. M., and last Sunday of each month, at 9:30 A. M.
 D. M. Leavitt, 36 Temple St . . . Master
 John J. Doyle, 165 W. Chicago ave . . . Secretary
 J. F. Cantlon, 142 Front St . . . Collector
 E. W. Wallbaum, 188 Milton Ave . . . Receiver
 Wm. R. Stuart, 174 N Halstead St. Magazine Agent

96. ALEXIA; Wellsville, Ohio.

Meets 1st and 3d Sundays in B. of L. E. Hall, Main St.
 G. Leibtag, Box 695 . . . Master
 Joseph Quinn, Box 695 . . . Secretary
 L. M. Lockhart, Box 695 . . . Collector
 Joseph Quinn, Box 695 . . . Receiver
 John Leibtag, Box 695 . . . Magazine Agent

97. ORANGE GROVE; Los Angeles, Cal.

Meets in Engineer's Hall, at 512 San Fernando St., every Tuesday at 7:30 P. M.
 Ed. Whitney, 46 Ann St . . . Master
 H. C. Forsyth, 22 Railroad St . . . Secretary
 Wm. T. Curl, 638 San Fernando St . . . Collector
 Ed. Whitney, 46 Ann St . . . Receiver
 A. V. Blackburn, 35 Railroad St. Magazine Agent

98. PERSEVERANCE; Terrace, Utah.

Meets in Engineers' Hall every Tuesday.
 S. E. Canady . . . Master
 H. J. Grubman . . . Secretary
 Fred Frolich . . . Collector
 Edward G. White . . . Receiver
 Veil. Gudmonson . . . Magazine Agent

99. ROCHESTER; Rochester, N. Y.

Meets in K. of H. Hall at No. 33 Market St., every Friday evening.
 E. E. Pruyn, 41 1st Ave . . . Master
 W. P. Couch, 24 Thompson Ave . . . Secretary
 George Kingsley, 22 Upton Park . . . Collector
 George Kingsley, 22 Upton Park . . . Receiver
 Louis Mansfield, 44 Ames St . . . Magazine Agent

100. ADAIR; Bowling Green, Ky.

Meets in Wright's Hall, corner Main and Adams Sts., every Monday at 2 P. M.
 Wesley Alsop . . . Master
 Woods L. Miller, Box 446 . . . Secretary
 Woods L. Miller, Box 446 . . . Collector
 Richard A. Potter . . . Receiver
 J. H. Hagan . . . Magazine Agent

101. ADVANCE; Creston, Iowa.

Meets in Firemen's Hall, 222 Pine St., every Sunday at 2 P. M.
 John Igoo, Box 246 . . . Master
 Frank E. Giltner . . . Secretary
 Frank E. Giltner . . . Collector
 John Igoo, Box 246 . . . Receiver
 Frank Strunce . . . Magazine Agent

102. CONFIDENCE; East Des Moines, Iowa.

Meets in I. O. O. F. Hall, S. E. cor. 6th St., and Grand ave., alternate Sundays at 2 P. M.
 R. E. Nash, 1412 Grand ave. W. Master
 W. L. Carss, 849 W 13th St. Secretary
 C. C. Woodward, 917 Court ave., Des Moines Collector
 F. S. Payne, 115 9th St. Receiver
 W. L. Carss, 849 W 13th St. Magazine Agent

103. FALLS CITY; Louisville, Ky.

Meets in Colgan's Hall, corner 10th and Walnut Sts., every Thursday at 2 P. M.
 Isaac Honaker, L. C. & L. Shops Master
 Christ. Ketterer, 710 18th St. Secretary
 T. B. Meals, 912 Magazine St. Collector
 Christ. Ketterer, 710 18th St. Receiver
 Henry Blume, 1,000 Magazine St. Magazine Agent

104. "OLD KENTUCKY;" Ludlow, Ky.

Meets in M. J. Connelly's residence, 106 Oak St., 1st and 3d Thursdays at 7:30 P. M.
 Frank Robertson Master
 M. J. Connelly Secretary
 Charles Heimberger Collector
 Frank Robertson Receiver
 Charles Heimberger Magazine Agent

105. PROGRESS; Chillicothe, Ill.

Meets in McLean's Hall, 1st Wednesday at 7:30 P. M., 2d and 4th Sundays at 2 P. M.
 F. W. Petterson Master
 James Strahan Secretary
 J. M. Lindemon Collector
 Frank D. Fenn, Box 1353 Receiver
 Frank D. Fenn, Box 1353 Magazine Agent

106. KEY CITY; Dubuque, Iowa.

Meets in Dotts Hall 2d and 4th Sundays at 2 P. M.
 Joseph Chaloupka, 1470 Cedar St. Master
 Henry Quade 446 High St. Secretary
 Joseph Chaloupka, 1470 Cedar St. Collector
 Lavertt Douglass, 993 Garfield Ave. Receiver
 Edward A. Forster 438 High St. Magazine Agent

107. ECLIPSE; Gallon, Ohio.

Meets in Zimmerman's Hall every Wednesday night.
 August Gerhart, Box 196 Master
 P. D. Gregg, Box 677 Secretary
 Chas. D. Hoyt, Box 183 Collector
 Thomas Wilson, Box 497 Receiver
 George Canaan, Box 396 Magazine Agent

108. PIONEER; Chama, New Mexico.

Meets in D. & R. G. Passenger Depot, every Thursday at 7:30 P. M.
 Wm. J. Brown Master
 Edward Bradley Secretary
 Frank Wilson Collector
 R. T. Pearson Receiver
 John A. Simon, Alamosa, Colo. Magazine Agent

109. PEACE; St. Louis, Mo.

Meets in Summit Hall, corner Ewing Ave. and Market St., 2d and 4th Fridays of each month at 7:30 P. M.
 W. J. Murphy, 314 Montrose Ave. Master
 J. L. Pate, 2919 Caroline St. Secretary
 Charles Durnell, 1303 S Compton Ave. Collector
 J. L. Pate, 2919 Caroline St. Receiver
 J. L. Pate, 2919 Caroline St. Magazine Agent

110. OLD GUARD; Bucyrus, Ohio.

Meets in Engineers' Hall, cor. Sandusky & Mansfield St., every 2d and 4th Sundays at 2 P. M.
 R. G. Gordon, L. Box 235 Master
 C. P. Collins, Corning, O. Secretary
 William Fitzmaurice Collector
 W. C. Bruce Receiver
 C. P. Collins, Corning, O. Magazine Agent

111. BEACON; Mattoon, Ill.

Meets in K. of L. Hall, Sunday at 2:30 P. M.
 P. J. Slagle, L. Box 864 Master
 W. P. Fitzgerald, L. Box 846 Secretary
 F. W. Neidheiser, Box 605 Collector
 Paul Rider, Box 744 Receiver
 George S. Norris, Box 852 Magazine Agent

112. EVENING STAR; Mt. Vernon, Ill.

Meets in Odd Fellow's Hall, 1st and 3d Tuesdays at 7:30 P. M.
 S. R. Wild Master
 John C. Branham Secretary
 John C. Branham Collector
 S. R. Wild Receiver
 G. T. Colvin Magazine Agent

113. CLARK-KIMBALL; Pocatello, Idaho.

Meets in Masonic Hall every Monday at 7:30 P. M.
 W. J. Ingling Master
 John H. Hiler Secretary
 John H. Shannon Collector
 Frank Walton Receiver
 H. F. Christman Magazine Agent

114. MAGIC CITY; Cheyenne, Wyoming.

Meets in Engineers' Hall, Idleman's Block, every Wednesday at 8 P. M.
 Michael Walsh Master
 Thomas O. Jones, Box 250 Secretary
 Thomas O. Jones, Box 250 Collector
 Ernest Heenan, 1010 Central Ave. Receiver
 James J. Keelan Magazine Agent

115. GULF CITY; Galveston, Texas.

Meets 1st and 3d Wednesdays in the Temple of Honor.
 H. L. Briggs, Cor. 8th and Market Sts. Master
 Jno. Buckley, 19th and O½ Sts. Secretary
 Wm. Powell, 29th St. & Broadway Collector
 H. L. Briggs, Cor. 8th and Market Sts. Receiver
 Wm. Powell, 29th St. and Broadway Magazine Agent

116. ST. CLAIR; Fort Gratiot, Mich.

Meets in Engineers' Hall, 1st and 3d Sundays at 1:30 P. M.
 William Dingwall, 2004 Stone St., Port Huron, Mich. Master
 R. J. Gee, 1604 Poplar St., Port Huron Secretary
 R. J. Gee, 1604 Poplar St., Port Huron Collector
 E. G. Hubbard, Box 127 Receiver
 J. J. Jackson, 2202 Stone St, Port Huron, Mich. Magazine Agent

117. BEAVER; London, Ontario.

Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.
 S. T. Fletcher, 221 Maitland St. Master
 R. Hornsby, 154 Clarence St. Secretary
 S. T. Fletcher, 221 Maitland St. Collector
 John Dickson, 367 Simcoe St. Receiver
 Robert Lister, 411 Hill St. Magazine Agent

118. STAR OF THE EAST; Richmond, Quebec.

Meets in Pearson's Hall, Main St., opposite Skating Rink, 1st and 3d Sundays at 2 P. M.
 R. A. Leonard Master
 Geo. A. Pearson, Richmond Station Secretary
 Geo. A. Pearson, Richmond Station Collector
 John Kelly, Richmond Station Receiver
 Geo. A. Pearson, Richmond Station, Magazine Agent

119. COLONIAL; River du Loup, Quebec.

Meets Wednesday and Thursday nights, alternately, in English School Room.
 Wm. Carmichael, River du Loup Station Master
 Louis D. Poulin, I. C. Ry. Station Secretary
 Louis D. Poulin, I. C. Ry. Station Collector
 W. H. Rougean, River du Loup Station Receiver
 W. H. Rougean, River du Loup Station Magazine Agent

120. FORTUNE; Syracuse, N. Y.

Meets in C. M. B. A. Hall, Cor. Fayette and Salina Sts., 1st and 3d Sundays at 3 P. M. and 2d and 4th Tuesdays at 7 P. M.
 E. F. McNulty, 266 W Fayette St. Master
 Simon Mangan, 730 Otisco St. Secretary
 L. G. Rousson, 16½ Richmond St. Collector
 F. H. Livingston, 404 Jackson St. Receiver
 A. D. Collins, 312 Putnam St. Magazine Agent

121. FELLOWSHIP; Corning, N. Y.

Meets in Odd Fellows' Hall, 1st and 3d Sundays
of each month at 3 P. M.

James F. Roody Master
Isalah D. Wolcott, 2 Magee St Secretary
Isalah D. Wolcott, 2 Magee St Collector
E. E. Everts, 159 E Erie Ave Receiver
Chas. J. Boylan Magazine Agent

122. FEDERATION; Pana, Ill.

Meets in Woodmen's Hall, every Sunday at
2:30 P. M.

Wm. J. Miller Master
W. D. Stokes, L Box 13 Secretary
Charles Roley Collector
Thos. H. Crowner Receiver
Wm. Wolf Magazine Agent

123. OVERLAND; Omaha, Neb.

Meets in K. of P. Hall, 1402 Douglass St., every
Wednesday at 8 P. M.

J. T. Fitzmorris, 1314 California St Master
E. S. Emmons, 1820 Mason St Secretary
J. T. Fitzmorris, 1314 California St Collector
Albert Cole, 636 S 17th St Receiver
William A. Cummings, 1306 S 12th
St Magazine Agent

124. PILOT; Perry, Iowa.

Meets in Odd Fellows' Hall, 2d and 4th Sundays
at 9:30 P. M.

H. A. Draper Master
Wm. L. Johnston, Box 554 Secretary
H. C. DeGroat Collector
B. W. Zillee Receiver
E. G. Benson Magazine Agent

125. GUIDE; Marshalltown, Iowa.

Meets in B. of L. F. Hall, 15 S Center St., 2d and
4th Sundays.

W. M. Gallup, 512 S 3d St Master
J. P. Boyce, 103 W Nevada St Secretary
J. S. Smedes, 307 S Center St Collector
J. M. Larimer, 307 S 3d Ave Receiver
J. O. Rose, 410 W Church St Magazine Agent

126. COMET; Austin, Minn.

Meets in Hays' Hall, 1st and 3d Mondays and 2d
and 4th Sundays.

B. C. Henry Master
E. H. Talmadge Secretary
Thos. McFarlane Collector
W. A. Brossard Receiver
C. J. Erickson Magazine Agent

127. NORTHERN LIGHT; Winnipeg, Manitoba.

Meets in Assinaboine Hall, 133 Ross St., 1st Tues-
day and 3d Wednesday evening.

J. G. Johah, 226 McWilliams St Master
H. English, 76 Williams St Secretary
G. M. Vansickle, 31 Isabel St Collector
Thomas Reese, 20 Gunnell St Receiver
George M. Vansickle, 31 Isabel St. Magazine Agent

128. LANDMARK; Glendive, Montana.

Meets in Coleman's Hall, every Tuesday at 7
P. M.

Geo. M. Brown Master
C. C. Smith, Box 58 Secretary
B. F. Brown Collector
James McKenzie, Forsyth Receiver
J. C. Sorenson Magazine Agent

129. MINERAL KING; Escanaba, Mich.

Meets in B. of L. E. Hall 2d and 4th Sundays at
2 P. M.

M. A. Harring, Box 525 Master
T. F. Burns Secretary
M. Quinn Collector
J. S. Rogers, Box 622 Receiver
William Finnegan Magazine Agent

130. GUIDING STAR; Milwaukee, Wis.

Meets in Engineers' Hall, 2d and 4th Sundays at
2 P. M.,

Thomas Dwyer, 335 Jackson St Master
Bernard J. Fahl, 323 Clybourn St Secretary
Con. S. McAuliffe, 561 Washington St. Collector
Con. S. McAuliffe, 561 Washington St. Receiver
James D. Dwyer, 335 Jackson St. Magazine Agent

131. GOLDEN RULE; Stevens Point, Wis.

Meets in Redfield's Hall, 2d and 4th Sundays at
2:30 P. M.

A. R. Johnson, Box 211 Master
George L. Gearhart Secretary
A. R. Johnson, Box 211 Collector
R. J. Luxan, Box 386 Receiver
R. J. Luxan, Box 386 Magazine Agent

132. MARVIN HUGHITT; Eagle Grove, Iowa.

Meets in Odd Fellows's Hall, 1st and 3d Sundays
2:30 P. M.

Harry G. Pool, Box 386 Master
W. R. Hammond, Box 406 Secretary
Stephen E. Calkins, Box 49 Collector
John H. Howell Receiver
E. G. Bates, Tama Magazine Agent

133. SPRAGUE; Sprague, Washington, Ty.

Meets in Engineers' Hall, 2d and 4th Sundays at
7 P. M.

J. D. Irby, Box 10 Master
H. A. Moore, Box 62 Secretary
A. E. Bowman, Box 10 Collector
Geo. E. Kendall Receiver
J. C. Smith Magazine Agent

134. EASTMAN; Farnham, Quebec.

Meets in Foster's Hall, every Sunday at 3 P. M.

W. C. Barney Master
H. E. Cowan Secretary
J. H. Cunningham Collector
E. W. Gibson Receiver
Louis Lepine Magazine Agent

135. NEW YEAR; El Paso, Texas.

Meets in Firemen's Hall, 1st and 3d Tuesdays at
7 P. M.

Collin McArthur Master
Jas. E. Handibo, Box 184 Secretary
Wm. Rader Collector
Collin McArthur Receiver
W. P. Sirsion Magazine Agent

136. J. SCOTT; Lindsay, Ontario.

Meets in S. O. E. Hall, alternate Saturdays at
8 P. M.

Thos. R. Wilkinson, Box 454 Master
Archie McArthur, Box 454 Secretary
Archie G. Edmunds, Box 454 Collector
John A. Watson, Box 454 Receiver
Jos. Kelcher, Box 454 Magazine Agent

137. PROTECTION; Eldon, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at
2:30 P. M.

C. W. Friend Master
J. T. Hull, Box 575 Secretary
Geo. Wright, Box 674 Collector
A. Shunterman, Box 423 Receiver
Geo. W. Wright, Box 674 Magazine Agent

138. UNION; Freeport, Ill.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at
2 P. M.

W. C. Ingraham Master
Harry Stanley, 101 Walnut St Secretary
Harry Stanley, 101 Walnut St. Collector
George Showalter, 50 N. Galena ave Receiver
George Showalter, 50 N. Galena
ave Magazine Agent

139. MT. WHITNEY; Tulare, Cal.

Meets in Schultz's Hall, 1st and 3d Sundays and
2d and 4th Fridays at 2 P. M.

J. J. Norton Master
George E. Landes, Box 31 Secretary
G. G. Hutchings Collector
George E. Landes, Box 31 Receiver
Frank Zuber Magazine Agent

140. MOUNT OURAY; Salida, Colo.

Meets in Fraternity Hall every Monday at 7:30
P. M.

A. G. Archer Master
W. S. Brewster Secretary
J. W. Hardy, L Box 569 Collector
Henry Wise, L Box 569 Receiver
N. A. Worden, Box 180 Magazine Agent

141. A. G. PORTER; Fort Wayne, Ind.

Meets in B. of R. B. Hall at 27 Calhoun St., every Wednesday at 7:30 P. M.
 A. J. Kohler, 461 Calhoun St. Master
 H. Kilpatrick, 142 N. Cass St. Secretary
 J. H. Westerman, 20 Buchanan St. Collector
 W. R. Fredericks, 415 S. Lafayette St. Receiver
 Frank C. Smith, 46 Elm St. Magazine Agent

142. SAFETY; Toledo, Ohio.

Meets in Johnson's Hall, St. Clair St., 5th Ward, 1st and 3d Sundays at 1:30 P. M., and 2d and 4th Thursdays at 7 P. M.
 Albert S. Mead, Air Line Junction Master
 B. J. Ross, Penn. Engine House Secretary
 S. W. Nesper, 406 Broadway Collector
 Fred. E. Bittman, 713 S. Erie St. Receiver
 J. G. Hoffstatter, Air Line Junction Magazine Agent

143. E. C. FELLOWS; West Oakland, Cal.

Meets in Pythian Hall, 1058 Broadway, every Monday, at 8 P. M.
 T. S. Davis, 1,232 Meinal Ave., Alameda Master
 R. H. Potts, 1792 7th St. Secretary
 T. J. Roberts, 1,830 William St. Collector
 C. Sellander, 963 4th Ave. East Oakland, Receiver
 C. Sellander, 963 4th Ave., East Oakland, Cal Magazine Agent

144. SUGAR LOAF; Campbellton, New Brunswick.

Meets in Patterson's Hall, I. C. R. Depot, 2d Sundays at 9 A. M., and 4th Sunday afternoons.
 Wm. A. Thompson Master
 A. B. Thompson Secretary
 Wilmot Keith Collector
 Wm. A. Thompson Receiver
 William Hamilton Magazine Agent

145. DAVY CROCKET; San Antonio, Texas.

Meets in Jonas' Hall, 601 Austin St. every Tuesday at 8 P. M.
 Pat. Smith, 313 Burleson St. Master
 Edward Beere, Cor. Cherry and Burleson Sts. Secretary
 Edmond Lowe, cor. Sherman and Hackberry Sts. Collector
 Edward Beere, cor. Cherry and Burleson Sts. Receiver
 J. D. Kennedy, 905 Ave. D Magazine Agent

146. BAYOU CITY; Houston, Texas.

Meets in Bell's Hall, 1st and 4th Mondays at 7:30 P. M., and 2d and 3d Mondays at 2 P. M.
 D. M. Moody, 105 Hardy St. Master
 Ed. C. Gerber, S. P. Shops Secretary
 Chas. F. Miller, S. P. Shops Collector
 G. H. Koehler, 146 Congress St. Receiver
 D. M. Moody, 105 Hardy St. Magazine Agent

147. MIDLAND; Temple, Texas.

Meets every Monday at 8 P. M.
 R. Robinson, Box 105 Master
 Hughey E. Wood, Box 105 Secretary
 Frank John, Box 105 Collector
 W. W. Short, Box 105 Receiver
 H. Sims, Box 105, Temple, Tex. Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.

Meets in K. of P. Hall, every Friday at 1:30 P. M.
 Mike Bauman, Box 416 Master
 S. F. James, Box 416 Secretary
 C. W. Rankin Collector
 M. E. Stafford, Box 488 Receiver
 J. W. Pain, Box 416 Magazine Agent

149. JUST IN TIME; New York, N. Y.

Meets at 110 East 125th St., 2d and 4th Saturdays at 8 P. M.
 James F. Hough, 1424 Ave. A. Master
 P. A. Donahue, 311 W. 55th St. Secretary
 Robert T. Roscoe, 1958 3d Ave. Collector
 Albert H. Hawley, 391 W. 125th St. Receiver
 Charles Johnson, 451 E. 119th St. Magazine Agent

150. S. M. STEVENS; Marquette, Mich.

Meets in Mack's Hall, cor. Washington and 3d Sts., 2d and 4th Sundays at 2 P. M.
 Fred. D. Fletcher, 212 Garden St. Master
 Wm. Charlesworth, 240 W. Washington St. Secretary
 Abe Switzer Collector
 Wm. D. Reany, 416 W. Washington St. Receiver
 Wm. J. Turner Magazine Agent

151. MAPLE LEAF; Hamilton, Ontario.

Meets 1st and 3d Sundays at 2:30 P. M.
 Alexander McGilvery, 98 Elgin St. Master
 Wm. Perkins, 150 Wellington St. Secretary
 Wm. Broughton, 18 Inebury St. Collector
 William F. Baines, 180 Queen St. Receiver
 William Broughton, 14 Inebury St., S. Magazine Agent

152. NORTH POLE; West Bay City, Mich.

Meets in Royal Arcanum Hall, 1st and 3d Sundays.
 W. A. Maguire Master
 Frank E. Ayers, Box 104 Secretary
 Frank Potter Collector
 Thos. A. Weir Receiver
 Frank E. Ayers, Box 104 Magazine Agent

153. H. C. LORD; Fort Scott, Kansas.

Meets in K. of P. Hall, corner 2d and Main Sts.
 W. B. Lane, 202 Hill St. Master
 J. B. Martin, 401 S. Broadway Secretary
 H. L. Wright, 11 S. Barbee St. Collector
 J. T. Helman, 114 N. Broadway Receiver
 J. M. Parmley, 624 1st and Hill Sts. Magazine Agent

154. McKEEN; Chanute, Kansas.

Meets in Masonic Hall, on 2d and 4th Sundays 2 P. M.
 R. W. Cameron, Box 141 Master
 Ed. K. Brohl Secretary
 J. E. Flint, Box 819 Collector
 M. A. Lea, Box 77 Receiver
 James M. Jones Magazine Agent

155. J. F. BINGHAM; New York, N. Y.

Meets in Schrader's Hall, 147 W. 32d St., 1st Saturday at 8 P. M., and 3d Thursday at 10 A. M.
 Ed. S. Wetherbee, 417 W. 48th St. Master
 William J. Campbell, 2546 8th Ave. Secretary
 William J. Campbell, 2546 8th Ave. Collector
 C. C. McGrane, 133 Conover St., S. Brooklyn Receiver
 William P. Green, 119 Prospect St., Long Island City, N. Y. Magazine Agent

156. NECHES; Palestine, Texas.

Meets in Engineers' Hall every Saturday at 2:30 P. M.
 W. E. Randolph, Box 256 Master
 N. F. Colbert, Box 256 Secretary
 M. T. Byrnes, Box 256 Collector
 J. C. Potter, Box 256 Receiver
 J. C. Potter Box 256 Magazine Agent

157. ECHO; Peru, Ind.

Meets in Echo Hall 1st and 3d Sundays at 2 P. M., and 2d and 4th Tuesdays at 7 P. M.
 B. E. Flaherty Master
 F. P. Stutesman Secretary
 Geo. H. Smith Collector
 M. E. Whetsel Receiver
 F. E. O'Connell Magazine Agent

158. STANDARD; Detroit, Mich.

Meets at No. 47 Monroe Ave., up stairs, 2d and 4th Sundays at 1:30 P. M.
 Alban Donne, W. Detroit St. Master
 A. Edmiston, 298 Riopelle St. Secretary
 Louis Groscamp, 251 Labrosse St. Collector
 Ed. Heidenrich, 121 Hastings St. Receiver
 Peter Scwell, 190 Orleans St. Magazine Agent

159. W. H. THOMAS; Nashville, Tenn.

Meets in Simmons' Hall, cor. Summer and Union Sts., every Monday at 9:30 A. M.
 G. Kindinger, N. C. & St. L. Round House Master
 D. J. Singleton, 471 Humphrey St. Secretary
 J. H. Ballentine, N. C. & St. L. Round House Collector
 J. L. Enoch, 241 Foster St., E. Nashville Receiver
 L. Sudekum, cor. Market and Chestnut Sts. Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.

Meets in A. O. U. W. Hall, 3d and Main Sts., 2d and 4th Sundays at 2 P. M.
 W. H. Boleman, 509 William St. Master
 R. T. Skinner, 1,503 Walnut St. Secretary
 E. F. Skiker, 1,611 Division St. Collector
 F. W. Hunter, 1,044 Main St. Receiver
 John Z. Fairchild, 516 Upper 11th St.,
 Magazine Agent

161. HEBALD; Burlington, Iowa.

Meets in Knights of Pythias Hall cor. Third and Jefferson sts., every other Sunday at 2 P. M.
 J. A. Richards, 1117 S 8th St. Master
 W. A. Flannery, 1212 N 8th St. Secretary
 S. W. Bowser, cor Port and Linn Sts. Collector
 J. D. Hawksworth, 2003 Madison St. Receiver
 W. A. Flannery, 1212 N 8th St. Magazine Agent

162. PROSPECT; Elkhart, Ind.

Meets in B. of L. F. Hall, 505 Main St., every Tuesday night 7:30, and 1st Sunday at 2 P. M.
 W. W. Howard, 1200 S Main St. Master
 J. C. Doty, 311 Harrison St. Secretary
 G. D. Shupert, 200 Prairie St. Collector
 D. F. Wagner, 326 Jefferson St. Receiver
 Charles White, 1008 S Main St. Magazine Agent

163. ETNA; Pine Bluff, Ark.

Meets in Masonic Hall, every Friday at 7 P. M.
 Tim. Corder, Box 210 Master
 Dewitt Hope, Box 56 Secretary
 D. B. Rathfon, Box 56 Collector
 D. B. Rathfon, Box 56 Receiver
 Dewitt Hope, Box 56 Magazine Agent

164. EEL RIVER; Butler, Ind.

Meets Tuesday nights in I. O. O. F. Hall, on Broadway.
 Geo. E. Crider Master
 C. E. Blair Secretary
 John J. Derck, Box 202 Collector
 John J. Derck, Box 202 Receiver
 Ed. Eldridge Magazine Agent

165. ROBERT ANDREWS; Andrews, Ind.

Meets in Firemen's Hall every Monday at 7 P. M.
 J. E. Brombaugh Master
 O. M. Leedy Secretary
 George B. Richason, Box 283 Collector
 Albert I. Kouth Receiver
 J. N. Wright Magazine Agent

166. WM. HUGO; Huntington, Ind.

Meets in Engineer's Hall every Wednesday at 7 P. M.
 C. M. Keller, Box 619 Master
 J. P. McConley Secretary
 John S. Dolan, Box 915 Collector
 C. E. Wallace, L. Box 933 Receiver
 A. W. Beaver, Box 529 Magazine Agent

167. MOUNT HOOD; The Dalles, Oregon.

Meets in K. of P. Hall, 1st and 3d Wednesdays at 2 P. M., and 2d and 4th at 7 P. M.
 T. H. Boynton Master
 C. E. Vellin Secretary
 Chas. Bryan Collector
 James Hazell Receiver
 H. P. Smith, L. Box 347 Magazine Agent

168. GUARD RAIL; North La Crosse, Wis.

Meets in B. of L. F. Hall, 129 Rose St., 1st and 3d Sundays at 2 P. M., and 2d and 4th Mondays at 7:30 P. M.
 Fred. Stirmemann Master
 J. E. Wells, 416 Avon St. Secretary
 George Brewer, 409 cor. Avon and Gould St., LaCrosse, Wis. Collector
 Thos. Cawley, 521 Mill St. Receiver
 Frank Krause, Box 206, Portage, Wis. Magazine Agent

169. H. G. BROOKS; Hornellsville, N. Y.

Meets in Washington Hall, Broad St., every Monday at 7:30 P. M.
 H. H. Sweet, 51 Elm St. Master
 V. C. Randolph, 79 River St. Secretary
 A. H. Spencer, 18 Elm St. Collector
 A. H. Spencer, 18 Elm St. Receiver
 C. S. Graham, 31 S Division St. Magazine Agent

170. PRAIRIE; Huron, S. Dakota.

Meets in Odd Fellows' Hall on 2d and 4th Sundays at 3 P. M.
 George E. White, 357 E 3d St. Master
 A. H. Garfield, 511 Beach St. Secretary
 Thos. C. Laulites, 520 Utah St. Collector
 Frank Booth, Room 1, Houghton blk. Receiver
 Ed. Sampson Magazine Agent

171. SUNBEAM; Truro, Nova Scotia.

Meets in Caledonia Hall 2d Saturdays and 4th Thursdays.
 John J. Fergusson Master
 Thos. W. Hennessy, Box 187 Secretary
 Peter Fraser Collector
 Jas. A. Sproull, Box 167 Receiver
 R. A. Sutherland, Box 173 Magazine Agent

172. F. G. LAWRENCE; Ottawa, Ontario.

Meets alternate Sundays in Manchester Hall, cor. Sparks and Wellington Sts.
 George Hawley, 44 Lorne Ave. Master
 Mills Foster Secretary
 H. McAuley, C. P. R. R. Shops Collector
 Hugh Handyside, Hintonbury, via Ottawa, Ont. Receiver
 Mills Foster, 544 Wellington St. Magazine Agent

173. PACIFIC; Winslow, Arizona.

Meets in B. of L. F. Hall, every Sunday at 7:30 P. M.
 Clem Weiker Master
 Geo. F. Fleming Secretary
 Simeon Frost, Coolidge, N. M. Collector
 Jas. Bullard Receiver
 Elmer E. Ward, Albuquerque, New Mex. Magazine Agent

174. HARRISBURG; Harrisburg, Pa.

Meets cor. 3d and Cumberland Sts., Sible's Hall, 2d and 4th Sundays at 1 P. M.
 Ed. E. Ewing, cor. Front and Boas Sts. Master
 H. O. Motter, 1720½ N Third St. Secretary
 H. J. Roberts, 503 Riley St. Collector
 William Blessing, 422 Riley St. Receiver
 H. S. Gingrich, 1413 Wallace St. Magazine Agent

175. TAYLOR; Newark, Ohio.

Meets in O. R. C. Hall at 12½ N 2d St., every Wednesday at 7 P. M.
 Ben. Tobin, 228 Indiana Ave. Master
 James Kelsey, 318 E. Main St. Secretary
 Willis Stone, Gay St., E. Collector
 C. D. Tomlinson, 351 Clinton St. Receiver
 C. D. Tomlinson, 351 Clinton St. Magazine Agent

176. MAIN LINE; Clinton, Ill.

Meets in Warner's Hall, 1st and 3d Wednesday evenings.
 A. G. Turley, Box 65 Master
 W. F. Gorman, Box 295 Secretary
 W. F. Gorman, Box 295 Collector
 C. H. Porter, Box 41 Receiver
 C. H. Porter, Box 41 Magazine Agent

177. SUNSET; Marshall, Texas.

Meets in Firemen's Hall, every Thursday at 7:30 P. M.
 Geo. M. Lovett Master
 H. M. Worthington, Box 184 Secretary
 Geo. C. Sparks, Box 184 Collector
 M. H. Neal, Box 184 Receiver
 H. M. Worthington, Box 184 Magazine Agent

178. SALT LAKE; Salt Lake City, Utah.

Meets in A. O. U. W. Hall, Main and 1st S. Sts., Tuesdays, at 8 P. M.
 Leonard W. Kessler, 50 N 3d St. W. Master
 J. F. Kelus, 704 1st S. St. Secretary
 P. A. Featherston, 222 N. 3d St. W. Collector
 W. C. Wightman, 50 N 3d St., W. Receiver
 E. L. Hawkins, 419 W. 5th St. S. Magazine Agent

179. BEE-HIVE; Lincoln, Neb.

Meets in K. of P. Hall, 2d and 4th Sundays, at 3 P. M.
 J. W. Barber, University Place Master
 J. K. Robinson, 718 H St Secretary
 J. W. Barber, University Place Collector
 J. K. Robinson 718 H St Receiver
 E. L. Fuller, Box 632 Magazine Agent

190. THREE STATES; Cairo, Ill.

Meets cor. 12th St. and Washington Ave., 1st and 3d Saturday evenings.
 M. J. Kiley, 602 Jefferson Ave. Master
 Frank Jaekell, 519 15th St. Secretary
 David Meehan, I. C. R. Shops Collector
 M. J. Kiley, 602 Jefferson Ave. Receiver
 Robert Stevenson, 438 8th St. Magazine Agent

181. WELLINGTON; Palmerston, Ontario.

Meets in Odd Fellows' Hall, 1st and 3d Sundays at 2 P. M.
 Wilson Munro Master
 James Combs Secretary
 Alexander Dunbar Collector
 James Nicholson Receiver
 Alexander Dunbar Magazine Agent

192. GOOD INTENT; Erie, Pa.

Meets in Firemen's Hall, Zuck's Block, every Sunday at 2 P. M.
 H. E. Hilliker, Miles' Grove Master
 W. G. King, 133 W. 15th St. Secretary
 A. H. Gifford, 221 W 18th St Collector
 William Fitzmorris, 133 W 13th St. Receiver
 Charles Fitzmorris, 63 W 13th St, Magazine Agent

183. LAKE SHORE; Collinwood, Ohio.

Meets in Engineers' Hall alternate Thursdays at 7 P. M.
 W. H. Jayred Master
 W. H. Cross Secretary
 W. T. Wade, 49 Maplewood Ave Collector
 H. I. Miller, Box 154 Receiver
 D. A. Carver, Box 301 Magazine Agent

184. LIMA; Lima, Ohio.

Meets 1st and 3d Sundays in Irish Hall.
 E. L. Melhorn Master
 M. R. Lacy Secretary
 Joseph Bowsher, 498 S Tanner St. Collector
 John E. Myers, 734 Broadway Receiver
 S. H. Hartising, 328 N Pierce St Magazine Agent

186. FIDELITY; Delphos, Ohio.

Meets in Beyer's Hall every Sunday at 2 P. M.
 J. B. Grove, Box 143 Master
 L. S. Lytle, Box 311 Secretary
 J. T. McGee, Box 311 Collector
 C. L. Webster, Box 311 Receiver
 J. B. Grove, Box 143 Magazine Agent

193. CHAMBERLIN; Chicago, Ill.

Meets in Walther's Hall, 3834 State St., 1st and 3d Sundays of each month.
 J. E. Callaghan, 3813 La Salle St Master
 Jas. Manning, Wabash Roundhouse, 41st St. Secretary
 John Nolan, 3829 Butterfield St. Collector
 Jas. Everett, 4219 School St Receiver
 Sherman Alsop, 4235 School St Magazine Agent

189. LITTLE GIANT; Charleston, Ill.

Meets in G. A. R. Hall, 1st and 3d Sundays at 2:30 P. M.
 John W. Parson Master
 M. Hudleson Secretary
 Frederick L. Patton Collector
 John W. Parson Receiver
 W. H. DeShane Magazine Agent

183. S. S. MERRILL; Chicago, Ill.

Meets cor. Western Ave. and Indiana St., 1st and 3d Sundays at 2 P. M.
 E. P. Tobias, 39 Fairfield Ave Master
 Walter Karch, 21 Maplewood Ave Secretary
 Chas. Benjamin, 49 Maplewood Ave Collector
 Lewis L. Gay, 675 Park Ave Receiver
 Fred Myers, 829 Austin Ave Magazine Agent

189. BALDWIN; Ft. Howard, Wis.

Meets in Narris' Block, Green Bay, Wis., 2d and 4th Sundays.
 H. L. Nichols Master
 D. E. Hogan, L Box 152 Secretary
 Jay Parkinson, Box 373, Green Bay, Wis., Collector
 Martin Sheehy Receiver
 George Sheequin Magazine Agent

190. FERGUSON; Mitchell, Dakota.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M.
 Emmet Wentworth, Box 102, Sanborn, Ia., Master
 Albert D. Perry, Box 727 Secretary
 Oscar W. Mervin, Box 189, Sanborn, Ia. Collector
 Oscar W. Merwin, Box 189, Sanborn, Iowa Receiver
 Thos. Helman, Sanborn, Iowa Magazine Agent

191. CUSTER; Livingston, Montana.

Meets in Thompson's Hall every Wednesday at 7:30 P. M.
 Wm. T. Field Master
 George N. Martin, L Box 16 Secretary
 C. E. Huffman Collector
 Hannibal Mayhew, Box 162, Billings Receiver
 Forrest Bullard, Box 51 Magazine Agent

192. MT. TACOMA; Tacoma, Washington Ter.

Meets in Mason Block, 1st and 3d Thursdays and 4th Sunday at 7:30 P. M.
 Fred. L. Dexter, 1713 D St Master
 John Cartwright, Box 222 Secretary
 Frank S. Stevens, 1201 A. St. Collector
 Phillip Green, 1516 Pacific Ave Receiver
 William F. Lawton, 1702 Jefferson St Magazine Agent

193. J. B. MAYNARD; East Portland, Oregon.

Meets in Ross's Hall, 2d and 4th Sundays, at 2 P. M.
 W. Hays, Albina Master
 J. F. McQuade, Box 287 Secretary
 E. J. Stroud, Box 287 Collector
 D. J. Byrne, Box 287 Receiver
 Wm. A. Ransom, Box 287 Magazine Agent

194. BONANZA; Missoula, Montana.

Meets in K of P. Hall every Monday night.
 E. L. Hollister, Box 124 Master
 Charles S. Cranston, Box 107 Secretary
 Chas. Wiley Collector
 Chas. E. Carrington Receiver
 Chas. S. Liggett, Box 185 Magazine Agent

195. RE-ECHO; Montpelier, Idaho.

Meets in Montpelier Hall, Fridays at 7:30 P. M.
 Chas. H. Thompson Master
 Chas. C. Hammond Secretary
 Joseph Bagley Collector
 James Duffy Receiver
 Martin King, Glenn's Ferry Magazine Agent

196. CLOUD CITY; Leadville, Colo.

Meets in B. of L. F. Hall, 125 E 6th St., every Friday at 8 P. M.
 Chas. E. Phelan, Box 330 Master
 S. W. Burdick Box 330 Secretary
 George Loughton, Box 330 Collector
 John Nelson, 312 W. 7th St Receiver
 Harry C. Newell, 214 E 10th St. Magazine Agent

197. RIVERSIDE; Savanna, Ill.

Meets 1st and 3d Sunday of each month.
 James Bailey Master
 Ira M. Hurlless, Box 79 Secretary
 Leonard Hulbert Collector
 James Bailey Receiver
 F. L. Collier, 138 Clancy St., Grand Rapids, Mich Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.

Meets 1st and 3d Sundays.
 V. C. Fitzsimmons, 50½ State St Master
 H. P. Bayley, 15 State St Secretary
 W. T. Clark, cor. Hester St. & Ford ave. Collector
 W. Y. Dennis, 15 State St Receiver
 H. G. Ferris, 50½ State St. Magazine Agent

199. MAHONING; Youngstown, Ohio.

Meets every 2d Thursday evening and 4th Sunday afternoon in Union Veteran's Hall, Federal St.
 David Heinselman, 313 Henrietta St Master
 W. B. Wiseman, 1101 Oak St. Secretary
 Wm. J. Reese, 1235 Emma St. Collector
 W. B. Wiseman, 1101 Oak St. Receiver
 A. C. Clemens, 947 Sheehy St Magazine Agent

200. FAITH; Meridian, Miss.

Meets in Engineers' Hall every Thursday evening at 7:30 P. M.

J. M. Adams, 401 31st Ave Master
W. H. Armstrong, L Box 470 Secretary
John H. Woodruff, 3129 5th St Collector
Simon Baker, 423 41st Ave Receiver
Simon F. Baker, 423 41st Ave Magazine Agent

201. FRIENDLY HAND; Jackson, Tenn.

Meets in K. of P. Hall Saturday at 7 P. M.,

J. D. Bledsoe Master
James Gaffany Secretary
W. J. Teague Collector
Robert McKinley Receiver
J. L. Jones Magazine Agent

202. SCIOTO; Chillicothe, Ohio.

Meets in Clough's Hall, 1st Sunday at 2:30 P. M., and 3d Monday at 7 P. M.

Sinnet A. Barker 495 2d St Master
Lewis R. Gettle, Jr., 36 N Sugar St Secretary
Wm. Cutter, Box 320 Collector
J. H. Brandenburg, 143 Hearn St Receiver
W. P. Matthewson Magazine Agent

203. GARFIELD; Garrett, Ind.

Meets in G. A. R. Hall, every Friday at 7:30 P. M.

M. W. Smith, Box 169 Master
S. P. Phillips, Box 36 Secretary
J. M. Whitman, Box 26 Collector
V. B. Moughlor, Box 73 Receiver
H. Wohlford Magazine Agent

204. COTTON BELT; Jonesboro, Ark.

Meets in Stacy Hall, every Wednesday at 7:30 P. M.

Geo. B. Youch, L. D. R Master
L. D. Roberts, L Box 165 Secretary
William E. Dixon Collector
L. D. Roberts, L Box 165 Receiver
J. H. Lambert, Box 100 Magazine Agent

205. FLOWER OF THE WEST; Topeka, Kansas.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.

Christ. McGinnis, 16 State St. Master
Thos. Norwood, 229 Jefferson St Secretary
E. H. Rowell, 400 Chandler St Collector
Christ. McGinnis, 16 State St. Receiver
John R. Mullins, 120 Adams St. Magazine Agent

206. FORT PICKERING; Memphis, Tenn.

Meets in Miller's Hall, Cor. 5th and Jackson Sts., every Tuesday at 7:30 P. M.

D. L. Forsyth, 83 market St. Master
Chas. A. Crane, 85 Florida Ave. Secretary
J. E. Smithers, 58 Florida Ave. Collector
J. J. Smith, K. C. M. & B. Rnd House Receiver
John D. Franklin, K. C. M. & B. Round House Magazine Agent

207. LOYAL; Meadville, Pa.

Meets in Arcanum Hall, 1st and 3d Thursdays and 2nd and 4th Wednesdays.

S. H. First, 771 N Main St. Master
F. H. Nichols, 1025 Water St Secretary
Thomas Newberry, 357 E Center St. Collector
George A. Oster, 223 Pine St Receiver
H. J. Prenatt, 783 Garden St Magazine Agent

208. KEYSTONE; Susquehanna, Pa.

Meets in Doran's Hall every Sunday afternoon.

John Hile Master
W. P. Emery, Box 877 Secretary
C. Anderson, Box 337 Collector
W. P. Emery, Box 877 Receiver
C. A. Allen Magazine Agent

209. SARATOGA; Whitehall, N. Y.

Meets in Breet's Hall, alternate Sundays.

W. R. Conds, Box 56 Master
J. W. Farrar, Box 361 Secretary
Henry W. Collins, Box 271 Collector
W. R. Conds, Box 56 Receiver
Mike Bradshaw Magazine Agent

210. 18-K; Schenectady, N. Y.

Meets in McCamus Hall every other Thursday.

John W. Vrooman, Box 497 Master
C. R. Weekes, Box 497 Secretary
John W. Vrooman, Box 497 Collector
J. E. VanVranken, Box 497 Receiver
C. R. Weekes, Box 497 Magazine Agent

211. ONOKO; South Easton, Pa.

Meets in Bragg's Hall, 1st and 3d Sundays at 2 P. M.

Stewart Bowers, 946 Wilkesbarre st. Master
C. L. McKee, 209 S 5th St., Easton Secretary
James R. Morris, 711 Wilkesbarre St Collector
A. J. Mickle, 725 Berwick St Receiver
E. A. Seek, 823 Berwick St Magazine Agent

212. EMPIRE; Watertown, N. Y.

Meets in Good Templars' Hall, 2d and 4th Sundays.

T. H. Lynch, 101 Factory St. Master
Geo. D. Ackerson, 42 Coffeen St Secretary
S. G. Wells, 28 Meadow St Collector
F. C. Nichols, 90 Arsenal St Receiver
C. Dixon, 90 Arsenal St Magazine Agent

213. WEST SHORE; Syracuse N. Y.

Meets in Doolittle Hall, Pine St., alternate Sundays.

James H. Allison, 103 Henderson St Master
Carl E. Blanchard, 256 Gertrude St Secretary
Patrick Conlon, 410 Renwick Ave Collector
Edward Davis, 103 Henderson St Receiver
J. L. Sullivan, 103 Henderson St Magazine Agent

214. ORIOLE; Baltimore, Md.

Meets in Lehman's Hall, 861 Garden St., 2d and 4th Sundays.

Jno. H. Baker, 1707 Maryland Ave Master
J. W. Akehurst, 442 Federal St Secretary
Geo. F. Shuman, 515 3d Ave., Hampden City Collector
Geo. C. Yeagy, 448 Federal St. Receiver
Magazine Agent

215. EAST ALBANY; East Albany, N. Y.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.

Victor D. Rhodes, 439 Broadway Master
J. W. Reed, 105 2d St Secretary
Wm. A. Buckber, 55 John St Collector
Chas. J. Wrieker, 17 Glenn St Receiver
Victor D. Rhodes, 439 Broadway, Magazine Agent

216. BLACK RIVER; Lorain, Ohio.

Meets in K. of P. Hall, Benson Block, 2d and 4th Sundays at 12 o'clock noon.

J. M. Hines Master
John J. Wright Secretary
J. C. Crouch Collector
Thomas Burns Receiver
John W. Graybill, Bridgeport Magazine Agent

217. HEADLIGHT; Brazil, Ind.

Meets in K. P. Hall, 2d and 4th Sunday afternoons.

Elmer P. Collins Master
Thos. Shanahan Secretary
Henry Barnett Collector
Elmer P. Collins Receiver
Charles Davis Magazine Agent

218. PIKES PEAK; Colorado City, Colo.

Meets every Sunday at 12:30 P. M.

J. B. Blocker Master
Wm. Michie Secretary
Wm. Cole Collector
Richard Griffiths Receiver
William Walker Magazine Agent

219. SMOKY CITY; Allegheny, Pa.

Meets cor. Bidwell and Pennsylvania Aves. every Monday at 2:30 P. M.

Ed. Irwin, 303 Allegheny Ave Master
Geo. R. Fletcher, 307 Allegheny Ave Secretary
Samuel Overlander, 36 Bidwell St Collector
H. B. Shaffer, 219 Franklin St Receiver
U. H. Simpson, 303 Franklin St., Magazine Agent

220. PROVIDENT; Sunbury, Pa.

Meets in Masonic Hall, 3d St. 1st and 3d Sundays, at 1 P. M.

A. C. Mitchell Master
J. H. Kemberling, Box 212 Secretary
H. W. Shofstall, Box 212 Collector
C. C. Bowen, Box 212 Receiver
John F. Walls, Box 212 Magazine Agent

221. HURON; Point Edward, Ontario.

Meets in I. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
 William H. Forbes Master
 J. W. Gray, L Box 39 Secretary
 F. Burgess Collector
 J. McMillan Receiver
 D. Morrison Magazine Agent

222. WEBSTER; Fort Dodge, Iowa.

Meets in G. A. R. Hall, Child's Block. 1st and 3d Sundays at 2 P. M.
 Jacob A. Fessler Master
 O. G. Anderson, Box 49 Secretary
 M. McVicker Collector
 Homer M. Rhodes, Box 490 Receiver
 Joseph Kelly Magazine Agent

223. POTTAWATOMIE; Wamego, Kan.

Meets in Odd Fellow's Hall Sundays at 2 P. M.
 R. W. Spragg Master
 John H. Kane, 304 N. Fifth St., Kansas City Secretary
 F. E. Easterday, Box 173 Collector
 Jas. M. Sanders Receiver
 Jas. M. Sanders Magazine Agent

224. T. C. BOORN; St. Cloud, Minn.

Meets in Odd Fellow's Hall 2d and 4th Sundays at 3 P. M.
 Abe Vogel, L Box 844 Master
 A. Dickinson, L Box 1128 Secretary
 John Mournan Collector
 Abe Vogel, L Box 444 Receiver
 Marcellus Hill, Box 527 Magazine Agent

225. SUPERIOR; Fort William West, Ontario.

Meets in Smith's Hall every Monday night.
 George Glassford Master
 Wm. T. Reid Secretary
 Milo A. Bryant Collector
 Harry Poole Receiver
 J. Fregean Magazine Agent

226. MAGNOLIA; Corsicana, Texas.

Meets 2d and 4th Wednesdays. 2d at 1 P. M. and 4th at 7 P. M.
 J. H. Dunkin, 1,017 E Sixth Ave Master
 W. M. Nicol, L Box 230 Secretary
 J. Barry, H. & T. C. R. R. Shops Collector
 W. M. Nicol, L Box 230 Receiver
 W. L. Blount, 112 W 4th Ave Magazine Agent

227. MAGNET; Binghamton, N. Y.

Meets in Stevens' Hall, North Chenango St. 2d Wednesday and 4th Saturday at 7:30 P. M.
 Theo. Haskins, 3 Birdsall St Master
 T. W. Campion, 42 Robinson St Secretary
 Robert Rothrock, Cemetery St Collector
 Theo. Haskins, 3 Birdsall St Receiver
 G. B. Warner, 80 Lewis St Magazine Agent

228. ACME; Scranton, Pa.

Meets in G. A. R. Hall, No. 332 Lackawana Ave. 1st and 3d Sundays at 2 P. M.
 R. S. Gillingham, 128 10th St., Hyde Park Master
 Wm. H. Brutzman, 329 Franklin Ave. Secretary
 Albert J. Thomas, 317 8 Hyde Park Ave. Collector
 Hyde Park Receiver
 Ed. H. Beldin, 1239 Academy St., Hyde Park Receiver
 Wm. Frothingham, 342 Franklin Ave. Magazine Agent

229. RICKARD; Utica, N. Y.

Meets in Post Bacon Hall 2d and 4th Sundays at 2 P. M.
 J. J. Quirk, cor. Mary and Albany Sts Master
 Chas. A. Pease, 102 Broad St Secretary
 John A. Weigand, 32 Hubble St Collector
 Chas. A. Pease, 102 Broad St Receiver
 Fred Ebensperger, 159 Catharine Street Magazine Agent

230. ALBANY CITY; Albany, N. Y.

Meets at Lehman Hall, 206 Washington Ave., 1st, 3d and 5th Mondays at 7:30 P. M.
 William H. Bagley, 541 Clinton Ave Master
 Courtland Maher, 11 Prospect Ave Secretary
 Luke F. Kelly, W. Albany Collector
 Jas. J. Gill, 91 Livingstone, Ave. Receiver
 L. C. Montague, 15 Hunter Ave, Magazine Agent

231. DELAWARE; Wilmington, Delaware.

Meets in G. A. R. Hall, corner 3d and King Sts., 1st and 3d Sundays at 2:30 P. M.
 Geo. F. Fagan, 407 S. Jackson St Master
 G. H. Larimore, 916 Poplar St Secretary
 L. L. Sargent, 618 W 4th St Collector
 E. M. Sargent, 618 W 4th St Receiver
 Jacob Z. Orr, 104 Poplar St. Magazine Agent

232. LUCKY THOUGHT; Middletown, N. Y.

Meets in K. of H. Hall 2d and 4th Sundays of each month, at 1 P. M.
 D. H. Smith Master
 Fred. H. Davis, 17 Sprague Ave Secretary
 H. B. Weeden, 281 North St Collector
 C. E. Ward, 79 Wisner Ave Receiver
 James T. Hare Magazine Agent

233. GLAD TIDINGS; Moncton, New Brunswick.

Meets in Victoria Hall 1st Saturday evening and 3d Sunday afternoon.
 Henry Snider, Box 3.6 Master
 W. C. Hunter Secretary
 William H. Gay Collector
 Alfred Wood, Box 378 Receiver
 Geo. W. Speer Magazine Agent

234. NORTH BAY; North Bay, Ontario.

Meets in B. of L. F. Hall, alternate Tuesdays.
 John Mitchell Master
 Adam Beattie Secretary
 James Devine Collector
 John Clemenson Receiver
 Adolphus Christink Magazine Agent

235. THREE BROTHERS; Pittsburg, Pa.

Meets at cor. 25th St. and Penn Ave., alternate Sundays, at 2 P. M.
 R. O. Ferron, 254 45th St Master
 J. G. Gray, Banksville Secretary
 William J. Adams, Wilkinsburg Collector
 Henry B. Duff, 2,552 Penn Ave Receiver
 Jos. Graham, 2,907 Penn Ave Magazine Agent

236. HINTON; Hinton, West Virginia.

Meets in Masonic Hall every Saturday at 7:30 P. M.
 W. E. Lyons Master
 J. P. Lear, Box 17 Secretary
 S. L. Ballenger Collector
 R. P. Boyd Receiver
 T. E. Cobbs Magazine Agent

237. CENTRAL PARK; Central Park, Ill.

Meets in Tilton School Hall, 1st and 3d Sundays.
 M. J. Kennedy, 549 W. Ohio St., Chicago Master
 Wm. Hartigan Secretary
 David Leavitt Collector
 Thaddeus Chew Receiver
 C. W. Warren Magazine Agent

238. PLAIN CITY; Paducah, Ky.

Meets in Rogers' Hall every Tuesday at 7:30 P. M.
 J. P. Wesley, 1,105 Broadway Master
 W. E. Paley, 1, 15 Broadway Secretary
 J. A. McCann, 1,115 Broadway Collector
 C. F. Swanson, 716 Court St Receiver
 J. S. Hollingsworth, No. 1105 Broadway Magazine Agent

239. BUCKEYE; Delaware, Ohio.

Meets in Engineers' Hall, cor. Central Ave. and Sandusky St., 2d and 4th Sundays at 1 P. M.
 James C. Healy, 17 Union St. Master
 Fred R. Jaynes, 18 Liberty ave Secretary
 Thos. F. Barker, 281 E Central Ave Collector
 Benj. Dettleback, 318 E Central Ave Receiver
 John Keeffe, Central Ave Magazine Agent

240. GILBERT; Jackson, Mich.

Meets 1st and 3d Monday at 7:30 P. M., and 2d and 4th Monday at 2:30 P. M.
 George Hasting, cor. Orange and Grove Ave Master
 M. A. Henry, 327 Quarry St Secretary
 R. J. Black, N Elm Ave Collector
 M. A. Henry, 327 Quarry St. Receiver
 Edward J. Coy, 523 E Main St. Magazine Agent

- 241. MOUNTAIN CITY; Hazleton, Pa.**
Meets in Liberty Hotel, Laurell St., 2d and 4th
Sundays at 1:00 P. M.
John Gleam, Box 300 Master
P. C. Hagerty, 314 E. Broad St Secretary
P. C. Hagerty, 314 E. Broad St Collector
Andrew Krapf, 289 N. Church St Receiver
P. C. Hagerty, 314 E. Broad St Magazine Agent
- 242. LIBERTY; Elmira, N. Y.**
Meets in Redmen's Hall, 1st and 3d Sundays at 2
P. M.
John Finlay, Jr., 505 Fulton St Master
Harry F. Millins, 851 Magee St Secretary
J. B. Carpenter, 714 E Oak St Collector
Judson Hungerford, 325 Norton St Receiver
Daniel Keefe, 380 W 5th St Magazine Agent
- 243. J. H. SELBY; Texarkana, Texas.**
Meets 1st and 3d Friday evenings over National
Bank, State line.
J. S. Evans, Eylan Master
W. F. Rowe, Box 210, Texarkana, Ark. Secretary
E. H. Evans, Bonham, Tex Collector
C. J. Neff, Texarkana, Ark., Box 64 Receiver
J. J. Holmes, Texarkana, Ark Magazine Agent
- 244. T. P. O'BURKE; Chicago, Ill.**
Meets in Schwerdt's Hall, 14th and Jefferson
Sts. 1st Thursday at 8 P. M., and 3d Sunday 2:30
P. M.
P. C. Winn, 225 Blue Island Ave Master
G. M. Whitmore, 1148 S. Renshaw St Secretary
E. Atkins, 180 Maxwell St Collector
Chas. J. Lynch, 456 W. 11th St Receiver
Elmer E. Crawford, 5360 School
St Magazine Agent
- 245. GEORGIA; Savannah, Ga.**
Meets in Firemen's Hall, Sorrell Building, cor.
of Bull and Bay Sts., every Thursday at 7:30 P.
M., and 3d Sunday at 2:30 P. M.
J. R. Steits, 64 W. Broad St Master
Adam Hutton, 271 Bull St Secretary
Adam Hutton, 271 Bull St Collector
John Murphy, Gaillard St., 3 doors from
Burrough St Receiver
Chas. Z. McArthur, 202 Gordon St. Magazine Agent
- 246. MACON; Macon, Ga.**
Meets in M. & W depot every Sunday.
J. G. Skinner, 870 Second St Master
T. E. Jordan, 704 Third St Secretary
C. A. Dewees, 1425 Fourth St Collector
E. P. Almy, 704 Third St Receiver
Chas. W. Senter, 704 Third St Magazine Agent
- 247. KENNESAW; Atlanta, Ga.**
Meets in K of P. Hall, every Sunday at 2 P. M.
B. H. Montee, E. T. V. & G. R. R. Shops Master
C. L. Bixby, care Atlanta Cotton Mill Secretary
C. L. Bixby, care Atlanta Cotton Mill Collector
Chas. W. Fisher, 108 E Simpson St Receiver
J. C. Burnett, care W. & A. R. R. Magazine Agent
- 248. WESTERN RESERVE; Ashtabula, Ohio.**
Meets in G. A. Hall, 1st and 3d Sundays at 1:30
P. M.
William Rose Master
John C. Espy, Box 305 Secretary
Dan. L. Cook Collector
Wm. M. McGregor, Box 416 Receiver
Frank Bolmer, Harbor Magazine Agent
- 249. CALUMET; South Chicago, Ill.**
Meets in Engineers' Hall, South Chicago 2d Sun-
day at 7:30 P. M., and 4th Sunday at 7:30 P. M.
William Muldoon Master
R. J. Aspin Secretary
Robert Cross Collector
Alexander Melville Receiver
John Hannon Magazine Agent
- 250. GOLDEN LINK; Wilkesbarre, Pa.**
Meets in P. O. S. of A. Hall, 1st and 3d Sundays.
E. A. Reiley, Ashley, Pa Master
Peter Becker, 15 Ralph St Secretary
R. H. Digory, Box 130, Kingston, Pa. Collector
Charles Van Why, Box 73 Ashley Pa Receiver
Joseph Keller, 33 N. Grant St Magazine Agent
- 251. LEHIGH; Mauch Chunk, Pa.**
Meet in Stahl's Hall, Upper Mauch Chunk, 1st
and 3d Sundays
Wm. H. Spencer, Box 275 Master
John McAllister, Box 275 Secretary
Lafayette Wildonner, Box 275 Collector
Charles Roberts, Box 275 Receiver
Wm. H. Spencer, Box 275 Magazine Agent
- 252. COLUMBIA; Columbia, Pa.**
Meets in Fendrich's Hall, 2d and 4th Sundays at
1 P. M.
J. C. Strawbridge, 709 Locust St Master
Lafayette Fridy, Box 682 Secretary
Joseph Dennison, 640 Chestnut St Collector
Martin M. Hinkle, 711 Walnut St Receiver
H. A. Bennett, Box 531 Magazine Agent
- 253. TRENTON; Trenton, N. J.**
Meets in Bayard Post, No. 8, G. A. R. Room, 24 E
State St., 1st and 3d Sundays of each month.
Chas. W. Scott, 24½ Grant Ave Master
Robert Stackhouse, 697 Broad St Secretary
Thos. H. Decator, 45 Hart Ave Collector
Frank P. Parsons, 175 Brunswick Ave Receiver
Thos. H. Decator, 45 Hart Ave Magazine Agent
- 254. CLIMAX; Missouri Valley, Iowa.**
Meets in Masonic Hall, 2d and 4th Sundays at 7:30
P. M.
W. T. Mahoney Master
A. F. Dickinson Secretary
H. F. Reinohl, Box 524 Collector
P. J. Farrell Receiver
L. T. Nelson, Box 280 Magazine Agent
- 255. CANAL CITY; Arkansas City, Kan.**
Meets in Odd Fellow's Hall, 1st and 3d Wednes-
day nights.
James M. Zorn Master
W. S. Ballou Secretary
C. W. Chapman Collector
Samuel S. Small Receiver
Charles Stuart Magazine Agent
- 256. HIGH LINE; Como, Colo.**
Meets in State Hall, every Thursday at 8 A. M.
G. W. McAleer Master
M. D. Finn, Box 113 Secretary
Wm. Dunning Collector
A. L. Blanchard Receiver
G. A. Milroy, Box 14 Magazine Agent
- 257. KIT CARSON; Raton, New Mexico.**
Meets in Engineers' Hall, on 1st St., every Sun-
day at 2 P. M.
Charles Miller, Box 56 Master
Aubyn Allison, Box 218, Trinidad, Colo. Secretary
John W. Cullen Collector
James R. Smith, Box 187 Receiver
Jas. F. Campbell, Box 173 Magazine Agent
- 258. RENO; Nickerson, Kansas.**
Meets in Odd Fellows' Hall every Thursday even-
ing at 7:30.
Edward Norton Master
Wm. S. Delano Secretary
John M. Green Collector
Fred Shirk Receiver
Oliver Newland Magazine Agent
- 259. D. J. CHASE; Ashland, Wis.**
Meets in Good Templar's Hall, 1st and 3d Sun-
days at 2:30 P. M.
William Buckley, 409 Prentice Ave Master
Harry J. Hogan, 1813 6th St., E. Secretary
Ferd Godfrey, Box 929 Collector
William Buckley, 409 Prentice Ave Receiver
J. M. Rummel, Merchant's Hotel. Magazine Agent
- 260. CALIFORNIA; Sacramento, Cal.**
Meets in Red Men's Hall, Masonic Building, 6th
and K Sts., every Monday at 7:30 P. M.
Jas. McCallum, Box 107 Master
Ralph Smith, Box 107 Secretary
Dan McIntyre, Box 107 Collector
C. W. Osborne, Box 107 Receiver
G. E. Hanford, 1730 O St. Magazine Agent

361. MAGDALENA; San Marcial, New Mexico.

Meets in Masonic Hall, 1st Sunday and 3d Tuesday.

W. G. Mathews, Box 52 Master
John J. McInnis Secretary
Charles McDonald Collector
Chas. A. Martin Receiver
John J. McInnis Magazine Agent

362. QUEEN CITY; West Toronto Junct., Ont.

Meets in Campbell Hall, Dundas St., alternate Sundays at 2:30 P. M.

Fred. A. Sproul Master
John T. Nerlson, jr Secretary
William Hyndman, Box 61 Collector
James Mahoney Receiver
T. R. Bain Magazine Agent

363. ALAMO; Taylor, Texas.

Meets in Alamo Hall every Thursday at 2 P. M.

S. M. Bridgewater Master
E. P. Curtis, Box 72 Secretary
John C. Askew Box 10 Collector
W. S. Carter, Box 10 Receiver
S. M. Bridgewater Magazine Agent

364. J. K. GILBREATH; Butte City, Montana.

Meets in Brunnett's Hall, South Butte, Mont., every Thursday at 8 P. M.

E. E. Sweeney, 27 Wyoming ave., S Butte . Master
J. Hatter, 114 Wyoming ave., S Butte . . Secretary
John Alexander, 22 Wyoming ave.,
South Butte Collector
J. S. Sweeney, 27 Wyoming Ave South . .
Butte Receiver
Mac. Haskins, 27 Wyoming St., South .
Butte Magazine Agent

365. GRAND RIVER; Grand Rapids, Mich.

Meets in I. O. O. F. Hall, 1st and 3d Sunday at 2:30 P. M.

E. E. Decker, 447 S Division St Master
George Schaefele, 23 Sycamore St Secretary
H. L. Brown, 427 Cass St Collector
L. A. Ogden, 233 Center St Receiver
F. E. Mason, No. 88 Grandville Ave. . . .
Magazine Agent

366. JOHN HICKET; South Kaukauna, Wis.

Meets 1st and 3d Tuesdays at 7:30 P. M., and 2d and 4th Sundays at 1:30 P. M., in Duggan Hall.

W. H. Buntin Master
Fred. J. Mayberry, Box 140 Secretary
K. B. Nichols, Box 120 Collector
M. Purdy Receiver
R. B. Nichols, Box 120 Magazine Agent

367. ENDEAVOR; Algiers, La.

Meets in Castle Hall 1st and 3d Tuesdays at 7:30 P. M.

M. H. Brown, 78 Webster Ave Master
I. E. Coyne, 121 Pacific Ave Secretary
A. H. Flynn, 87 Pacific Ave Collector
Wm. T. Douner, 98½ Alix St Receiver
P. J. LeSueur, 56½ Verret St Magazine Agent

368. CLIFTON HEIGHTS; New Albany, Ind.

Meets in Hadden's Hall, cor. State and Market Sts., 1st and 3d Sundays at 2 P. M.

Harry McDougall, 78 W 2d St Master
J. B. Goedecker E. 3d and Oak Sts Secretary
George M. Kohe, 239 Poplar St Collector
J. S. Keane, 108 W Main St Receiver
George L. Stein, 37 W 3d St Magazine Agent

369. O. K.; Cincinnati, Ohio.

Meets in Eagle Hall, S. W. cor. 8th St., and Central Ave., 1st and 3d Sundays.

J. S. Sheban, 1110 W 6th St Master
Thos. Ballard, Box 24, Montgomery, O., Secretary
Thos. Ballard, Box 24, Montgomery, O., Collector
George W. Snyder, 56 Storrs St Receiver
H. E. Jordan, 401 W. 4th St Magazine Agent

370. MINNEAPOLIS; Minneapolis, Minn.

Meets in A. O. U. W. Hall, 2006 Cedar Ave. South. 1st Sunday of at 1:30 P. M., and 3d Saturday at 7:30 P. M.

Oliver Johnson, 821 11th Ave. S Master
Patrick Perusse, 1,837 22d St., S Secretary
R. F. Humphrey, 22d St., between Cedar .
and 19th Ave. S Collector
George Cavanaugh, 2426 Fort Ave Receiver
Wm. Henderson, 2809 26th St S Magazine Agent

371. BYRAM; Port Morris, N. J.

Meets at Wm. Weiler's residence, 1st and 3d Sundays at 2 P. M.

Thos. F. Ayers Master
William Weiler, Box 25 Secretary
Chas. E. Force Collector
William Weiler, Box 25 Receiver
M. T. Dickerman, Box 31 Magazine Agent

372. WILSON; Junction, N. J.

Meets in Wells' Hall, 1st and 3d Sundays.

John S. Eveland Master
Jeremiah Desmond Secretary
James P. Butler Collector
John B. Everett Receiver
John S. Eveland Magazine Agent

373. DENVER; Denver, Colo.

Meets every Monday night in P. O. S. of A. Hall cor. 14th and Arapahoe Sts.

R. M. Huntington, 562 Santa Fe St Master
John P. Dale 1140 12th St Secretary
R. B. Hind, 1024 S. 7th St Collector
John P. Dale, 1140 12th St Receiver
Geo. Cordingly, 1354 S. 10th St Magazine Agent

374. JACKSON; Clifton Forge, Va.

Meets in Odd Fellows' Hall, 2d and 4th Mondays at 9:00 A. M.

G. G. Davis Master
C. F. Jordan Secretary
E. H. Hyde Collector
Geo. J. Cochran Receiver
James C. Eades Magazine Agent

375. LEE; Richmond, Va.

Meets in Druid's Hall, cor. 17th and Main Sts., 1st and 3d Sundays at 1:30 P. M.

W. R. Sanders, Carrington St., Crow's .
Hill, Henrico Co., Va Master
B. F. Johnson, C. & O. Round House Secretary
W. A. DeMaine, C. & O. Round House Collector
W. R. Sanders, Carrington St., Crow's .
Hill, Henrico Co., Va Receiver
W. R. Sanders, Carrington St., Crow's .
Hill, Henrico Co., Va Magazine Agent

376. REGINA; Vancouver, B. C.

Meets in Sullivan's Hall, 1st and 3d Wednesdays. Fred. Clutterbuck, Box 621 Master

Angus Morton, Box 428 Secretary
Jas. E. Elwood, North Bend Collector
Robert Bunt Receiver
James Little Magazine Agent

377. ALABAMA; Mobile, Ala.

Meets in B. of L. E. Hall, 2d Sunday at 1 P. M.

O. E. Adams, L. & N. Shops Master
T. W. Kerna, L. & N. Shops Secretary
T. W. Kerna, L. & N. Shops Collector
C. W. Bernard, L. & N. Shops Receiver
E. E. Williams, M. & O. R. R.,
Okolona, Miss Magazine Agent

378. ANDERSON; Vicksburg, Miss.

Meets 1st and 3d Tuesdays at 2 P. M., and 2d and 4th Fridays at 7 P. M.

H. V. Nevill, 918 Mulberry St Master
B. K. Carter, 918 Mulberry St Secretary
D. P. Weaver, 918 Mulberry St Collector
C. H. Prince, 918 Mulberry St Receiver
E. R. Wright, 918 Mulberry St Magazine Agent

379. MONTE SANO; Tusculumbia, Ala.

Meets in K. P. Hall 1st Saturday.

R. P. Taylor Master
H. C. Burkhardt Secretary
J. W. Smith Collector
H. C. Burkhardt Receiver
H. P. Armstrong Magazine Agent

380. OZARK; Thayer, Mo.

Meets 1st and 3d Sundays at 9 A. M., 2d and 4th at 7 P. M., in Boyd's Hall.

W. W. Buttler Master
Chas. D. Crane Secretary
James Kennedy Collector
C. D. Rice Receiver
Mat Frith Magazine Agent

- 281. MISSION; Yoakum, Texas.**
Meets in K. of P. Hall, 1st and 3d Sundays at 2:30 P. M.
Geo. J. Flynn Master
Rupert D. Corey Secretary
Rupert D. Corey Collector
Jerry T. Day Receiver
Alph. L. McClendon Magazine Agent
- 282. BURNSIDE; Mt. Carmel, Ill.**
Meets in B. of L. E. Hall, Main St., between 4th and 5th Sts., 1st and 3d Sundays at 2:30 P. M.
J. T. Worsham Master
Calvin Minnleair Secretary
Grant Laderty Collector
Harry Standing Receiver
J. T. Worsham Magazine Agent
- 283. LACKAWANNA; Great Bend, Pa.**
Meets in Red Men's Hall, 2d Sunday at 9:30 A. M., and 4th Sunday 8 P. M.
F. J. May, Box 139, Halstead, Pa. Master
E. Edenger, Box 67 Secretary
W. B. Trowbridge, Halstead, Pa. Collector
H. P. Trowbridge, Halstead, Pa. Receiver
S. H. Wells, Halstead, Pa. Magazine Agent
- 284. ELM CITY; New Haven, Conn.**
Meets in Elk's Hall, 552 Chapel St., 1st and 3d Sunday at 2 P. M.
Levi H. Rude, 54 DeWitt St. Master
Ed. A. Ferrill, 159 Rosette St. Secretary
John Scannell, Box 1124 Collector
William A. Pyle, 46 Arthur St. Receiver
Charles A. Baldwin, 198 Cedar St. Magazine Agent
- 285. CHARTER OAK; Hartford, Conn.**
Meets in Bliss Hall, cor. Pratt and Main Sts., 2d and 4th Sundays.
Robert H. Osmond, 55 Allen Place Master
Emery E. Bill, 1524 Broad St. Secretary
Henry Vanderburg, East Hartford Collector
Henry L. Stearns, 4 Wooster St. Receiver
J. H. Osmond, 55 Allen Place Magazine Agent
- 286. SAGINAW VALLEY; East Saginaw, Mich.**
Meets in Lester Adams Hall, 2d and 4th Sundays at 2 P. M.
John C. Kull, 625 Janes St. Master
Will F. Carle, 608 N Washington Ave. Secretary
Will. H. Moore, 110 Kirch St. Collector
John C. Kull, 625 Janes St. Receiver
Will F. Carle, 608 N Washington Ave. Magazine Agent
- 287. ALTOONA; Altoona, Pa.**
Meets in Ramey's Hall, 12th St., between 8th and 9th Ave., 2d and 4th Sundays at 2 P. M.
Chas. H. Ross, 416 Fifth Ave. Master
W. E. Burket, 2008 10th Ave. Secretary
E. K. Gerhard, 1903 Union Ave. Collector
F. A. Davis, 1903 Union Ave. Receiver
W. E. Burket, 2008 10th Ave. Magazine Agent
- 288. EMMET; Estherville, Iowa.**
Meets in Masonic Hall, 1st Tuesday and 3d Monday at 7:30 P. M.
A. S. Houltshouser, Box 5 Master
P. J. Sullivan, Box 48 Secretary
A. S. Houltshouser, Box 5 Collector
E. S. Robinson, Box 102 Receiver
Frank Little, Box 62 Magazine Agent
- 289. MT. LOOKOUT; Chattanooga, Tenn.**
Meets in Odd Fellows' Hall, over Third National Bank, 2d and 4th Sundays at 2 P. M.
Raimon Scagasser, 153 Cowart St. Master
J. C. Gilbreath, 618 Cowart St. Secretary
J. A. Harisock, 153 Cowart St. Collector
Gerrie Vanarsdall, 153 Cowart St. Receiver
Samuel D. Doss, 214½ Montgomery Ave. Magazine Agent
- 290. MARION; Hannibal, Mo.**
Meets in Emmet Hall, 2d and 4th Sundays at 2 P. M.
William Edson Miles, 1101 Church St. Master
John Kenna, 140 Market St. Secretary
J. T. Hart, 412 Washington St. Collector
William J. Kelly, 135 Riverside St. Receiver
L. R. Bickel, 120 3d St., S Magazine Agent
- 291. ATLANTIC; Brooklyn, N. Y.**
Meets in Schiellain Hall, 26th Ward, 2d Saturday evening and 4th Sunday morning.
Geo. A. Carman, Sackmon St., near Liberty Ave. Master
Geo. W. Bruno, 180 Hull St. Secretary
C. L. Bennett, 1507 Fulton Ave. Collector
Thomas H. Smith, 707 Madison St. Receiver
Ed. Locke, Sackman St. near Liberty Ave. Magazine Agent
- 292. POCAHONTAS; Poplar Bluff, Mo.**
Meets in Masonic Hall, 1st and 3d Sundays at 1:30 P. M.
C. N. Kidd Master
F. H. Richards Secretary
J. R. Phelps Collector
M. C. Andrews Receiver
C. N. Kidd Magazine Agent
- 293. LAFAYETTE; Marion, Iowa.**
Meets in A. O. U. W. Hall, 1st and 3d Sundays at 8 P. M.
H. J. Kimbell, Box 5 Master
Henry A. Heberling, Box 646 Secretary
Hugh A. Fagan Collector
Henry A. Heberling, Box 646 Receiver
Thos. D. Harrington Magazine Agent
- 294. OHIO RIVER; Huntington, W. Va.**
Meets in Engineers' Hall, cor 3d Ave. and 8th St., 1st Saturday and 3d Thursday at 7 P. M.
Frank H. Rowley, Box 262 Master
Lee A. D. Tate Secretary
E. L. Newcomb Collector
H. A. Wells Receiver
E. A. T. Watkins, Box 262 Magazine Agent
- 295. U. S.; Davenport, Ia.**
Meets in workmen's Hall cor. 4th and Brady Sts., 1st and 3d Sunday.
Martin L. Mitchell, 801, Switz St. Master
Geo. Daugherty, 814 W 4th St. Secretary
Geo. Daugherty, 814 W 4th St. Collector
Martin Gillin, 813 Switz St. Receiver
D. H. Moriarity, 1409 Ferry St. Magazine Agent
- 296. IRON RANGE; Duluth, Minn.**
Meets in Miller's Hall, 2d and 4th Tuesdays at 7:30 P. M.
M. T. Osborne, W. Superior, Wis. Master
Peter J. Rossen, 707 Garfield Ave. Secretary
B. W. Fink, W. Superior, Wis. Collector
Thos. R. Taylor, W. Superior, Wis. Receiver
J. M. Carroll, W. Superior, Wis. Magazine Agent
- 297. CLARK; Jeffersonville, Ind.**
Meets in Beck's Hall, 2d and 4th Mondays.
George T. Shirley Master
C. E. Buehler Secretary
Harry Delabunt Collector
B. M. Bennett Receiver
M. S. Bennett Magazine Agent
- 298. SNOW FLAKE; Minot, North Dakota.**
Meets 2d Saturday at 7 P. M., and 4th Saturday at 8 A. M.
B. L. Ha daway, Box 46 Master
Robert M. Gilkey, Box 119 Secretary
H. Neate, Williston Collector
Geo. McLean Receiver
John P. Sieber Magazine Agent
- 299. CENTRAL OHIO; Crestline, Ohio.**
Meets in Jenner's Block every Sunday at 2:30 P. M.
George W. Reed, Box 93 Master
B. W. DeHaven, Box 592 Secretary
Peter Beck Collector
E. R. Colvin Receiver
J. W. White Magazine Agent
- 300. HARBOR CITY; Michigan City, Ind.**
Meets in I. O. O. F. Hall alternate Mondays at 2 P. M.
W. H. Henry, Box 49 Master
A. G. Hewitt, L Box 834 Secretary
A. G. Hewitt, L Box 834 Collector
Wm. H. Williamson, Box 153 Receiver
Harry F. McLean, Box 831, Magazine Agent

301. GREEN MOUNTAIN; Lyndonville, Vt.

Meets in Engineers' Hall, 1st Sunday at 10 A. M.,
and 3d Friday at 7 P. M.
Frank W. Thompson Master
A. L. Howe Secretary
S. J. Norels Collector
W. C. Baldwin Receiver
W. C. Baldwin Magazine Agent

302. YOUGHIOGHENY; Connellsville, Pa.

Meets in Reisinger's Hall, Main St., 1st and 3d
Sundays at 2 P. M.
J. P. Smith, Box 261 Master
Louis Weibhe, Box 365 Secretary
S. A. McPhee, Box 367 Collector
Louis Weibhe, Box 365 Receiver
W. J. Keenan, Box 36 Magazine Agent

303. VILLA PARK; Streator, Ill.

Meets in Schlitz' Hall, cor. Main and Vermillion
St., 2d and 4th Sundays at 2 P. M.
J. J. Corcoran, 6 Larue St. Master
James H. Nance, 118 N. Everett St. Secretary
E. S. Manley, 35 S. Sterling St. Collector
James H. Nance, 118 N. Everett St. Receiver
E. S. Manley, 35 S. Sterling St. Magazine Agent

304. THREE BRANCH; Argenta, Ark.

Meets in Faucett Hall every Tuesday evening at
7:30 P. M.
Sam'l Lee-ham Master
Chas. J. Jacks Secretary
R. S. Hunt Collector
H. F. Voss Receiver
W. R. Johnson Magazine Agent

305. UNWIN; Rat Portage, Ontario.

Meets in Garfield Hall every Wednesday evening.
William Burrage, Box 79 Master
Russell Woods Secretary
J. J. Sheridan Collector
Charles Unwin Receiver
James Wilson Magazine Agent

306. GRANITE STATE; Concord, N. H.

Meets 2d Saturday at 7:30 P. M., and 4th Sunday
at 4 P. M., in Temple Hall, Sanborn Block.
E. B. Chandler, 23 West St. Master
M. F. Cleary, 26 Pearl St. Secretary
Edwin D. Post, West Lebanon Collector
H. W. Morrill, 46 Washington St. Receiver
I. C. Muzzy, Bradford, N. H. Magazine Agent

307. HAMPDEN; Springfield, Mass.

Meets in Crescent Hall, 21s Main St., 1st and 3d
Sundays.
Chas. A. Chapin, B. & A. Engine House Master
J. A. Simons, Box 187, Merrick Secretary
John Fenton, 585 Chestnut St. Collector
E. M. Wilcox, Box 245, Merrick Receiver
Frank H. Gero, 140 Franklin St. Magazine Agent

308. SANTA ROSA; Porfiorio Diaz, Mexico.

Meets in B. of L. F. Hall every Sunday at 2:30
P. M.
Wm. Smith, Box 109, Eagle Pass, Texas Master
John Smitham, Box 109, Eagle Pass, Texas Secretary
E. T. Manning, Box 109, Eagle Pass, Tex. Collector
S. R. James, Box 109, Eagle Pass, Texas Receiver
S. R. James, Box 109, Eagle Pass, Tex-
as Magazine Agent

309. BARTHOLDI; Long Island City, L. I., N. Y.

Meets 2d Mondays and 4th Saturdays at 8:00 P. M.
in Schwallenberg Hall.
Wm. Carroll, 184 Eighth St., Long Island
City, N. Y. Master
Jas. B. Brennan, 76 East Ave., Long Is-
land City, N. Y. Secretary
John J. Galvin, 46 Clay St., Green Point,
L. I., N. Y. Collector
W. J. Simon, 106 3d St., Long Island City,
City, N. Y. Receiver
Wm. Rooney, 129 East Ave., Long
Island City, N. Y. Magazine Agent

310. CHESTNUT RIDGE; Derry Station, Pa.

Meets alternate Mondays and Third Sundays in
Chosen Friends' Hall.
J. T. Cole Master
Ed. J. Marks Secretary
Eli L. Kistler Collector
H. B. Clark Receiver
J. T. Cole Magazine Agent

311. BELLE PLAINE; Belle Plaine, Iowa.

Meets 1st and 3d Sundays in B. of L. F. Hall.
Lewis A. North Master
Wm. A. Kennedy Secretary
Wm. A. Kennedy Collector
Robert Ripplin, Box 238 Receiver
Ed. L. Condon, L. Box 34 Magazine Agent

312. MOUNT SHASTA; Danmar, Cal.

Meets in I. O. O. F. Hall every Monday night
Harry L. Walther Master
F. W. Walraven Secretary
A. W. Cole Collector
Archie De LaMontanya Receiver
Archie De LaMontanya Magazine Agent

313. KAW VALLEY; Armourdale, Kansas.

Meets in Melville Hall, alternate Mondays at 7:30
P. M.
Oscar Kengott, 314 Colorado Ave., Kansas
City, Kan. Master
John M. Frain, 108 Missouri Ave., Kansas
City, Kan. Secretary
Wm. J. Myers, 9 N. 8th St., Kansas City Collector
E. C. Haddock, Box 183 Receiver
Wm. J. Myers, 9 N. 8th St., Kansas City,
Kan. Mag. Agent

314. MUTUAL; Knoxville, Tenn.

Meets in Engineers' Hall, North Knoxville, every
Monday, at 2:00 P. M.
F. A. Stephens Master
John T. Carner, 5 E. Depot St. Secretary
John T. Carner, 5 E. Depot St. Collector
W. T. Armstrong, 3 Florida St. Receiver
Howard L. Crowell, 45 William
St. Magazine Agent

315. TROY CITY; Green Island, N. Y.

Meets 1st and 3d Sundays at 2 P. M. in Odd Fel-
lows Hall 101 Hudson Ave.
C. H. Haverly, 65 Hudson Ave. Master
A. A. Norton, 119 Hudson Ave. Secretary
Willis J. Spafford, 252 5th Ave., Troy Collector
J. M. Williams, 2 Ingalls Ave., Troy Receiver
Eugene D. Brizec, 472 5th Ave. Magazine Agent

316. OMEGA; Buffalo, N. Y.

Meets in Siebert's Hall, cor. Jefferson and Bristol
Sts., every Tuesday at 8 P. M.
John M. Hannon, 88 Central Ave. Master
F. A. O'Neill, 94 Gatehall St. Secretary
P. J. Donovan, 780 S. Division St. Collector
Joseph Kennedy, 811 Williams St. Receiver
P. J. Donovan, 780 S. Division St., Magazine Agent

317. WELCOME HOME; Henderson, Ky.

Meets in I. O. O. F. Hall, every Saturday evening
at 7:30 P. M.
E. H. Zirckel Master
G. W. S. Austin Secretary
Michael Duffy Collector
George A. Brown Receiver
C. M. Bronghton, L. St. L. & T. Ry. Magazine Agent

318. IRON CITY; Glenwood, 23d Ward, Pittsburg, Pa.

Meets in Speck's Block, cor. 2d St., and Hazle-
wood Ave., 1st and 3d Mondays at 7:30 P. M.
Edwin Gutzler, Glenwood, 23d Ward Master
R. C. Chamberlain, Glenwood, 23d Ward, Secretary
J. F. Wills, Glenwood, 23d Ward Collector
W. B. Knepper, Glenwood, 23d Ward Receiver
J. E. Fox, Glenwood, 23d Ward Magazine Agent

319. ORPHANS' HOPE; Dennison, Ohio.

Meets in I. O. O. F. Hall, every Tuesday at 8:30 P. M.
Harry R. Brown, Jr. Master
A. Harden Secretary
A. Harden Collector
J. H. Rowland Receiver
J. H. Rowland Magazine Agent

320. ARBITRATION; East St. Paul, Minn.

Meets in Wilde's Hall, cor. 7th and Bradley Sts.,
1st Sunday at 2 P. M., and 3d Wednesday at 7:30
P. M.
D. Lordan, 471 Jenks St., St. Paul Master
W. H. Salley, 833 Payne Ave., St. Paul Secretary
Jm. Dykeman 495 B. Adley St. Collector
Chas. L. Work, 707 Minnehaha St., St.
Paul Receiver
P. Copeland, 468 Case St., St. Paul, Magazine Agent

- 321. SNOW DRIFT; Chapleau, Ont.**
Meets in B. of L. F. Hall every Monday at 8 P. M.
Jas. D. McAdam, Box 116 Master
John H. Stern, Box 110 Secretary
Kenneth McRea, Box 116 Collector
Geo. B. Nicholson, Box 113 Receiver
Thos. Burt, Box 112 Magazine Agent
- 322. JULIEN; Dubuque, Iowa.**
Meets in United Workmen's Hall, cor. 18th and Clay Sts., 1st and 3d Sundays at 2:30 P. M.
Geo. H. Kirkland, 2,351 Washington St. Master
Luke F. Brennan, 2,351 Washington St. Secretary
Ben. M. Snyder, 2,351 Washington St. Collector
Thos. O'Brien, 2,351 Washington St. Receiver
Ullman D. Luce, 769 W. 14th St., Chicago, Ill. Magazine Agent
- 323. ANTHRACITE; Tamaqua, Pa.**
Meets in Kern's Hall, 2d and 4th Sundays.
Frank Andrew Master
James McCabe Secretary
Michael Schmauch Collector
William J. Dintinger, Box 347 Receiver
Joseph Mucklow Magazine Agent
- 324. SOUTHERN CROSS; Gainesville, Texas.**
Meets in K. of P. Hall every Sunday, at 7 P. M.
Geo. W. Goldsby Master
J. C. F. Kelley Secretary
Frank Strobel Collector
J. C. F. Kelley Receiver
Frank Strobel Magazine Agent
- 325. NATILLA; Waycross, Ga.**
Meets in Masonic Hall 2d and 4th Sundays at 2 P. M.
Thos. M. Foran Master
H. J. Smith, Box 24 Secretary
H. B. Lee Collector
Wm. L. Knox Receiver
John W. Miller Magazine Agent
- 326. FOLWELL; Bradford, Pa.**
Meets in G. A. R. Hall 1st and 3d Sundays at 7:30 P. M.
G. P. Clough, 6 Allison St. Master
C. H. Alger, 2 Gay St. Secretary
G. E. Lovelace, 8 Webster St. Collector
G. P. Clough, 6 Allison St. Receiver
M. W. Maybee, 7 Pike St. Magazine Agent
- 327. SILVER MOUNTAIN; Needles, Cal.**
Meets in B. of L. F. Hall every Saturday evening
Charles Dittenbaugh Master
J. N. Brobant Secretary
F. B. Hardy Collector
Wm. C. Cox Receiver
F. B. Hardy Magazine Agent
- 328. SPANISH PEAKS; La Junta, Colo.**
Meets in Grand Army Hall, Mondays, at 2 P. M.
John C. Cole Master
Charles Gray Secretary
Chas. S. Wolf Collector
Leslie Jones Receiver
Wm. Abbey, 1,923 Wenatta St., Denver Magazine Agent
- 329. SOLOMON VALLEY; Downs, Kansas.**
Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2:30 P. M.
John Milheiser, Box 102 Master
A. Dillon, L. Box 183 Secretary
John Milheiser, Box 102 Collector
E. J. Dunlap, L. Box 266 Receiver
Gus Lind, Jamestown, Kan. Magazine Agent
- 330. RIVER VIEW; Kansas City, Kansas.**
Meets in Melville Hall, 2d and 4th Sundays at 7:30 P. M.
T. J. Birch, Station A, Kansas City, Mo. Master
Frank Vaughn, 619 Wyandott Ave., Armourdale Secretary
G. W. Smith, 638 Highland Ave Collector
E. D. Root, 919 8th St. Receiver
J. F. Casey, 617 W 7th St., Kansas City, Mo. Magazine Agent
- 331. CHICAGO BELT LINE; Auburn Junction, Ill.**
Meets in Foresters' Hall, Auburn Park, 1st and 3d Mondays at 8 P. M.
John J. McCarthy, 8 Englewood Master
J. D. Flood, Box 34, 8 Englewood Secretary
T. J. Hogan, 714 Englewood Ave. Collector
J. D. Flood, Box 34, 8 Englewood Receiver
Wm. T. Clodgio, 8 Englewood Magazine Agent
- 332. STONE MOUNTAIN; Augusta, Ga.**
Meets in Library Building, 1st and 3d Sundays at 2 P. M.
Wm. E. Barnes, 434 Telfair St. Master
John W. Palmer, 409 Watkins St. Secretary
James I. Roney, 320 Pine St. Collector
B. W. Furber, 1282 Broad St. Receiver
Chas. A. Jansen, Ga. R. R. Shops Magazine Agent
- 333. FAIRMOUNT; Philadelphia, Pa.**
Meets in Erickson's Hall, 3947 Lancaster St., alternate Wednesdays at 8 P. M.
H. C. Reagan, 3,819 Rockland St. Master
R. L. Tomlinson, 3837 Linwood St., W Philadelphia Secretary
C. H. Maul, 330 N 40th St. Collector
Harry C. Ewing, 330 N 40th St. Receiver
Harry C. Ewing, 330 N 40th St. Magazine Agent
- 334. LONG DOUBLER; East Syracuse, N. Y.**
Meets in A. O. U. W. Rooms every Thursday night
George F. Allen Master
George M. Shaffer Secretary
E. J. Terry Collector
Jas. H. Fitzgerald Receiver
Joseph Gale Magazine Agent
- 335. SAINT ADOLPHUS; Hochelaga, Canada.**
Meets in B. of L. F. Hall, 11 Moreau St.
Alfred Pring, 8 Donegan St., Montreal Master
A. Maynace, 43 Moriau St. Secretary
J. C. Currie Collector
J. G. A. Braseau, 83 Moreau St. Receiver
J. G. A. Braseau, 83 Moreau St. Magazine Agent
- 336. FALL RIVER; Neodesha, Kansas.**
Meets in Pierce's Hall, 2d and 4th Saturdays.
R. C. McCellan Master
L. N. Baker, Box 178 Secretary
Charles Koehler Collector
R. C. McCellan Receiver
Matthew J. James Magazine Agent
- 337. BIG FOUR; Kansas City, Mo.**
Meets in Summerwell's Hall, 21st and Bellevue ave., alternate Tuesdays at 7:30 P. M.
Homer Howard, 1210 Reservoir Ave Master
Charles T. Largent, 1673 Madison Ave. Secretary
A. A. Sharnum, 1,836 Mercer St. Collector
L. F. Stephens, 1,623 Madison Ave. Receiver
J. W. Leonard, 1810 Mercer Ave., Magazine Agent
- 338. WEST BRANCH; Reno, Pa.**
Meets in Spangler's Hall, cor. 6th St. and Huron Ave., alternate Sundays at 1:30 P. M.
Frederick Kerby Master
R. C. McFarland Secretary
W. C. Robinson Collector
G. B. McManigal Receiver
James Campbell Magazine Agent
- 339. WHITE BREAST; Chariton, Iowa.**
Meets in A. O. U. W. Hall, 2d and 4th Sundays.
T. J. Birch, 618 Highland ave., Kansas City, Kan. Master
A. M. Williby, Box 387 Secretary
James C. Beck, Box 349 Collector
A. M. Williby, Box 387 Receiver
T. J. Howard, Box 448 Magazine Agent
- 340. STAR OF THE WEST; Newton, Kansas.**
Meets in Odd Fellows' Hall, 1st and 2d Thursdays at 7:30 P. M.
Chas. G. Druce, L. Box 169 Master
John Hampton, 309 W. 4th St. Secretary
Thos. Breen Collector
Chas. E. Jackson Receiver
Charles T. Brant, L. Box 169 Magazine Agent
- 341. GOLD RANGE; Donald, B. C.**
Meets in Firemen's Hall 1st and 2d Wednesdays, and 3d and 4th Sundays.
Arthur Randall Master
Francis H. Carson Secretary
George B. Govett, Box 49 Collector
James Falconer, Canmore, N. W. Ter Receiver
H. J. McSorley Magazine Agent
- 342. CASCADE; Medicine Hat, North West Terr.**
Meets in General Hall, 2d Wednesday and 4th Thursday.
Wm. Lowe, Box 66 Master
James Hawthorne, Box 66 Secretary
William Rutherford, Box 66 Collector
Leonard Dobbin, Box 66 Receiver
Leonard Dobbin, Box 66 Magazine Agent

343. NEW STATE; Spring Hill, Montana.

Meets in Engineer's Hall every Wednesday at 2:30 P. M.

M. C. Cavanaugh, Allerdice Master
Wm. B. Dean, Allerdice Secretary
Magnus Ouse, Allerdice Collector
Albert E. Jones, Allerdice Receiver
E. J. Marchbanks, Allerdice Magazine Agent

344. LAS ANIMAS; Trinidad, Colo.

Meets in Odd Fellow's Hall, N Commercial St., 1st and 4d Sundays at 1:30 P. M.

J. V. Dailey Master
E. E. Perry, Box 470 Secretary
E. E. Biggs, Box 470 Collector
J. E. Durden, 240 Oak St Receiver
S. W. Hoage, Box 470 Magazine Agent

345. FRONT END; Paris, Texas.

Meets 1st and 3d Saturday at 8 P. M.

W. H. Dickinson, Box 24 Master
L. F. Tobin, Box 24 Secretary
A. E. Hitt, care G. C. & S. F. Shops, Dallas Collector
James Lyons, Box 24 Receiver
J. N. Balow Magazine Agent

346. FLOWERY LAND; Pensacola, Fla.

Meets in Odd Fellows' Hall every Monday at 3 P. M.

F. T. Martin, 107 E Wright St Master
Geo. B. McArthur, 201 Gregory St Secretary
Geo. S. Walker, 300 E Wright St Collector
R. F. Metts, 300 E Wright St Receiver
R. P. Harmon, L. & N. shops Magazine Agent

347. OLD FORT; Dodge City, Kansas.

Meets in I. O. O. F. Hall 1st and 3d Thursdays at 8 P. M.

William C. Fadel, Box 416 Master
James Youngblood, Box 416 Secretary
Augustus Falkner Collector
B. S. Williams, L Box 21 Receiver
James B. Carothers Magazine Agent

348. BLUE MOUNTAIN; La Grande, Oregon.

Meets every Wednesday at 3 P. M. in K. of P. Hall.

Wallace Duryea Master
James Argyle Secretary
John Walker Collector
E. A. Stephens, L Box 18 Receiver
L. A. Stephens, L Box 18 Magazine Agent

349. HUDSON RIVER; Union Hill, N. J.

Meets in Concordia Hall, 2d Saturday at 8 P. M., and 4th Sunday at 2 P. M.

Martin O'Hara, New Durham, N. J. Master
S. S. Poole, New Durham, N. J. Secretary
A. L. Milliken, New Durham, N. J. Collector
Harry Poynton, New Durham N. J. Receiver
Joe Lewis, New Durham, N. J. Magazine Agent

350. JAMES DONNELLY; Perth Amboy, N. J.

Meets in K. of P. Hall 2d and 4th sundays.

Chas. Compton, S. Amboy Master
W. J. Ditzler Secretary
Levi M. Landis Collector
Theodore R. Meris Receiver
Jas. P. Wade Magazine Agent

351. BONE; White Haven, Pa.

Meets in Runkey's Hall, 2d and 4th Sundays at 3 P. M.

James N. Deterline Master
Edward T. McNally Secretary
Robert Bush Collector
Charles Prutzman Receiver
Charles Deal Magazine Agent

352. CHAMPLAIN; St. Albans, Vt.

Meets in Engineer's Hall, 1st and 3d Sundays at 1:45 P. M., and 4th Mondays at 7:30 P. M.

John H. Sweeney Master
Charles E. Preston Secretary
Luke Hale Collector
C. P. Kelly, 89 Foundry St Receiver
George Hobart, 177 Main St. Magazine Agent

353. MARBLE CITY; Rutland, Vt.

Meets in E. A. U. Hall, 1st and 3d Sundays.

Chas. E. Livingston, 42 East St. Master
W. O. Phipps, Strons Ave Secretary
C. F. Underhill, 8 Pine St Collector
C. F. Underhill, 8 Pine St. Receiver
Wm. H. Murray, 17 Franklin St. Magazine Agent

354. HOBOKEN; Hoboken, N. J.

Meets in Burnett's Hall, cor. Bloomfield and 1st Sts., 2d Sundays at 2 P. M., and 4th Saturdays at 8 P. M.

John Curran, 222 Erie St., Jersey City, N. J. Master
John S. Kennan, 85 Madison St Secretary
Patrick Ash, South Orange, N. J. Collector
Lewis E. Genong, Chatam, N. J. Receiver
Chas. Carmon, Boonton Magazine Agent

355. STONE CITY; Joliet, Ill.

Meets in B. of L. F. Hall, 222 Jefferson St., 1st Tuesday at 7:30 P. M., and 3d Sunday at 2:30 P. M.

W. W. Brooker, 134 S Hickory St Master
John Ma loy, 500 S Desplaines St Secretary
H. H. McPeck, C. S. F. & C. R. R. Collector
T. F. Hannan, 411 S Desplaines St Receiver
W. H. Brooker, 117 John St. Magazine Agent

356. CHAUNCEY M. DEPEW; Albany, N. Y.

Meets 1st and 3d Sundays at 2 P. M.

Frank C. Wilson Master
R. J. Lilly, 57 1st St Secretary
R. J. Lilly, 57 1st St Collector
E. J. Kelley, 94 Livingston Ave Receiver
F. Degroot, 160 Clinton Ave Magazine Agent

357. JUSTICE; Vanceboro, Maine.

Meets in Plummer's Hall, Vanceboro and Main Sts., 2d and 4th Saturdays at 7:30 P. M.

John E. Shea Master
Whitfield Nobles Secretary
Clair J. Tabor, Woodstock, N. B. Collector
R. A. Kennedy Receiver
E. L. Hagerman, Woodstock, N. B. Magazine Agent

358. COOKE; West St. Paul, Minn.

Meets in I. O. O. F. Hall, cor. Fairfield and Dakota Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 2 P. M.

Christopher McKay, 154 Isabell St Master
W. R. Perrin, 1015 Washington Ave., South Minneapolis Secretary
W. R. Perrin, 1015 Washington Ave., South Minneapolis Collector

Peter Anderson, 1428 Washington Ave., S. Minneapolis Receiver
Fred. Whistlen, West St. Paul Round House Magazine Agent

359. BIG FLINT; Wellington, Kansas.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M., and 2d and 4th Fridays at 2:00 P. M.

T. M. Brown, Chanute, Kan. Master
H. E. Hansen, E Harvey Ave Secretary
S. H. Barner, E. 4th St Collector
T. M. Brown, Chanute, Kan Receiver
J. F. Kendall Magazine Agent

360. COLD SPRING; Springfield, Ohio.

Meets in Engineers' and Firemen's Hall 1st and 3d Sundays.

Geo. W. Poor, 182 Patton St Master
A. W. Binns, E High St Secretary
Frank J. Mills, O. S. R. R. Shops Collector
Joseph A. Taylor, 1,109 Market St., Sandusky, O Receiver
Jos. Greetham, Sandusky, O Magazine Agent

361. TRIED AND TRUE; Washington, Ind.

Meets alternate Tuesdays, in Masonic Temple, at 7:30 P. M.

Jas. Gabriel, O. & M. Shops Master
W. E. Ensign, O. & M. Shops Secretary
A. B. Mix, O. & M. Shops Collector
John H. Kernan, O. & M. Shops Receiver
Wm. Wendling, O. & M. Shops. Magazine Agent

362. CATACT; Suspension Bridge, N. Y.

David Haley, Niagara Falls, N. Y. Master

John C. White, Suspension Bridge, N. Y. Secretary
Jas. A. Shrimpton, Niagara Falls, N. Y. Collector
T. E. Swailwell, Niagara Falls, N. Y. Receiver
John W. Francis, Niagara Falls, Ont. Magazine Agent

363. METROPOLITAN; New York, N. Y.

Meets at 490 8th Ave., 1st Sunday at 2 P. M., and 4th Sunday at 10 A. M.

A. W. Eggleston, White Plains, N. Y. Master
Fred R. Elliott, 535 E 140 St Secretary
A. W. Eggleston, White Plains, N. Y. Collector
M. J. Lynch, 206 E 45th St. Receiver
M. J. Lynch, 206 E 45th St. Magazine Agent

364. SOUTHERN STAR; Sandford, Fla.

Meets in Masonic Hall, 1st and 3d Sundays at 1:30 P. M.
 C. S. Perry Master
 Fred. M. Buck Secretary
 Andrew A. Holland Collector
 Andrew J. Hawley Receiver
 Andrew A. Holland Magazine Agent

365. VIOLET; Bellows Falls, Vt.

Meets in G. A. R. Hall 1st and 3d Saturday evenings.
 J. W. Stack Master
 A. E. Wells, Box 568 Secretary
 F. L. Darling, Windsor, Vt. Collector
 A. G. Firman, Windsor Vt. Receiver
 F. E. Keach, 1 Eastbrook St., Brattleboro, Vt. Magazine Agent

367. MORGAN CRANE; Somerset, Ky.

Meets in Engineers' Hall, 1st and 3d Saturday evenings.
 Wm. H. Steele Master
 M. J. McCabe Secretary
 Frank K. Smith Collector
 John G. Dikeman Receiver
 M. J. McCabe, Box 200 Magazine Agent

368. DEEP WATER; Springfield, Mo.

Meets in K. of H. Hall on Booneville St. (Headly Bldg.) 1st and 2d Tuesday at 7:30 P. M., and 2nd and 4th Monday at 2 P. M.
 B. S. Chinn, 902 W Elm St. Master
 Jno. Gallagher, 343 Brower St. Secretary
 L. J. Wise Collector
 J. W. Nipple, 328 New St. Receiver
 C. W. Hall, 963 Union St. Magazine Agent

369. WALNUT VALLEY; Eldorado, Kan.

Meets corner Main St. and Central Ave., 2d and 4th Tuesdays at 7:30 P. M.
 Merton Stewart Master
 W. L. Kellogg Secretary
 G. P. Mettler, Wagner, Kan. Collector
 C. C. Wickham, Box 304 Receiver
 C. J. Lester, 109 S Margrave St., Fort Scott, Kan. Magazine Agent

370. NEOSHO VALLEY; Council Grove, Kan.

Meets in A. O. U. W. Hall, 2d and 4th Wednesday at 7:30 P. M.
 Mat. S. Gilfray Master
 Clarence G. Stone Secretary
 Charles E. Leeman Collector
 Charles Torrence Receiver
 Peter S. DeHoff Magazine Agent

371. COVENANT; Nevada, Mo.

Meets 1st and 3d Fridays at 7:30 P. M.
 R. S. Readon, Box 335 Master
 A. H. Page, Box 335 Secretary
 J. C. Fletcher, Box 335 Collector
 John Dandy, Box 250 Receiver
 A. H. Page, Box 335 Magazine Agent

372. SIGNAL MOUNT; Big Springs, Texas.

Meets in J. M. Walker Hall, 1st Wednesday afternoon and 3d Wednesday evening.
 Geo. H. Smith, Box 33 Master
 Samuel Hunter, Box 33 Secretary
 F. W. Farkenkamp, Box 33 Collector
 R. J. Bible, Box 33 Receiver
 A. M. Conaty, Box 33 Magazine Agent

373. PAWNEE; Fairbury, Nebr.

Meets in Odd Fellows' Hall, 2d and 4th Sundays at 1 P. M.
 W. F. Hackett, Box 316 Master
 John McPhie Secretary
 W. M. Green, Box 372 Collector
 Frank McAdams, Box 223 Receiver
 Sam Lindsey, Box 443 Magazine Agent

374. McALLISTER; Herrington, Kan.

Meets in Masonic Hall, 1st Thursday at 1:30 P. M., and 3d Thursday at 7:30 P. M.
 L. Gay, L. Box 357 Master
 H. S. Smith, L. Box 355 Secretary
 J. M. McChord, L. Box 337 Collector
 H. A. Decker, Box 111 Receiver
 Jesse L. Brown, Box 241 Magazine Agent

375. FRIENDSHIP; Dayton, Ohio.

Meets in K. P. Hall, 17½ E. 31st St., 1st and 3d Sundays at 2 P. M.
 John F. Hoban, 635 E 2d St. Master
 Horace Hopkins, 432 May St. Secretary
 Frank C. Stillwell, 28 N Van Lear St. Collector
 N. W. Rose, 19 Galloway St. Receiver
 John Ryan, 120 Crane St. Magazine Agent

376. J. H. KIRK; Horton, Kan.

Meets in Mitchell's Hall every Saturday evening.
 W. A. Sawyer Master
 J. A. Carter, C. K. & N. Round House Secretary
 J. A. Carter, C. K. & N. Round House Collector
 Thomas Sheahan, L. Box 39 Receiver
 James E. George, L. Box 39 Magazine Agent

377. NICKEL PLATE; Conneaut, Ohio.

Meets in Harrington & Wildmar's Block, 1st and 3d Tuesdays at 8 A. M., and 2d and 4th Tuesdays at 8:30 P. M.
 H. A. Belding, Box 220 Master
 C. S. Ellinwood Secretary
 W. J. Baldwin, Box 79 Collector
 C. A. Wilcox, Box 301 Receiver
 C. S. Ellinwood Magazine Agent

378. HOLBROOK; Chartiers, Pa.

Meets every Sunday in Christian Hall, McKees Rocks, Pa., at 1:30 P. M.
 W. H. Graham, McKees Rocks, Pa. Master
 D. W. Scott, McKees Rocks, Pa. Secretary
 W. F. Morgan, McKees Rocks, Pa. Collector
 Frank J. Thomer, 3709 5th Ave., Pittsburgh, Pa. Receiver
 Frank J. Thomer, 3709 Fifth ave., Pittsburgh, Pa. Magazine Agent

379. WEAVER; Sayre, Pa.

Meets in K. of H. Hall, Cornell's Block, 1st and 3d Sunday at 11 A. M.
 Wm E. Preston, Waverly, N. Y. Master
 James H. Denton, Box 280 Secretary
 Wm. J. Stewart, Box 216 Collector
 John Durkin, Box 437 Receiver
 Archie C. Burr, Box 213 Magazine Agent

380. HUB CITY; Aberdeen, Dakota.

Meets in A. O. U. W. Hall, 1st and 3d Sundays at 1:30 P. M.
 B. F. Slater Master
 Wm. J. Aggus Secretary
 A. A. Zimmernan Collector
 Wm. J. Aggus Receiver
 Frank Cox Magazine Agent

381. J. W. WALKER; Conemaugh, Pa.

Meets in B. of L. F. Hall 2d and 4th Sundays at 1:30 P. M.
 J. C. Hess Master
 H. E. Miller Secretary
 C. S. Graham Collector
 L. S. George Receiver
 C. R. McDowell Magazine Agent

382. BETHESDA; Waukesha, Wis.

Meets in Engineers' Hall, 1st and 3d Sundays at 2 P. M.
 Alex. Turner, Box 830 Master
 J. J. Purcell, Box 1150 Secretary
 Chas. Vrooman, Box 830 Collector
 J. M. Dowd, Box 1150 Receiver
 H. McMahan Magazine Agent

383. PETROLEUM OIL CITY, Pa.

Meets in K. of L. Hall, cor. Seneca and Sycamore Sts., 2d Sunday and 4th Monday.
 Edward McAee Master
 John H. Quirk, Box 830 Secretary
 Thomas P. Martin Collector
 Timothy Downey Receiver
 John Davis, Box 763 Magazine Agent

384. R. H. WILBUR; Leighton, Pa.

Meets in Reaber's Hall, 1st and Bank Sts., 2d and 4th Sundays.
 Wm. F. Hofford Master
 Alvin H. Miller, Weissport, Pa. Secretary
 A. T. Henry, Weissport, Pa., Box 122 Collector
 Alvin Rex Receiver
 Wm. F. Hofford Magazine Agent

385. MOUNTAIN DIVISION; Keyser, W. Va.

Meets in I. O. O. F. Hall, 2d and 4th Mondays at 10 A. M.
 M. S. Tucker Master
 L. Burkhalter Secretary
 L. Burkhalter Collector
 Henry Montgomery Receiver
 B. L. McGinnis Magazine Agent

386. RAMONA; National City, Cal.

Meets 2d and 4th Sundays at 2 P. M., in Firemen's Hall.
 Edward Curtis Master
 John M. Davis Secretary
 Jas. L. Stearns Collector
 E. Ware Boyd Receiver
 John M. Davis Magazine Agent

387. RED ROCK; Schreiber, Ontario.

Meets in R. of L. F. Hall, 1st and 3d Mondays.
 Alfred Bilbe, Box 58 Master
 Fred. Hedgcock Secretary
 W. T. Norris, Box 111 Collector
 J. A. Walker, Box 36 Receiver
 James Wilson, Box 36 Magazine Agent

388. PHIL. H. SHERIDAN; Milwaukee, Wis.

Meets in Firemen's Hall, 110 Reid St., 1st and 3d Sundays at 2:30 P. M.
 Thomas P. Tauner, 434 Barclay St. Master
 John M. Grobbs, 942 Kinnikinnic Ave. Secretary
 Wm. McHenry, 193 Burrell St. Collector
 Wm. McHenry, 193 Burrell St. Receiver
 G. E. McCosker, 349 Scott St. Magazine Agent

389. LIVINGSTONE; Chillicothe, Mo.

Meets in I. O. O. F. Hall, 2d and 4th Sundays at 2 P. M.
 Harry L. Sto Master
 Jos. Claybaugh Secretary
 George Zugschwerdt Collector
 A. H. Tucker Receiver
 Mike Cunningham Magazine Agent

390. SILVER STATE; Carlin, Nevada.

Meets in Engineers' Hall Tuesday evenings.
 J. W. Littlejohn Master
 J. C. Dougherty Secretary
 William M. Wickel Collector
 C. H. Oliver Receiver
 S. S. Stoll Magazine Agent

391. NAIVOO; Ft. Madison, Iowa.

Meets in K. of P. Hall, N. W. cor. 2d and Pine Sts., 2d and 4th Sundays at 2 P. M.
 Wm. B. Bork Master
 Wm. Lawrence Secretary
 Harry R. Kline Collector
 O. L. McCellan, Box 83 Receiver
 E. M. Baub Magazine Agent

392. WEST PENN; Blairsville, Pa.

Meets in Odd Fellow's Hall 1st and 3d Monday evenings.
 M. S. Anderson, Box 219 Master
 John D. Davis, Box 20 Secretary
 Luther H. Martin Collector
 Wm. D. Scott, Box 20 Receiver
 J. D. Davis, Box 20 Magazine Agent

393. DIAMOND VALLEY; Harrisburg, Pa.

Meets in Kimeard's 2d and 4th Sundays at 7 P. M.
 Wm. C. Taylor, 1506 First St. Master
 S. M. Myers, 506 Kelker St. Secretary
 Frank Snyder, 1228 N 7th St. Collector
 William K. Drake, 1531 N 8th St. Receiver
 William C. Taylor, 1506 N 5th St. Magazine Agent

394. PLEASANT VALLEY; Beatrice, Nebraska.

Meets in I. O. O. F. Hall, Cor. 4th and Court Sts., 2d Saturday and 4th Sunday at 2:30 P. M.
 E. K. Cole, Riverside Hotel Master
 B. A. Downen, Riverside Hotel Secretary
 Charles E. Harris Collector
 B. A. Downen, Riverside Hotel Receiver
 D. A. McCarter, Riverside Hotel, Magazine Agent

395. MILLARD FOSTER; N. Topeka, Kansas.

Meets in A. O. U. W. Hall 1st and 3d Tuesdays at 7:30 P. M.
 Wm. H. Riley Master
 Wm. Ashworth Secretary
 John T. Cuff, 118 Topeka av., Topeka, Collector
 C. S. Wilcox Receiver
 John T. Cuff, 118 Topeka ave., Topeka, Magazine Agent

396. TIP TOP; Goodland, Kansas.

Meets in B. of L. F. Hall every Monday at 7:30 P. M.
 E. C. Wiley Master
 W. Sims Secretary
 D. W. Harding Collector
 E. C. Wiley Receiver
 Charles C. Hamlin Magazine Agent

397. LONG DIVISION; Holsington, Kansas.

Meets in Masonic Hall, 1st and 3d Wednesdays, at 8:30 P. M.
 George M. Bagley Master
 F. M. Rainey Secretary
 Alonzo C. Shaffer Collector
 N. B. Scrogin Receiver
 Frank J. Parnell Magazine Agent

398. PINE MOUNTAIN; Columbus, Ga.

Meets in Odd Fellow's Hall, 1st Ave., opposite city market, every Sunday at 2 P. M.
 Wm. M. Reeves, 944 Fifth Ave. Master
 Walter K. Mahone, 1252 Third Ave. Secretary
 B. G. Harvey, 900 Fifth Ave. Collector
 Henry Dickens, 944 Fifth Ave. Receiver
 W. D. McIver, 944 Fifth Ave. Magazine Agent

399. CRESCENT CITY; New Orleans, La.

Meets in Teutonia Hall, 2d and 4th Thursdays at 7:30 P. M.
 James Gordon, 586 N Rampart St. Master
 Harry H. Dodson, 572 1/2 Dauphine St. Secretary
 Jas. C. Dupre, 213 Esplanade St. Collector
 George Perry, 159 Spain St. Receiver
 Wm. A. O'Donnell, 164 Laurel St. Magazine Agent

400. MARIAS DES CYGNE; Oswatimie, Kan.

Meets in Odd Fellows' Hall every Saturday at 7 P. M.
 George P. Reed Master
 W. A. Bedell Secretary
 C. Henderson Collector
 Daniel King Receiver
 Daniel King Magazine Agent

401. ITasca; Two Harbors, Minn.

Meets in Knutson's Hall, 1st and 3d Sunday at 2:30 P. M.
 Walter H. Bell, Box 153 Master
 A. N. Hunter Secretary
 Fred. Hickman, Box 911 Collector
 Wm. Grosse Receiver
 B. L. Searles, Box 217 Magazine Agent

402. WATER LILY; Water Valley, Miss.

Meets in Odd Fellows' Hall, 1st and 3d Mondays at 2 P. M.
 Wm. H. Thornton, Box 65 Master
 J. W. Diesel, Box 65 Secretary
 Wm. G. Guess, Box 65 Collector
 Jacob P. Bengtson Box Receiver
 H. S. Price, Box 65 Magazine Agent

403. ELIZABETH; Portsmouth, Va.

Meets in K. of P. Hall 2d and 4th Sundays at 2 P. M.
 Ed. Burton Master
 Hardy J. Duke, Drivers Secretary
 Ed. Burton Collector
 Jesse D. Lawrence, Belfield Receiver
 Ed. Burton Magazine Agent

404. GRIVITY; Dunmore, Pa.

Meets in Odd Fellow's Hall, 2d and 4th Sundays at 2 P. M.
 Peter J. Gallagher Master
 Chas. Collins Secretary
 Geo. W. Dersheimer Collector
 J. W. Stuart Receiver
 Dan. Gilbride Magazine Agent

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his natural ones, which were crushed
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Fig. 2 exposes his stumps. With his
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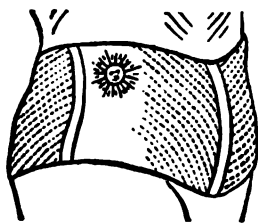
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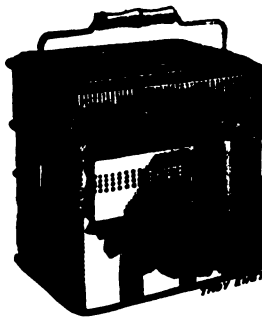
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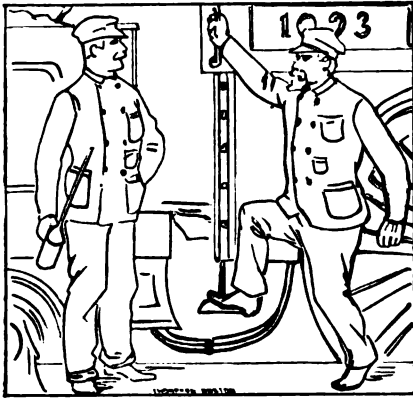
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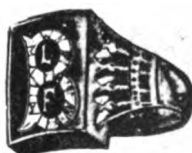
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LOCOMOTIVE FIREMEN'S MAGAZINE

VOL. XIII.

DECEMBER, 1889.

No. 12

OFFICIAL ORGAN OF

The Brotherhood of Locomotive Firemen.

PUBLISHED MONTHLY AT TERRE HAUTE, IND.

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W. N. GATES, SOLE AGENT,
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EUGENE V. DEBS, . . . *Editor and Manager.*

DECEMBER, 1889.

FAREWELL TO 1889.

Farewell!—a word that hath been and must be,
A sound that makes us linger—yet, farewell.

Byron.

Life hath as many farewells
As it hath sunny hours,
And over some are scattered thorns,
And over others, flowers.

Mrs. L. P. Smith.

We beg our readers to believe, that in writing a farewell to 1889, we do not intend to drill for brine. We are not, at this writing, in a sentimental mood. We are disposed to speak kindly of 1889, though he is not asking for a certificate of character at our hands. The old year, now on his last legs, as years go, has been about an average. Vital statistics will show, we conclude, that there have been more births than deaths, and that the primal injunction, "Multiply and replenish the earth," has been obeyed more sacredly than any other command the Bible records, bearing eloquent testimony that marriage is not a failure.

Speaking of deaths, prompts us to say, that during 1889 the Brotherhood has said farewell to about one hundred and sixty of its members. Some of them died at home, surrounded by affectionate friends; some of them were suddenly summoned while at the post of duty, and went down to death crushed and mangled. There was a thought of home, of wife and children, of parents, brothers and sisters, and a farewell—then death. In this regard, 1889 has not been specially distinguished from other years since the iron track was laid and the iron steeds startled the civilized world and wrought such changes in human affairs as defied the wealth of hyperbole. And here, may we not mingle some words of cheer with the sad notes of the funeral dirge? The Firemen's Brotherhood cannot turn aside the shaft of death; it cannot interpose when disease wastes a brother's frame, or fate decrees that life shall be yielded up in a wreck. But what of the Brotherhood's record for 1889, when death had done its work? We are not artists, our office is not a studio, equipped with easel, brush and pencil, but were we a Raphael, a Rembrandt or Vandyck, we could emblazon upon canvas no picture more worthy of admiration than that of our Brotherhood, pouring its treasures into the laps of mourners, a scene enacted one hundred and sixty times during the year 1889. Could we paint the scene, the

Brotherhood would appear upon the canvas, scattering flowers in the pathway of sorrow, whose generous deeds, dried the fountains of tears, dispelled gloom, and enthroned hope—an incarnation of benignity and of courage, who, unawed by the flight of time, bids farewell to the years as they go by, while those who behold its growth and majesty, view it

"As some tall cliff that lifts its awful form,
Swell from the vale, and midway leaves the storm,
Though round its breast the rolling clouds are spread,
Eternal sunshine settles on its head."

In contemplating the departure of 1889, we acknowledge no special regrets. We have mourned with those who have mourned, and rejoiced with those who have rejoiced. We think of years as a convenient subdivision of time, though really indivisible. We are in favor of all the subdivisions, from seconds to years. We like the hour, the day, and the month. We are glad that their boundaries are fixed, because, were it left to caprice, it would be difficult to fix wages, and in many instances, the "pay-car" and the "pay day," would be like the visits of angels, few, and far between.

The question which the close of 1889 suggests, is: How stands the Brotherhood of Locomotive Firemen, as compared with former years? The membership may be less in numbers, and more widely distributed, and there may be those who, in discussing the fact, may think unkindly of 1889, and charge that for the Brotherhood he brought no fruitful season. Such conclusion is superficial. It is not philosophical. We make no objection to numbers. We would have every locomotive fireman in the land, of integrity, of high ambition, of courage, of fidelity to obligation, of independence, whose self-respect bears him up and on, no matter how dazzling the temptations designed to swerve him from principle and to make him drift with the treacherous currents; all others are a hindrance and an unmitigated curse to any Brotherhood. The strength of the Brotherhood centers in the fidelity of its members; 1889 is gone, and except by death, he has taken no good fireman from our ranks. Some have gone, but they were not *veterans*—as sailors, in a storm,

when the winds and the waves threatened disaster, their lack of courage would have been demoralizing—as soldiers, in a battle, their cowardice would have won for them the unutterable scorn of their comrades. When Sherman made his historic march to the sea, he took with him only *picked* men, men who knew no such word as "fear," men who would do to be put on guard in dark nights, men of Spartan courage, who preferred death to dishonor, and could say,
"Fate made me what I am—may make me nothing—
But either that or nothing must I be;
I will not live degraded."

Never in the history of the Brotherhood has it been stronger than now, when it says farewell to 1889, and the old year, if he has the roll in his pocket and will read it to the crowned immortals who have laid down the scoop for the harp, and laid aside blouse and overalls for seraph robes, he will hear the shout, "They are good men and true, who by word and deed will win for themselves and for the grand Brotherhood imperishable glory."

Invincibility of mind forces in the Brotherhood of Locomotive Firemen was never as potent as now, when it says farewell to 1889. It comprehends the fact that to conquer ignorance is a task, if possible, more herculean than to overcome arrogance, and that the Brotherhood and all labor organizations have about as much to fear from the one as from the other. During 1889 was witnessed the federation of three Brotherhoods of railroad employes, and the old year as he takes his place in the procession of the centuries has a right to be proud and boastful that as he unfurls his banner inscribed with the wise and notable event, no other incident in the affairs of men who create the wealth of the world since Moses said to Pharaoh, "Let my people go," voices more eloquently the growth of knowledge and wisdom in the ranks of working men. There may be those who deride the movement. There is nothing unusual in that. The nineteenth century had those who laughed when Fulton laid the keel of the first steamboat and sneered when Morse asked Congress for permission to send messages over wires. When Washington and his compatriots were seeking to bind the colonies in a "more perfect union,"

there were those who ridiculed the idea. Such people are not all dead, but the laughing philosophers, the scoffing tribe, can no more stay the march of events than they can arrest ocean currents.

True, Austin Corbin and the like of him have "Russianized" the anthracite coal regions of Pennsylvania, have made the grand old "Keystone State" of Penn and Franklin a hissing and a by-word, a stench in the nostrils of freemen, a vulgar fraction of the Republic, but they have not hushed the voice of labor. Blind worshipers of the "Almighty dollar," they cannot see that in what they call a victory there is hidden the germ of a conflict that shall at last overwhelm them and their schemes in irretrievable defeat.

During all the months of 1889 we have sought to make the *LOCOMOTIVE FIREMEN'S MAGAZINE* the champion of the RIGHT, and if the old year shall choose to take a few bound volumes with him he will oblige us by showing them to friends of the toiling masses "over there" who watch with ceaseless solicitude for the consummation of federation, the adoption of the eight hour law, and everywhere throughout the land the enthronement of Justice and the recognition of the "brotherhood of man and the fatherhood of God."

What more can we say in bidding the old year farewell? Only this: as we ring out the old year we are prepared to ring in the new. Our thoughts are with the living. The living must win the battles of the future, not the dead. Is there a stronghold to be captured? the living must do it. Is there a battery to be silenced? the living must take it. Are there great truths to be enunciated and vindicated? the work is for the living. The dead live in their noble deeds and in their great works. They shall be our examples. We will emulate their courage, their fidelity, their sacrifices, and the Brotherhood, from ocean to ocean, from the frozen north to the sunny South shall be our, as it is their, monument.

WE have steel ships and steel guns, and now it is announced that we are to have steel beer-kegs—everything steel but the bung-hole.

MORTGAGED INDEBTEDNESS OF TEN WESTERN STATES.

The *Binder*, a farmers' organ, published at Marion, Ill., states that in the ten states named farms are mortgaged to the amount of \$3,422,000,000, as follows:

Ohio	\$701,000,000
Indiana	398,000,000
Illinois	620,000,000
Wisconsin	250,000,000
Michigan	350,000,000
Minnesota	175,000,000
Iowa	351,000,000
Nebraska	140,000,000
Kansas	203,000,000
Missouri	237,000,000
Total	\$3,422,000,000

The State Statistician of Ohio, in his report to the Governor, for the year 1888, denies the statement of the *Binder*, and charges that it has been manufactured to order by some descendant of Ananias, and proceeds to show that the sum total of mortgages on property in the State of Ohio instead of being \$701,000,000 is only \$330,999,205.78, a difference of \$370,000,794.22, in round numbers, say, \$371,000,000. Assuming that the statement of the *Binder* is as erroneous with regard to the mortgages of the other states named as it is shown to be in the mortgages on Ohio property, the grand sum total, instead of being \$3,422,000,000, would be \$1,791,000,000, a difference of \$1,631,000,000.

The investigation of the Ohio statistician having been exhaustive, and the error of the *Binder* having been demonstrated in a way to silence prudent controversy, the assumption is warranted that like errors were made in estimating the sum total of mortgages on the farms of other states, but, after making deductions based upon the *Binder's* errors, the remainder, \$1,791,000, is of startling proportions. In 1880, the population of the ten states named, was in round numbers, say, 17,000,000. Suppose the gain during the decade now closing has been 30 per cent.; this would give a present population of 22,000,000, and the mortgaged debt of the states would be \$81 *per capita*, and if the mortgages bear an average interest of 6 per cent., the annual tax *per capita* would be \$4.86. Bearing in mind that all taxes are paid by labor, the figures are conclusive that labor should have improved conditions to enable it to bear its burdens.

THE REST QUESTION.

There are 365 days in a year. Deduct fifty two Sundays and there remain 313 working days. We do not propose to discuss the Sunday question from any sectarian religious standpoint. We are not the advocate of Blue Laws. It does not matter in the least what views men entertain regarding the authenticity of the Bible, all intelligent men concede the wisdom of the command, "Six days shalt thou labor and do all thy work, but the seventh day is the Sabbath of the Lord thy God; in it thou shalt not do any work, thou, nor thy son, nor thy daughter, thy man servant, nor thy maid servant, nor thy cattle, nor the stranger that is within thy gates."

Boiled down, the command means rest from work, rest for the weary; weary hands and weary feet, weary brain.

The Sinai command which we have quoted has been adopted by christendom as binding, and statutes have been enacted to enforce its obedience. We are informed that the first civil enactment for the proper observance of Sunday was made by Constantine, A. D. 321, and we are told that the Council of Orleans, A. D. 338, prohibited country labor on Sunday. In the reign of James I, "certain sports and pastimes after divine service were authorized," but were violently opposed, and the sanction of the law by Charles I, was one of the causes which led to the civil war and which ended in the death of that monarch.

In discussing the Sunday question we omit worship and deal with work. Our reference is to rest rather than religion. We assert that toil without adequate rest, is a crime against man's physical and mental organisms which must ultimately be productive of degeneracy in the human species, a public calamity which no line can measure and no plummet fathom.

Those who take an interest in such questions have doubtless observed that while statutes have been enacted to enforce the observance of Sunday as a day of rest, there has always been a provision inserted by which certain kinds of labor could be performed, known as works of "charity and necessity," without incurring any penalty. The term "necessity" has finally been made

to include about everything directly or remotely concerning the public. Railroads and steamboats run on Sunday, street cars run on Sunday, livery stables do business on Sunday, postoffices are open on Sunday, and we could multiply instances of this *necessity* idea indefinitely. Men create necessities, educate the public to regard them as indispensable, and then go forward in the transaction of business under the "necessity" provision of the statute. And it is worth while to remark that those who enact such statutes profess to believe in the binding force of the Sinai command which says "thou shalt not do any work." The idea being that to keep the day "holy" was to rest—rest from toil, so that a man's mental and physical energies might recuperate. But under the necessity *dodge* thousands and tens of thousands have no day of rest; there are no Sundays for them in all their years.

Taking all things into consideration we doubt if there is a more important question now demanding discussion than that which relates to work and rest. If we investigate man physically we find him "fearfully and wonderfully made." A writer in discussing the hand and foot, says: "The twenty-seven bones in the hand and wrist, with cartilages and ligaments and phalanges of the fingers, all made just ready to knit, to sew, to build up, to pull down, to weave, to write, to plow, to pound, to wheel, to battle, to give friendly salutation. The tips of its fingers are so many telegraph offices by reason of their sensitiveness of touch. The bridges, the tunnels, the cities of the whole earth are the victories of the hand. The hands are not dumb, but often speak as distinctly as the lips. With our hands we invite, we repel, we invoke, we entreat, we wring them in grief or clap them in joy, or spread them abroad in benediction." This human hand needs rest. It can not knit and sew, build up and pull down, weave and write without rest, and he or they who deny it rest, adequate, ample rest, sin against the Maker and the possessor of the hand, sin against light and knowledge, sin against the State, society and civilization. They are committing a crime, the fruits of which will be dwarfs and deformities. The demand is rest for working hands in free America where hands hold

the ballot, and with it can accomplish reforms.

The same writer in discoursing upon the human foot says: "The twenty-six bones of the foot are the admiration of the anatomist. The arch of the foot fashioned with a grace and poise that Trajan's arch at Beneventum, or Constantine's arch at Rome, or arch of Triumph at the end of Champs Elysees could not equal. Those arches stand where they were planted, but this arch of the foot is an adjustable arch, a yielding arch, a flying arch, and ready for movements innumerable. The human foot is so fashioned as to enable man to stand upright as no other creature, and to leave the hand that would otherwise have to help in balancing the body, free for anything it chooses. The foot of the camel is fashioned for the sand, the foot of the bird is fashioned for the tree branch, the foot of the hind is fashioned for the slippery rock, the foot of the lion is fashioned to rend its prey, the foot of the horse is fashioned for the solid earth, but the foot of man is made to cross the desert, or climb the tree, or scale the cliff, or walk the earth, or go anywhere he needs to go." But the feet must have rest else their "adjustable arches" will break down and the splendid superstructure they sustain will fall. The demand is rest for the hand, rest for the feet, rest for the brain, the head, rest for the entire body, one day in seven. Let the edict go forth that greed, vulgar, degrading, mercenary greed, shall cease to dominate the world.

Political economists talk learnedly of the wealth of nations. Statisticians pile up figures showing production, imports and exports. We have glowing accounts of the march of empire, the disappearance of the wilderness, the building of cities, and the boast is that we accomplish more in a decade than was formerly achieved in a century. It is true. In the mad march and wild whirl, the eager chase to secure the "almighty dollar," rest is forgotten. The years allotted to man are "three score and ten," but under the influence of our boasted civilization millions perish before they reach the five years mile-stone, and at the thirty-third mile-post a generation has disappeared from the face of the earth—they have found

rest. In the wake of the grand army of progress (?) are poorhouses, jails and penitentiaries; asylums for the insane, the deaf and dumb and blind, full to overflowing with unfortunates, a frightful per cent of whom are the victims of a mania which disregards rest from work as an essential factor in the maintenance of that equipoise in human affairs required to secure happiness and prosperity worthy of the name.

The proposition that a man should devote eight hours to sleep is not seriously questioned, and those who have given the subject studious investigation assert that the welfare of workmen physically, mentally and socially, is best subserved if the day of twenty-four hours is divided into three equal parts, which gives eight hours for work, eight hours for study and recreation, and eight hours for sleep. It will be conceded, we think, without debate, that eight hours are absolutely required for sleep. If a man works twelve hours a day he has therefore only four hours a day for the satisfactions which leisure confers. If he enjoys more than four hours it must be taken from the eight hours required for sleep, the penalty for which is physical degeneracy. If he works ten hours a day he has six hours to devote to personal affairs, social duties, to study, intellectual equipment, to act well his part as a citizen and meet intelligently the responsibilities of citizenship. If he works eight hours a day and devotes eight hours to sleep, he has eight hours a day for home and family, books and business, and for amusement, for which every man whose mind is healthy manifests a strong desire, and which all rational and thinking men admit are required to secure mental and physical vigor.

If work begins in earnest at sixteen years of age and continues until a man is sixty years of age, forty-four years will have elapsed. We assume that he does not work on Sundays, in which event he has, during the forty-four years, six years, four months and eight days rest. If for the remaining days he works fourteen hours and sleeps eight hours he will secure in the forty-four years, in addition to his Sunday rest, two hours a day, or, for the entire period, three years, one month and twenty-nine days. If

he works twelve hours and sleeps eight hours, his week day leisure will be four hours a day, or for forty-four years, six years, three months and seven days. If he works ten hours a day and sleeps eight hours he will have each working day six hours' leisure, or, for forty-four years, nine years, five months and twenty-seven days. If he works eight hours and sleeps eight hours, his daily leisure will be eight hours, or, for forty-four years, twelve years, seven months and twenty-six days.

Tabulated, the problem appears as follows:

Working hours per day.	Sleeping hours per day.	Leisure hours per day.	Leisure secured during working days in forty-four years.	Leisure secured on Sundays during forty-four years.	Total leisure secured on Sundays and working days during forty-four years.
14	8	3 y. 1 m. 29 d.	4 y. 3 m. 20 d.	7 y. 3 m. 19 d.	
12	8	6 y. 3 m. 7 d.	4 y. 3 m. 20 d.	10 y. 9 m. 27 d.	
10	8	9 y. 5 m. 27 d.	4 y. 3 m. 20 d.	13 y. 9 m. 17 d.	
8	8	12 y. 7 m. 26 d.	4 y. 3 m. 20 d.	16 y. 11 m. 16 d.	

If the man who works on Sundays sleeps eight hours, and works the number of hours named in the table, his total leisure for the forty-four years would be as follows:

The man who works 14 hours a day would have 3 y. 8 m. 9 ds. 16 hrs.

The man who works 12 hours a day would have 6 y. 9 m. 17 ds. 16 hrs.

The man who works 10 hours a day would have 13 y. 4 m. 6 ds. 16 hrs.

The man who works 8 hours a day would have 13 y. 4 m. 6 ds. 16 hrs.

There may be those who will consult the figures and estimate the value of the time secured from toil, to devote to reading and writing, to amusements, to visiting, to personal business affairs, and to the home circle. Possibly there are those who ascertain, approximately, at least, the benefits conferred by leisure, and there are those, we conclude, who will extend their investigations still further, and arrive at the conclusion that a man who is ambitious to meet all the requirements of an American citizen, should have at least eight hours a day for rest, to equip himself for the duties and responsibilities of citizenship. If a man works on

Sundays, has no leisure—find him where you may, trace his record through life, and you will find a deformed mind or body, or both, and as you find him enjoying leisure, cessation from work, he will stand higher in scale of manhood, morally, intellectually and physically. Such is the rule, and the exceptions do not change the proposition. If a man absolutely abstains from "any work" on Sunday he will be superior to the man who works on Sunday. A proposition so self-evident that it requires no argument to establish its validity. Hence we conclude that the greater the number of hours a working man devotes to rest, to the recuperation of mental and physical energies, the better it is for him and for the State; for, say what we will, a State has no possession at all compared in value to its working men. Goldsmith's declaration that

"Ill fares the land, to hastening ills a prey,
Where wealth accumulates and men decay;
Princes and lords may flourish or may fade;
A breath can make them, as a breath has made;
But a bold peasantry, their country's pride,
When once destroyed can never be supplied,"

Is a truth everywhere accepted, and everywhere disregarded by men whose ambition is to make labor the synonym of degradation.

An exchange says, that "in the death-bed confession of Ella Schwartz, the wife of the brakeman now serving a life sentence in the Illinois penitentiary for complicity in the great Rock Island train robbery and murder of Express Messenger Kellogg Nichols. The evidence at the trial, while strongly circumstantial, was insufficient to convict the brakeman of deliberate murder, and his neck was thus saved. According to Mrs. Schwartz's confession, her husband gave her \$13,500 of the stolen money, which she concealed by rolling the bills up one at a time and packing them in cartridge shells. This money, it is alleged, was subsequently turned over to Schwartz's lawyers." It is not generally believed that Schwartz's lawyers will make a confession and hand over to the Rock Island the \$13,500, nor so much as one cartridge.

An English syndicate is endeavoring to acquire control of all the iron mines in Mexico, except those owned by Americans.

EDUCATION AS A HELP TO WORKINGMEN.

No one questions the elevating, transforming power of education. In a country and under a form of government in which caste is not recognized, where the humblest child may aspire to the highest positions in the government, the subject of education assumes an importance which it does not possess in less-favored lands. The national idea is, that all American children shall have a good "common school" education; that they shall be qualified to read, write and speak correctly the English language; that they shall understand arithmetic, geography, and at least the history of their own country. An education to this extent is the national conception of what is right and proper for all American youth, and with such acquirements, the national idea, the American idea, is that a boy is fairly equipped for the battles of life. Starting from this point the term "education" opens up a vast field, which only the favored few may enter and successfully explore. It is the college, the university education, the higher education, and in the nature of things not attainable by the masses, much of which is purely ornamental, and if secured is of no practical value. The supreme demand of the times in education, as in anything else is to take a common sense view of situations. The tendency of all "higher education" is to educate boys and girls into the belief that "work" in the common acceptation of the term is degrading; that is to say, a boy is taught directly or indirectly that a profession is more dignified than is a trade. Take an average farm boy, and send him to an agricultural college and the chances are that when he leaves, he has a contempt for the plow and the hoe. He wants to be a "professor" a doctor, a lawyer, or almost anything rather than a farmer; work on the farm has lost all attractions for him, and he enters the ranks of the learned professions and goes to swell the number of those whose ambition it is to live by their wits, by their education, rather than by work. We say the tendency is in that direction. It must be confessed, on the other hand, there are those whose mission it is to work, who are unmindful of the great advantages secured by even a

common school education, and who exhibit little ambition to improve their minds by study. Their leisure is not devoted to study, nor to the acquisition of knowledge calculated to advance them in their chosen vocation; fortunately these are in the minority. The great body of working men are studious, they are ambitious to know the reason why of things, they are thinkers, and take a practical view of affairs, and in this the signs of the times are cheering. There is much being said now a days, about technical education in England and the United States. The *London Engineer* admits the value of technical education, but is of the opinion too much has been expected of it. It says "the technical educationalist would have all taught alike, and what is worse, he would have all taught at the cost of the rate-payer. We have said a hundred times, and we repeat, that we are not opposed to the spread of technical education. But we do not attach the popular meaning to it. We would have every man carefully fitted by education for the performance of the work which he intends to do. To teach a plumber to make a joint in which there shall really be more solder than resin, is to technically educate him; to instruct a fitter so to shape and fit keys in their seats that they may not fall out or require to be wedged in with bits of tin, is to technically educate him to some purpose; but we cannot see that the plumber would make better joints because he has been taught the Binomial Theorem; nor can we see that wheels would be better keyed on their shafts because the fitter perfectly understood the chemistry of the sun." The conclusion is that at a certain period in a young man's career, he determines what calling he will pursue; suppose it be that of a locomotive fireman, what is required? Manifestly, that he shall master in every detail the locomotive. He aspires to the responsible position of engineer, he hopes to command a locomotive—hence he owes it to himself to the calling, to the public, to his employer, to be the master of his profession. Anything less than this is less than the prudent requirements of the situation.

It is well said that "there can be no better definition of the right sort of education—let

it be called technical or what you will—than that every man should be ‘carefully fitted by education for the performance of the work which he intends to do,’ and not for a hundred other things which he will never even attempt.” Preliminary to such an education, it will aid immensely for the worker to have what we have denominated a common school education. If this has not been secured, any moderately ambitious young man can obtain it. He has only to utilize his leisure hours. Books are on every hand. Teachers are numerous. All that is required is a purpose on the part of the young man; if this exist the way is straightforward, and success is certain. We see it stated that on one prominent railroad, all the men in the service of the road are required to submit to an examination before promotion. It is stated that “those applying for promotion are required to pass a satisfactory examination as to general education, and particularly as to familiarity with their duties,” and it is stated that the results are very satisfactory. There can be no doubt but that a higher standard of efficiency is to be required of railroad employes, and those who are ambitious of promotion will do well to avail themselves of every possible opportunity to make themselves proficient. Shakespeare said, “All the world’s a stage.” As truly, all the world’s a school, and he who masters all things connected with the work he has to do will find himself in the line of promotion and advancing steadily to the top round of the ladder.

THE New York *Standard* remarks that “estimating Jay Gould’s income at only \$3,000,000 a year—it is very likely more than double that sum—we find that for each of the 300 working days of the year he is in receipt of \$10,000. His son George will probably take good care of what comes to him, for he has had good training, and is now one of his father’s shrewdest lieutenants.” Ten thousand dollars a day ought to exempt Mr. J. Gould and family from sympathetic fears, and still the Vanderbilts and the Astors are in the habit of speaking dubiously of Mr. Gould’s future state.

AUSTIN CORBIN ON LABOR ORGANIZATIONS.

In the October number of the *North American Review* Austin Corbin, in his paper on “The Tyranny of Labor Organizations,” says:

With other good, bad and indifferent importations of foreign products we have found ourselves within recent years to have acquired a body of professional labor agitators, which has been largely reinforced by lazy imitators of domestic growth. These, both foreign and domestic, find it much more congenial to their idle habits and tastes to assume the role of grand knights, grand masters and walking delegates, with salaries attached and expenses paid, than to earn an honest living by earnest work, as the genuine workman gladly does.

The foregoing is Corbin’s most serious arraignment of labor organizations. It is upon this indictment that Corbin bases his appeal for sympathy while he pursues his policy of plunder, and he is permitted to give his slander wide reading in the *North American Review* for the purpose of obscuring the abominations of his rule, and just here it is worthy of remark, that while he denounces officials of labor organizations, “foreign” and “domestic,” as “professional agitators,” he employs Huns, Dagoes and the riff-raff of European slums for the purpose of degrading American workmen, by reducing wages to a point that forever confronts them with starvation; compelling them to live in hovels scarcely removed from the dens of wild beasts, and to subsist upon food that a well-bred dog would refuse.

Austin Corbin demands that there shall be no agitators or agitation of labor topics, of wage questions, throughout the anthracite coal regions. He wants stagnation, degradation, slavery. He demands that his word shall be supreme; that when he takes snuff his 35,000 serfs shall sneeze; that when he waves his scepter his army of helots shall crawl; that when he orders Bonzano, or any other caitiff in his service to give a bugle blast, his rag-tag and bob-tail peons, sunken-eyed, hollow-cheeked, skinny-fingered convicts shall fall prostrate and worship anything beneath or above the sod he may dictate. And because labor organizations, inspired by self-respect, sentiments of liberty and independence, without which life is a continuous curse, protest against such tyranny, he turns upon

them, and because he has cash, utilizes the pages of the *North American Review* to empty the vials of his wrath upon them.

Austin Corbin, whose rascality is vastly more phenomenal than his wealth, says "unagitated workmen do not pay dues," that is, are not members of labor organizations.

There is not a writer upon labor topics at all acquainted with the facts bearing directly upon wages who will deny that labor organizations have not been potent in advancing and maintaining wages. And the fact stands out as clear as a mountain peak, that where labor organizations do not exert an influence wages decline to any point an employer may demand. We state the rule and defy successful contradiction.

Corbin's statement that the "unagitated workman does not pay dues," is worthy of a little investigation. Let it be understood that the "unagitated workman" does not belong to a labor organization, but is one of Corbin's serfs.

We will assume that if labor organizations held sway in Corbin's territory, the country he has Russianized, wages would be advanced, say 25 cents a day.

We will assume if Corbin's men belonged to labor organizations their dues would amount to \$20 each a year.

We will assume that Corbin has in his employ 35,000 men.

If wages were advanced 25 cents a day for 300 working days in the year the men would be benefitted to the amount of \$2,-625,000.

If they paid dues to the amount of \$20 each, annually, the sum total of dues would be \$700,000.

Hence the net gain to the men in Corbin's employ, if they belonged to a labor organization, would be \$1,925,000.

Now, it is seen at a glance, why Corbin is opposed to labor organizations and labor agitators.

By keeping things quiet where he reigns and rules enables him annually to pocket from the earnings of his serfs \$1,925,000.

If labor organizations had sway in his domains this vast sum of money would go into the pockets of workingmen instead of into the pockets of Austin Corbin.

In this presentation of the case we have given the reasons for Austin Corbin's opposition to labor organizations.

Labor organizations touch his pocketbook, therefore his soul. He is known to be a venal villain, a cash-cursed czar, who, in the case of Judas Iscariot, would have sold Christ for less than thirty pieces of silver rather than have lost the job.

THE *Railway Age* remarks that a speed of 100 miles an hour is believed by Wm. S. Huntington to be entirely practicable, provided the necessary and expensive preparations for it in the character of both roadway and equipment are made. He proceeds to cite the principal sources of danger from fast running which now exist and which can be, to a large extent, at least, removed by sufficient expenditure of skill and money, and claims that "with proper alignment and with track and rolling stock in perfect order, there is no more danger of derailment at 100 miles an hour than at the speed now run every day on American roads." It may be that this tremendous speed will eventually become of ordinary occurrence, but at the present time the general feeling among railway men and other people is that our fast trains are fast enough, and, indeed, it is a question whether the majority of people, railway men included, would not feel a little more comfortable in their minds if the pace at which they are sometimes carried was not quite so great. Very high speed is an expensive luxury for the railways, and the public does not show any inclination to pay more for it, but on the other hand is continually calling for lower rates. And yet it is a fact that the roads which make the quickest time make the most money; they secure the travel. The present is a fast age; speed is the *sine qua non*. Men snap their fingers at disaster and death, and railroad men and ship-builders are trying to meet the demand.

A POOR man in Jersey City having stolen two suits of clothes, pleaded that he was out of work, had a sick wife, and was hard up, whereupon the owner of the goods refused to prosecute. That man should have a monument.

WHO OWNS THE COUNTRY ?

In the September *Forum* Mr. Thomas S. Shearman tells the people who owns the country. It is stated that the whole national wealth, real and personal, according to the highest estimate that anyone has ventured to make, is \$60,000,000,000. With these figures in full view, Mr. Shearman says :

Let us inquire whether there is any excessive concentration of wealth going on in the United States of America. Leaving mere clamor and unsupported assertions out of consideration on each side, let us look into facts. As lately as 1847 there was but one man in this country who was reputed to be worth more than \$5,000,000; and though some estimated his wealth at \$20,000,000, there is no good reason for believing it to have been so great. The wealth of his lineal descendants is estimated at \$250,000,000,000 or \$50,000,000 each. In 1867, in the New York Constitutional Convention, one of the most prominent delegates stated that he could name thirty men, residing in that State, whose wealth averaged \$15,000,000 each. The *St. Louis Globe* recently published a list of seventy-two persons who were worth, collectively, the whole amount of our national debt, averaging \$18,000,000 each. The wealthiest railroad manager in America, in 1865, was worth \$40,000,000, but not more. His heir died recently leaving an estate of nearly \$300,000,000; and there are several gentlemen now living who are worth over \$100,000,000 each. Within a short period a number of quiet, unobtrusive men, of no national fame, have died in Pennsylvania leaving estates of over \$20,000,000 each. Twenty living persons, in the oil business, are reported to be as rich. Forty persons could be easily named, none of them worth less than \$20,000,000, and averaging \$40,000,000 each. At the lowest reasonable estimate, there must now be more than two hundred and fifty persons whose wealth averages over \$20,000,000 each.

Mr. Shearman, exercising "extreme caution," tabulates the wealth of 24,600 persons in the United States, as follows :

200 persons at \$20,000,000	\$4,000,000,000
400 " 10,000,000	4,000,000,000
1,000 " 5,000,000	5,000,000,000
2,000 " 2,500,000	5,000,000,000
6,000 " 1,000,000	6,000,000,000
15,000 " 500,000	7,500,000,000
<hr/> 24,600	<hr/> 31,500,000,000

This gives for the 24,600 persons an average of more than a million and a quarter each; or, estimating the wealth of the country at \$60,000,000,000, it is more than 50 per cent. of the grand sum total.

But demonstrating still further who owns the country, Mr. Shearman says :

Let us test the question in another way. Eastern savings banks show an average deposit of \$365. This sum represents the extreme savings of the average thrifty workman of the East. But even estimating that 20,000,000 workers of 1889, earning an average of less than \$400 each, of whom 5,000,000 are women and children, have saved, on the average, \$300, still, their aggregate savings would not amount to \$12,000,000, or \$1,100 for each average family. Let us suppose that the 1,000,000 workers of superior class, earning an average of \$1,000 each, have saved \$3,000—a monstrous exaggeration. This would make their total

possessions \$3,000,000,000. The result would be to show that 21,000,000 persons had saved up in the whole course of their lives \$15,000,000,000, leaving \$45,000,000,000 in the possession of not more than 400,000 persons.

The repeated declaration that the profits of labor are not equitably distributed, is by the figures furnished by Mr. Shearman triumphantly vindicated. Labor creates all wealth. Every colossal fortune named by Mr. Shearman is the profits of labor diverted from its legitimate channel, and it is this unequitable distribution of the wealth which labor creates that makes the rich richer, and poor poorer, and the strides this legalized robbery has made in the United States since 1847, and more particularly since 1860, in which it is shown that 400,000 people have \$45,000,000,000 and 21,000,000 only \$15,000,000,000, tells in mournful numbers of a condition of things, which, unless changed, will, at no distant day, engulf the nation in a revolution compared with which the reign of terror in France will appear like a holiday picnic.

This consolidation of the wealth of the nation in the hands of the few, is, in the United States, a more flagrant crime than elsewhere in the world. Here it is supposed the laws are made for the benefit of all—for one as well as for another—and that all are equal before the law. It is not true. It never has been true. Under the laws as they exist the few, in ten thousand ways that are dark, are able to rob the many, and that this has been done, and that the nefarious work is still going forward, Mr. Shearman proclaims and proves.

Who is then to change the laws? Upon whom rests the responsibility of overthrowing trusts, syndicates, monopolies, and all other combinations by which the 400,000 persons have \$45,000,000,000 and 21,000,000 persons have \$15,000,000,000—or, worse still, as is shown, that 24,600 persons have \$31,500,000,000 of the \$60,000,000,000, the entire wealth of the nation? The task, herculean as it may appear, is to be performed by the workingmen of the United States. There are no other persons to execute the work. We are to have better laws, and a more just administration of laws, or the work of grinding degradation is to go forward until a social earthquake produces chaos.

PRESS AND PULPIT.

Nothing is more refreshing now-a-days than to read a sermon abounding in practical common sense views of life. The Rev. Robert McIntyre, of Chicago, pastor of Trinity M. E. Church, is an eminently level-headed man. There can be no doubt but that he has been "called" to preach. He has a mission. He catches on at the right time and in the right place. He talks sense from the start. His vision is clear. He does not "see men, as trees walking." He sees men. He sees conditions, wants and aspirations. He sees men struggling for a higher and better life. He recognizes agencies, and estimates them at their true value. The Rev. Robert McIntyre is doing a good work; and we want the readers of the *Magazine* to know how he talks, what he says, and therefore give the following report of a sermon he preached on the "press and the pulpit" as we find it in the press:

"In our present day the pulpit and the press are one, God has joined them together. I do not agree with the ministers who denounce the Sunday papers and regard them as foes, workers of iniquity. I declare that the pulpit and the newspaper are twins and should work hand in hand. I know preachers are prone to cavil at the newspapers, because they have stolen our audiences. That is an indisputable fact; they have taken our congregations from us. But I want to ask what good it will do us to shout ourselves red in the face over the matter and cry 'Stop thief,' or beg of the newspapers to please give our hearers back and cease their Sunday issues. We must learn to acknowledge the power of the press. The editor is a more powerful man than the preacher. He speaks to thousands, we to but a few hundreds. He has an advantage. He has the inspiration of a multitude of hearers. That, too, has been stolen from us—the inspiration, along with the hearers, for no man talks as well to 300 people as to 3,000 or 5,000. But I don't believe we need to surrender our congregation to the papers. I believe that if the skies snowed newspapers a foot deep they couldn't keep the people from coming out to listen to any honest man, to whom God has given the gift of eloquence, who has a message to speak to mankind. If the papers take away a minister's audience it is his own fault, and because he is a party to it. "If the congregations forsake the churches for the Sunday paper it is because the papers have what the preachers have not—the feeling of the people, the power to touch the people. The trouble with the preachers of the present time is that they are not in unison and concord with the people. The men who make newspapers are. They are a part of the people itself. But the minister of modern days is a creature almost set apart. Unlike those of the olden time, he has been trained from school days for theology, and has never earned a dollar by work in his life. He has never known what it was to walk up to a man's door and ask him for a job. When he goes out to talk with commercial men and mechanics he doesn't know what to say. He has no conception of their needs or their lives. He is a fine theorist, but as far away from the people as if he floated in the blue of the heavens instead of walking the earth.

"The newspaper is with the people; its work-

ers are among and of them. It touches every chord of life, and is the greatest power for good on earth. It is practical, not theoretic, like the minister's expressions. It is real, not a spectre, like him. Pure men, good men, holy men, are the majority of the preachers. I verily believe you could go out haphazard and select any twelve preachers in Chicago, and they would be just as good men as those who walked on earth with our Lord. But they do not draw near to the lives and the hearts of the people, and the newspaper does.

"I cannot speak against the Sunday newspaper. Myself, I do not need it now. But ten years ago, when I was a humble workman, trudging backward and forward with my dinner-pail night and morning, it was a solace, an educator, and a keeper from evil for me. It was almost the only reading and education I had then. It kept me from the card table and the beer gardens. And I know the Sunday paper does far more good than evil."

It will be seen that the Rev. McIntyre has faith in the press as an educator, and the pulpit as well. He is right. When the pulpit places itself, *en rapport* with the great body of the people, it will prove a conquering power; and when the press of the country, concludes that labor, and only labor, is the salvation of the world, and announces the fact, it too will win victories, which, in sweep, and influence for good, will make the morning stars again sing together, and the sons of God shout for joy. The good time is coming boys, and don't you forget it.

ACCORDING to Bradstreet's tables failures are increasing in the United States:

1889, 9 mos—	Failures, 8,334,	liabilities, \$101,755,518
1889, 12 "	" 7,330,	" 83,941,991

If the rate of failures is maintained for the last quarter of 1889, there will be for the year, 11,112 failures, with liabilities of \$135,714,024.

THE Louisville & Nashville Railroad Company is building a coal dock at Pensacola, for the purpose of facilitating the shipment of Alabama coal to the West Indies, which has been going forward for sometime past, and which it is expected will reach 400,000 tons annually.

An improved railroad spike has been invented, and is being used on New York railroads. Its hold upon the wood is said to be fully 75 per cent. stronger than that of the spike now generally in use.

THE price paid by an English woman for a court dress is estimated to be from \$500 to \$750—by an American from \$1,000 to \$1,500—*Exchange*.

When it comes to plumage the American bird always takes the gate-money.

RAILROAD BUILDING.

There are now in the United States, in operation not less than 147,000 miles of railroads. If we estimate the cost of these roads with equipment at \$25,000 a mile they represent a bona fide investment of \$4,915,000,000, and this amount is a close approximation to facts, but when figures are required to show what per cent. earnings are to cost we find that eight billions is nearer the mark than four billions. But such matters do not concern us at this writing, for whether the cost of building railroads in this country, in the average, be \$25,000 or \$50,000 a mile, the work is certain to go forward for many years to come. This being true, locomotive firemen have special interest in the subject, since it creates a certainty for the employment of men as firemen on all the trains.

It is laid down in the books, that for every one hundred miles, twenty locomotives are required, and as a consequence twenty locomotive firemen, and therefore, for all the mileage in the country, 29,400 firemen are constantly employed. Manifestly, there are fully one-fourth of that number of firemen, 7,350 who do extra service, working in the place of others who are from time to time off of duty, so that it is safe to assume, there are now employed in the country, not less than 37,000 locomotive firemen, and the same number of locomotive engineers. Starting from 1830 when there were but twenty-three miles of railroad in operation, the average increase annually has been 2,774 miles, but taking the last decade and the average annual increase has been 6,800

miles, and we are inclined to the opinion that within the next fifty years, the railroad mileage of the country will be double what it is at present, or 294,000 miles in A. D. 1939. The estimate will not be considered extravagant by those who will take the trouble to examine the "map of our country" and note where railroads will be required to meet the demands of inland commerce and the growth of population. From the Mississippi westward railroading is in its infancy. The South needs more railroads, the great central states are not satisfied with their present railroad facilities, and the eastern states are constantly projecting new lines. The outlook, as a matter of employment, is cheering to the locomotive fireman, his services are to be in demand while steam power moves the train, and the grand army of firemen must necessarily increase, rather than diminish, and as a consequence, firemen must be constantly advancing from the scoop to the throttle.

The question of labor-saving machinery which disturbs so many wage-workers, does not create unrest in the ranks of locomotive firemen. No machine can be devised by man's ingenuity to take the place of the locomotive fireman or locomotive engineer, their occupation is beyond the reach of inventions, and the fact is fruitful of felicities. Again, the railroad has come to stay, and hence, viewed from any point of observation, the locomotive fireman true to duty, equal to obligation, has an assurance, that whatever else may come and go, he has a sure thing in the way of work and wages.

BARGAINS.

HE PRESSED a ruby on her lips whose burning blood shone through;
Twin sapphires bound above her eyes, to match their fiery blue;
And, where her hair was parted back, an opal gem he set—
Type of her changing countenance, where all delights were met.

"Will you surrender now," he said, "the ancient grudge you keep
Untiring and unuttered, like murder in the deep?"
"I thank you for the word," she said; "your gems are fair of form,
But when did jewels bind the depths, or splendors still the storm?"

"There is no diamond in the mine, nor pearl beneath the wave,
There is no fretted coronet that soothes a princely grave,
There is nor fate nor empire in the wide infinity,
Can stand in grace and virtue with the gift you had from me."

—Julia Ward Howe.

ESSAYS

DECEMBER, 1889.

SELFISHNESS AND ITS FRUITS.

Humanity, since the creation of the world, has been prone to selfishness. It may be a consequence of the traditional curse, and a result of the struggle for existence thereby entailed on man. It may be but the outward manifestation of a savage trait inherent in the nature of the man himself. Whatever its origin, inherent or acquired, its existence is assured and the history of the world teaches that it has been the cause of wars, pillage and devastation, beyond computation. Man, through ages of progress and development, has been unable to eliminate from his nature all of his earlier propensities.

All governments, however crude, from absolute autocracy, to the most liberal democracy have been instituted to protect man from the selfishness of his neighbor. Armies, navies, courts, civil police and all the great machinery of government are but safeguards erected to protect one portion of humanity from being seized, robbed or annihilated by another portion; to protect the weak against the strong, the industrious from being robbed by the vicious and idle.

Were mankind thoroughly unselfish we would have no need of governments. Each man's conscience would be his neighbors' safeguard.

The christian religion with its grand philosophy has done no more to drive out this trait than did the teachings of Confucius or Brahma, Socrates or the Koran. It has simply changed conditions. Instead of the open pillage of the ancients, the massing of force against force, we have the sly, insidious but equally effective methods of modern civilization. Instead of a Rob Roy we have a Jay Gould; instead of a Captain Kidd we have an Austin Corbin. Instead of the barbarous hordes of Alaric, we are overrun with swarms of ignorant Huns, Bohemians and Italians led by Henry Clews & Co., New York. Instead of checking selfishness christianity but alters the conditions under which it manifests itself, the avaricious "steal the livery of heaven to serve the devil in." The same old spirit of selfishness has just as strong a hold on the human heart now as in the days when earth was young.

Since the advent of the printing press, the utilization of steam and electricity, and the introduction of rapid transit, the race has

advanced more than in all other eras of the world combined. The scattered fragments of the human family are becoming better known to each other. Oceans and continents offer no impediments to intimate association. Difference in language does not hinder communication; education is becoming more universal and diversified, and yet, "'tis true, and pity 'tis, 'tis true," the same spirit that caused Cain to shed his brother's blood, the greed that impelled Pharaoh to plunder Judea, the avarice of the Goths and Vandals are still alive and active in the man of to-day.

Pure and absolute disinterestedness in individuals is a rare commodity. To such a degree has the idea of self taken hold of the public mind in this "practical" age that the individual who shows a disposition to neglect his own interest in working for the general good, to ignore self in an honest endeavor to promote the welfare of a people or class, or who rejects offers of power and preferment as a reward for noble deeds accomplished, is considered a crank or simpleton. Few credit the motive to virtue, or think it possible for the human will to so far overcome the promptings of base desire. Few men can be content with the silent self-consciousness of having done good; they want the world to know and applaud. Fewer still are they who are satisfied with no other recompense than the consciousness of having done good. Still more infinitesimal is the number willing to admit that he who is doing good looks for no greater reward than the consciousness of having done it.

Education, training the will to hold in check the baser urgings of nature, a quickened conscience to discern a true and ineradicable line between right and wrong, justice and injustice, vice and virtue, tyranny and freedom, may raise the individual above self and inspire the heart with noble ambitions.

As governments were instituted to protect nations and individuals from spoliation and hardship, so have organizations of labor sprung up as protecting powers encircling the masses.

The concentration of wealth, the centralization of manufacturing industries, and the formation of capital into large corporations made the organization of labor for its own protection an absolute and pressing necessity. Yet both are unmixed evils, wrong in principle, and inimical to the best interests of the Republic. The birth of each was a public calamity, their tendency is to destroy the equality of the citizens and create class distinctions. Labor, however cannot be charged with the responsibility of having initiated these combines. It was driven to organize in sheer self defense, because of the changed conditions with which combina-

tions of capital had encompassed it, and to lessen in a degree that fierce competition in the struggle for existence which these conditions created. The advent of the corporation having made labor unions necessary, the formation of trusts renders the federation of labor unions of the utmost importance. Local unions may be sectionalized and beaten in detail, whereas a federation embracing all branches of industry would be almost invulnerable.

To my mind, the gravest danger the American workmen have to encounter is the unrestricted influx of ignorant foreigners from the rotting dynasties of the old world. As long as corporations are allowed to import swarms of these creatures to labor in mines, factories and public highways the corporations hold the winning hand. American workers brought into direct competition with these soulless serfs refuse to accept the degrading conditions they are willing to engage under and are crowded out. The men thus driven into idleness spread out to seek employment in other branches of industry and create a pressure all around that has a downward tendency on the rate of wages. The greater the immigration the greater the crowding and cutting of wages and the more bitter the struggle for existence. This invasion does not only threaten the stability of the wage market, it menaces the progress and perpetuity of the Republic also. If proof is needed for this assertion it can be given; at present I have no time to enter into an elaborate exposition of them; meantime I would call attention to conditions prevailing in Pennsylvania, particularly the Russianized system of the Pennsylvania & Reading Coal and Iron Co. Railroad men, of whatever degree, from the section man to the engineer inclusive, do not want to hug the flattering unction to their souls that this jam does not affect them, that the nature of their calling places them above it on a higher plane. Let me ask you what confronts you to day on the Philadelphia & Reading? What conditions led to defeat and disaster on the C., B. & Q.? Why are engineers so anxious to limit promotions to the actual numbers necessary to keep the ranks filled; is it not because they feel this pressure from underneath and endeavor to resist it? I believe so, and I further believe it the duty of true Americans regardless of origin or calling to aid in damming up this stream of immigration before it has completely inundated us from sea to sea.

To come down from "glittering generalities" to living experience, do we not find men on every side of us who are "concentrated all in self." Little souls who have cantoned out to themselves a little Goshen wherein their limited vision sees nothing live, move and have its being but their own

petty individuality. Where the big "I" overshadows contiguous objects and their mental horizon is bounded by the end of their noses. Within their circumscribed circle they declare: "We are sufficient unto ourselves and want no entangling alliances." Who, when their neighbors rose in indignant protest against oppression and robbery, turned a deaf ear and rolled a jaundiced eye to heaven in a pharisaical effervescence of piety saying: "Oh! God we thank thee that we are not like our neighbors!" But, who when harrassed by the enemy themselves called loudly for that assistance and sympathy they had invariably denied to others, yet, after their neighbors had generously responded, and the threatening cloud had spent itself and vanished, these ungrateful bigots withdraw into their seclusion and wrap the cold mantle of imperturbable and silent disdain around their heartless forms.

So be it. I would limit them to their little Goshen and let them rest undisturbed; and teach those who are capable of expansion to pursue the even tenor of their way onward and upward to grander possibilities and higher planes of development.

T. P. O'Rourke.

REMINISCENT.

Less than thirty years ago there were in the United States of America about five millions of chattel (cattle) slaves. As a general thing they were well fed, well clothed and well sheltered, and not overworked. The great mass of them were employed in forests and fields. During all the years while this condition of things existed the Declaration of Independence declared that "all men are created free and equal and are endowed with certain unalienable rights, among which are life, liberty and the pursuit of happiness," and during all the years while chattel slavery existed we pointed to our national flag as the "flag of the free." Poets were inspired as they beheld it, and exclaimed:

"Flag of the free hearts only home,
By angel hands to valor given,"

And

"Tis the star spangled banner, oh, long may it
wave!
O'er the land of the free and the home of the
brave."

Orators were never more successful in winning applause than when pointing to the starry banner, the "flag of the free" and the "flag of the brave." But it was, nevertheless, the flag of a country that held in perpetual bondage millions of human beings reduced to chattels, to be bought and sold as beasts of the fields.

Looking back forty years or less it is not

surprising that there were those who denounced and derided the flag because it waved over millions of slaves. They were denounced as blind zealots who, forgetting the victories under the flag that had made and preserved us a nation, would "unfurl" it and go forth to win emancipation under some other banner, and in 1854 the nation was startled by a poem, widely published and which created intense excitement, and from which we reproduce the following verses:

All hail the flaunting lie.
The stars grow pale and dim,
The stripes are bloody scars,
A lie, the vaunting hymn.
It shields a pirate's deck,
It binds a man in chains,
It yokes the captive's neck
And wipes the bloody stains.

Tear down the flaunting lie—
Half mast the starry flag!
Insult no sunny sky
With Hate's polluted rag,
Destroy it, ye who can,
Deep sink it in the waves;
It bears a fellow man
To groan with fellow slaves.

Enfurl the boasted lie
Till Freedom lives again,
To rule once more in truth
Among untrammelled men!
Roll up the starry sheen;
Conceal its bloody stains,
For in its folds are seen
The stamp of wrestling chains.

Be bold, ye heroes all,
Spurn, spurn, the flaunting lie.
Till peace, and truth, and love
Shall fill the bending sky,
Then floating in the air,
O'er hill, and vale, and sea,
T'will stand forever fair
The emblem of the free.

It is not required to say under what flag victories were won which forever swept away African slavery in America. All know it was the "Star spangled banner." But the question arises, is it now the flag of the free? The question arises, is there a form of slavery in the United States? The question arises, does equality exist where the starry flag symbolizes freedom? Does some one say, why ask such a question? I answer, because borne on every breeze are declarations that in some localities a form of slavery does exist. In the halls of Congress and of Legislatures, and in books and papers we are told of a "labor market," where labor is bought and sold as any other "commodity." The press teems with declarations that under the influence of corporations, trusts, syndicates, monopolies and pools, clouds are looming up in the distance black as a raven's wing, and that a storm is brewing which means the enslavement of the masses or a struggle for freedom such as never before shrouded the world in gloom or made angels weep, and these things are going forward under the old flag.

Is the picture overdrawn? A Congressional committee says Austin Corbin and his confederates have "Russianized" the anthracite coal regions of Pennsylvania. What is it to Russianize a country? What does "Russianized" mean? To Russianize a country, or any section of a country, is to strike liberty and independence dead. A Russianized country is one where liberty does not exist. It may not be chattel slavery. The Russian serfs are no longer bought and sold, but circumstances make them serfs still. The Chinese coolie may not be a chattel, but he is, nevertheless, a slave.

The proposition that labor creates all wealth is well understood; it is axiomatic. In all times past the struggle has been to capture this wealth. In the midst of plenty labor has been clothed in rags, poorly fed and often starved, and made to inhabit shelters that are unfit for beasts. Those who did not labor, having secured the lion's share of the wealth, have used the power wealth confers to degrade the laborer, and as he learned to subsist upon less and less the fortunes of the favored few increased in proportion. This proceeding is now in full operation in the United States of America under the

"Flag of the free heart's only home."

But the schoolmaster has been abroad; books have multiplied; dormant minds have been aroused; the mind forces of the masses are being marshaled and labor is organizing. Happy will it be for America if the vandal march of the money power can be arrested before millions of men impoverished and enraged, shall gaze upon our flag and cry

"Tear down the flaunting lie!"

while they unfurl the red flag of anarchy and repeat with added horror the darkest chapter in the world's history.

B. I. Z.

For the Magazine:

GOOD AND BETTER.

A father sat by the chimney post,
On a winter's day, enjoying a roast.
By his side a maiden young and fair,
A girl with a wealth of golden hair;
And she teased the father, stern and cold,
With a question of duty, trite and old;
"Say, father, what shall a maiden do
When a man of merit comes to woo?
And, father, what of this pain in my breast!
Married or single—which is the best?"

Then the sire of the maiden young and fair,
The girl with the wealth of golden hair,
He answers as ever do fathers cold,
To the question of duty trite and old:
"She who weddeth keeps God's letter;
She who weddeth not, doeth better."
Then meekly answered the maiden fair,
The girl with the wealth of golden hair,
"I will keep the sense of the holy letter,
Content to do WELL without doing BETTER."

Mrs. Mattie Eubank.

MILAN, TENN.

Mechanical

Letters and Papers pertaining to Locomotive running, firing and management and other topics of interest to locomotive engineers and firemen are solicited for this department.

Correspondents are required in all cases to give their real names, not for publication necessarily, but as a guarantee of good faith.

Communications should be plainly written on one side of the paper only, and as brief as possible. No matter should be introduced for illustration or otherwise that does not have a bearing, directly or remotely upon topics of a mechanical character.

Contributions to this departments should reach the Editor not later than the eighth day of each month to insure publication in the next ensuing number, and should be addressed to

MECHANICAL DEPARTMENT,

Locomotive Firemen's Magazine,

TERRE HAUTE IND.

DECEMBER, 1889.

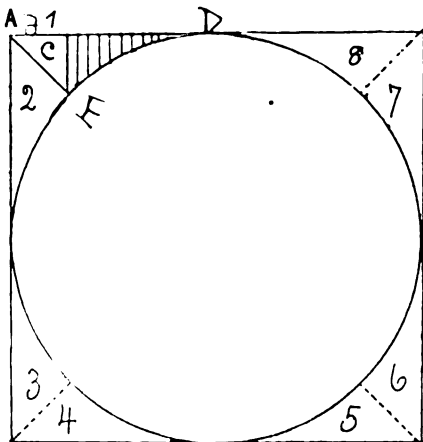
Review of November Magazine.

The advance sheets of the November *Magazine* are at hand, and with your permission I will answer the direct question

MEASURING "How to measure the corners
CORNERS LEFT put to me by Martin Lorton,
OUTSIDE OF a square outside a circle." I
CIRCLES. presume, of course, that he
alludes to a circle having the
same diameter as the sides of the square are
in length. There are several ways in which
these odd-shaped corners can be measured,
but probably the easiest way to do it is to
divide each corner into two equal pieces,
thus forming eight pieces in all, and each of
the pieces having the same shape and size.
Below please find a square $2\frac{1}{2}$ inches on each

side, with a circle of $2\frac{1}{2}$ inches drawn within it. At the corner marked A I have marked the piece 1 for measurement, and show that by dividing each corner we will have eight equal pieces, so that having obtained the size of one we need only multiply by eight to get the area of all the corners left outside of the circle. The piece 1 has a right-angled triangle at the end nearest the corner, and its area is found by multiplying the length of its two right-angle sides, B and C together, and taking one-half of the product as the result. The piece between the line C and the center of top D is not a true triangle, as the circle line does not run direct from the point E to D, but encroaches on the angle. To get the size of this piece, a number of measurements must be taken in the direction of the lines from the side of the square to the circle. These measurements must be taken at equal distances apart; (the more of them the more exact will be the measurement) the sums of these measures are taken and then divided by the number of measures, thus obtaining a general average for the whole distance, which is then multiplied by the distance from the line C to the point D. The final result added to the area of the triangle first found, and then multiplied by 8 will give the area of all the pieces.

HORSEPOWER Mr. L. A. Wilson, who has
IN several articles in the November
ENGINE. *Magazine*, signs himself our
friend, and as such we welcome
him, even if he is not a B. of L. E. nor B. of L. F. man, but belongs to the army of M. D.'s who are ever ready to lend a helping hand to poor humanity. Mr. Wilson goes for me for quoting Cunningham's short rule for calculating horsepower, and wondering whether it were true, and how the result was as approximately correct as it appeared to be in comparison with other much longer rules. It did not enter into my mind to doubt that there was a certain quantity of power developed, and that it was possible to make calculations to determine the amount, when the size of piston, length of stroke and their number, and the pressure on the piston are given. Dr. Wilson says "that I will be a good deal older before I know that said rule is correct." I have tested Cunningham's rule with others and find it is correct in the sizes given, but could not understand or explain how the simple multiplication of the diameter by the stroke, (with an assumed pressure of 100 pounds and a speed of 100 revolutions per minute) and the division of the product by 4 should give the approximate horsepower. (On taking a cylinder 20 inches in diameter by 24 inch stroke, with an assumed pressure and speed of 100 pounds, Cunningham's rule falls a little short of the longer rules, but still its simplicity commends itself, for by Cunn-



ham's rule it takes only eleven figures to do the sum, while the other methods take over fifty figures. But it seems that Grimshaw's and all other rules, as laid down by the "philosophies" of the past, are not satisfactory to the "Doctor," and he goes on to make distinctions between gross, net and actual horsepower. I would respectfully suggest that the amount of power developed by an engine, whether it be expended in overcoming friction or doing effective work, is the gross, or actual power, while the net horsepower is the amount of power that is really available for *useful work*. Therefore, I would agree, that actual and gross mean the same thing in the sense in which the words are used by Grimshaw and "Philadelphian." The "Doctor" then says he does not believe that "Philadelphian" can get a maximum pressure of 80 pounds when the boiler pressure is 120. Diagrams of recent tests made go to prove that the maximum, or the highest pressure delivered to the piston from the boiler (with the throttle well opened so as to allow a free flow to the steam) does not fall more than from fifteen to twenty pounds below boiler pressure. The diagrams above alluded to show that with a boiler pressure of 142, 139, 131, 122 and 130 pounds, the maximum piston pressure was 121, 121, 114, 103 and 116 pounds. "Philadelphian" was wrong in calculating the horsepower with the maximum pressure as a factor, for in the diagrams above alluded to, the mean effective or average pressure was only 54, 48, 54, 42 and 47 pounds, owing, of course, to the point at which steam was cut off. In calculating the horsepower, the average, or mean effective pressure should be used, and is used by Grimshaw, and is correct. But the "Doctor" says the rules are not satisfactory to him, "because they *suppose* they have so much pressure when my *suppose* is they don't have it," and quotes Mr. Church as saying that "engine builders had *agreed* to call it 40 pounds." Doctor Wilson finds fault with the words "supposed" and "agreed," yet he also uses the words "*my suppose is they don't have it,*" and gives us not the slightest reason for supposing so. The average steam pressure on a piston is not a matter of supposition any more than the temperature of a fever patient in the hands of an experienced physician, for appliances are at hand which will just as readily indicate one as the other, and leave nothing open to guesswork; hence I can not see on what grounds the "Doctor" hopes to prove that "they don't have it." Of course we shall be pleased to have information on points which have not been explained by these steam experts, but hope that the "Doctor" will back them up with facts which can not be controverted.

The "Doctor" then finds fault with the accepted standard of 33,000 foot-pounds per

minute as defining a horsepower. While it is true that 33,000 foot-pounds is rather more than the best horse could furnish, it must be admitted that it would be a great deal easier to compute horsepower by the standard 33,000, than to go through the "Doctor's" formula of supposing a horse to travel two and one-half miles per hour, or 220 feet per minute, and to pull 150 pounds, which later, he claims should be the proper factor. No one will doubt that 220 feet by 150 pounds constitute 33,000 foot-pounds, and equals a horsepower, but as the "Doctor" aims to conform to the old standard, and only has a different way of expressing it, I am afraid that the "old horse" will not yet dwindle into a "Shetland." While we all would like to understand all about the subject of steam, I dare to express a hope that the "Doctor" will never "get through with that subject" if there is not "enough of steam to blow the whistle" to be left over, because we should hate to be "stuck for steam on the road," and no other motive power is sufficiently advanced and developed to take the place of steam.

TRACTION. Dr. Wilson also submits some questions on traction which he would like to have answered. I do not believe there is a car weighing 30,000 pounds and having a load of 40,000 pounds on it, which would start under the action of gravity alone on a grade of 1 foot in 293, as Dr. Wilson puts it. Some cars might keep moving if once started, but hardly any would start from a state of rest.

In answer to No. 1, I will say that it has been found by experiments with Dinagraph cars run with express trains, that a train weighing 250 tons required a pull of 12,000 pounds to start it, while it only took a pull of 3,000 pounds to keep it going and to get it into a speed of fifty miles per hour at the fifth mile. The "Doctor's" thirty-five ton car would thus need 1,680 pounds to start it, while 420 pounds would keep it moving and accelerate its speed up to 50 miles per hour, but the "Doctor" does not wish to go so fast, so, according to tables which can only claim to be approximately correct because of the widely different conditions of cars and track, we find that the train resistance at a speed of five miles per hour is put at 6.1 pounds per ton on a level track, this would be 213½ pounds for the "Doctor's" thirty-five ton car, but if we reduce speed to two and a half miles it would probably require only 110 pounds to keep the car moving. It is self evident that a weight of 110 pounds quietly hung on the pulley rope would have no effect on starting that car, and that it would probably take four times that weight to overcome the inertia of the mass.

2d. As it ever takes an equal power to perform a certain amount of work, so a car

started by gravity or by a weight over a pulley, must receive the same amount of power to start it.

3d. The train resistance is placed at 6.1 on a level, and at about 12.7 on a grade of eighteen feet to the mile with a speed of five miles. It therefore seems to take more than twice the weight to start and keep a car moving up an incline of eighteen feet to the mile than it does on the level.

4th. As before stated, a force of one-fourth as much as that which starts it, will be more than enough to keep it moving at two and a half miles per hour.

To sum up the whole matter, the resistance due to a grade of eighteen feet to the mile is slightly greater than the amount of power required to move the car on a level, hence a car should start on an eighteen foot grade, but friction of journals will probably take up all the spare power, and the car will stand still, and thus in fact cut off further calculations on the subject.

I hope the "Doctor" will let us hear from him again, but beg him not to altogether knock steam out before we have a good substitute.

Vulcan.

Pumps vs. Injectors.

The last decade has brought about a great change in the water supply of locomotives, or rather, in the machinery used to force the water into the boiler. Pumps seemed to be in universal use to supply the boilers on the road, most all engines however being furnished with small injectors, for use when laid up in the house or in switches, but many of these were unreliable, and would not work except by a series of coaxing and trials, which made a person who had much work with them, feel very tired and long for a rest. The change at last came, and a number of improved Mack's injectors were introduced, but while their advent was hailed with joy by some, many of the "old timers" still adhered to their first love, and said, "Give me a good pump." On being asked for the reason of their preference they would assert, that their engines would steam better with the pump than with the injector. Upon investigation it was found that they generally used the injector to its full capacity, thus throwing more water than was needed, and reducing steam pressure. Whenever the engineer used the water-ran in a proper manner, there seemed to be no difficulty in obtaining steam, when the injector was used, if they would steam at all with the pump. Instances have been observed, where engineers tried to regulate the amount of water by the steam-valve of the injector. That this is an error any one carefully observing the working of an injector can demonstrate for himself for to insure steady work in an injector, the

amount of water and steam commingled, must be in proportion to each other, for instance, if an injector is at work smoothly and the admission of water is decreased from any cause, steam which cannot find its proper volume of water, will escape at the overflow, and again, if the flow of water be increased, water will appear at the overflow, and an increased admission of steam will be needed to "take up" the surplus water. Even some of the most prejudiced engineers have been convinced by months of work with them, that injectors are better than pumps, especially so, since so many of the Monitor injectors have been introduced. In one respect only does it appear that a well adjusted pump has any advantage over an injector, and this is that a pump will throw a given quantity of water with every stroke. Now, if this quantity of water is sufficient to furnish the cylinders the requisite steam for its revolution, an equilibrium is preserved, the supply equals the demand. In practice, however, it was difficult to find a locomotive so adjusted, or if so adjusted under some speeds, she would not keep the adjustment when driven faster or slower. This same difficulty, however, also occurs with some of the Mack injectors in heavy freight service. While at certain speeds these Macks will keep up the supply, at other, faster speeds, they will not. For instance: Let me take a heavy train up a six mile grade of about sixty feet to the mile, in twenty-four minutes. The injector has to be used to its full capacity, and I may have a flutter in the top gauge, but if I run it in twenty minutes or less I will not have near as much water, even if the throttle and reverse lever have occupied the same positions as in the first instance. The reason why is simple; an injector will throw a given quantity of water in a given time, and if the time between stations is not long enough, as a result, the boiler will not have received its supply. If it were possible to pull the heavy train alluded to up this six-mile grade in ten minutes, even with the throttle and reverse lever in the same position as at first, we would find that the injector having had only one-half its usual time, had failed to put in a sufficient supply for safety. I have made these comparisons and jotted down these thoughts from some recent experiences with a Mack injector, and hope they may serve to point a lesson to some, who are bothered with injectors not fully adequate to supply the demands of the engine under all circumstances. In order to secure a safe supply of water at times, I have been obliged to reduce speed in order to give the injector a little longer time to work, and thus fill up the boiler.

The Pullman Palace Car Co. is so crowded with business that it has been compelled during the past month to decline contracts for 2,000 cars.

Instruction Car.

MR. EDITOR:—After a long absence I once more come in sight of the station and, with a blast of the whistle to announce my coming, make preparation to stop in time for the December *Magazine*.

My theme in this instance is a new one to me, and I write of something of which, a month ago, I was in total ignorance.

The Westinghouse Instruction Car, No. 1, in its tour of the west and southwest, tarried for a period of twenty days on this, the G., C. & Santa Fé Railway for the purpose of enlightening the employés of this system on that generally poorly understood appliance, the Westinghouse automatic air brake.

Prof. W. J. Hartman and his two assistants worked diligently during the entire stay at this point, and seemed to take great pleasure in explaining all points of interest and doubt, soliciting inquiry from all on points not thoroughly understood, and giving such lucid explanation and comprehensive descriptions that none could fail to profit thereby.

And now, before proceeding farther, it might be well to announce to the readers of this department that Prof. Hartman is no stranger to us, but that he once mingled with us in the dear old Mechanical Department, but under his guise, we know him not, but I have his permission to introduce him as he is, to the readers and I am somewhat inclined to think that some of those who were engaged with him in a little controversy on the subject of air-brakes and air-pumps, will be not a little taken back at the remembrance of their temerity in discussing the point in question.

Prof. Hartman is none other than "Poly—" the abbreviation of Polytechnic, for at the time of his correspondence Mr. Hartman was connected with a polytechnic school, which position he held for upwards of two years, but his knowledge is not all theoretical, on the contrary, he commenced as a locomotive fireman on the Vandavia line, where he exerted himself to his utmost to master the machine on which he was employed. Success crowned his efforts and in a few years he found himself, one fine day, a locomotive engineer, which position he held for a number of years, doing excellent service and rapidly acquiring an extensive knowledge of mechanics in general, never despairing in the search, never satisfied to let things rest on knowing that a fact was a fact—he must investigate the causes and learn through all the relative details, why it was a fact, and thus he continued to climb step by step until he discovered a larger and more lucrative field for research, at least in the acquirement of knowledge, and there he turned his attention. Success here again crowned his efforts and at the time he became a contributor to the columns

of the *Magazine* he was, as before stated, connected with a school of polytechnics. Here also a new field opened up a more extensive view—the air-brake—and with that tenacity which had carried him through so far he waded in, waist deep, and planted his battery so as to cover the walls of the topic and proceeded to besiege the fort in good earnest. That the same success crowned his efforts in this line is amply vouched for in the position he now holds in the employ of the Westinghouse Air-brake Co., and from the foregoing, we may safely infer that "Poly—" was right in his assertions regarding air-brakes and pumps and that others were wrong. I, at least, had long ago come to this conclusion from the arguments advanced and my own investigation.

And now to the car; it was most thoroughly equipped, having an upright boiler in one corner, large enough for all purposes, an electric light engine opposite, a new style Westinghouse air-pump, eight-inch steam cylinder and 7½ inch air cylinder, by which the air can be pumped up to boiler pressure, and with no leaks and everything new, a few pounds over, a double row of brake cylinders and auxiliary reservoirs along the center of the car placed in an upright position, representing a train of thirty freight cars all equipped with the new quick acting triple-valve, the use of which was thoroughly explained and instructions to use it only as an emergency stop when compelled by surrounding circumstances, to stand them on end if necessary in order to prevent something worse: the new and the old styles of engineers' valves were exhibited and the difference shown, the advantage of the new and automatic valve over the old style valve, or as is usually termed three-way cock, was fully explained, and should strike every one as being a feature worthy of note, and also why the new automatic valve or three-way cock should supersede the old, on all roads.

The triple valve was cut open giving a sectional view of it and a stem connecting it to the triple in use, or as it was termed the live triple, by which means the sectional view was caused to act exactly as the triple in use does in the application and release of brakes, all of which proved quite interesting and instructive and brought to light the fact that the number of men who are handling air every day and understand its action are indeed few as compared to the number who do not know anything except to turn the valve to apply and release brakes.

The question was taken up at the very beginning and discussed in detail, beginning with the pump as the air enters by atmospheric pressure, as the air piston plays back and forth in the cylinder by which it is forced out of the cylinder, by the discharge valve, from thence to the main reservoir

and then through all its sinuous course through the engineer's valve to train pipe from train pipe through triple into auxiliary reservoir back through triple and into brake cylinder, where it demonstrates its usefulness, from there out again by way of the triple to its native element, the atmosphere, where it wends its way with a long drawn sigh of relief and satisfaction at the part it has just performed.

Other topics were discussed and explained; the relief spring, the pressure cock, sectional view of engineer's valve, quick action and ordinary action, how to cut out, how to bleed and many other minor details, altogether almost enough to make a man stand appalled at the research and ingenuity required to bring out this wonderful and useful apparatus used so extensively and understood by so few. It seems that instruction cars should be more abundant or some other means of obtaining this most valuable information be within easy access for the purpose of giving the rising generation a chance to become proficient in the use of automatic air, that each and every one whose duty it will be to handle it in any way, whether to apply or repair, might himself become a professor in that line, able to come to the stand and deliver a lecture on the topic with precision and ease.

And now, Mr. Editor, as I am night-hawking again at this point, 100 miles south of my old night-hawk grounds, and time approaches for my labors to begin, I turn the valve to take up the slack of train and as I feel the effect, I turn again reducing my train pipe pressure one-third, my brakes are full set, I release my brakes and get down to see if any damage has been done any place, but more especially to an

Eccentric Strap.

[The *Magazine* feels a generous pride in the great success that has attended the career of Mr. W. J. Hartman. We know him well. He is emphatically a self-made man, and his steady advancement from the position of locomotive fireman, is due to his indefatigable industry and indomitable will, in which regards, he is a splendid example to firemen everywhere who are ambitious to better their condition. We are glad to have an opportunity to make the readers of the *Magazine* familiar with Mr. Hartman's work and advancement, as is contained in the foregoing letter from our esteemed correspondent, "Eccentric Strap."—ED. MAGAZINE.

LEHIGH, I. T., October 22, 1889.

MR. EDITOR:—I was reading in the August *Magazine* how to find the tractive power of a locomotive. "F. T." in answer to L. H. Evans tells how to do it and I can make the engine I am firing (by his figures) pull only

fifty-three twenty-ton cars on a straight and level track, but with 150 lbs. of steam she has pulled thirty-nine twenty-ton cars up a sixty foot grade at about fifteen miles per hour. I wish "F. T." would explain that for me; the engine is a 19 inch cylinder, 24-inch stroke, with 52-inch drivers, the weight of engine is fifty tons. If "F. T." or some else will answer this I will be greatly obliged.
Fireman.

Wants to Put the Locomotive Behind.

An inventor hailing from Kansas City has made all arrangements for placing the locomotive at the hind end of every passenger train instead of leading the way as at present. The advantages this inventor is prepared to offer to the railroad companies that adopt his plan is, the removing of the annoyance from cinders and smoke that is now inflicted upon passengers. He proposes to fit up an apparatus in the front of each train which will, by means of electrical connections, enable an operator to handle the engine behind as promptly as if his hands were there to grasp the throttle lever, the reverse lever and other connections. We have heard before of proposals to remove the locomotive to the back end of the train, but we never saw so many provisions made to overcome the most apparent objections to the scheme. The Kansas City inventor is prepared to give all the advantages the existing system gives of the engineer being in a prominent place to perceive urgent need for stopping quickly, but there are some dangers from having the locomotive behind which he has not provided against. In nearly all foreign countries and in several of our States there are laws that prohibit the use of a locomotive behind a train. Such laws were enacted as measures of safety, because experience had demonstrated that a locomotive pushing a train was apt to act as a destructive battering ram on the cars in case of anything happening to derail the forward cars. There are several other disadvantages connected with having the locomotive behind the train that we need not point out, because it is never likely to go there.

The proper remedy for the smoke and cinder in the eye nuisance is the exercise of more care in preventing them from annoying passengers when the engine is in front. When those responsible for the running of locomotives make intelligent and sensible efforts to have the engines operated in a cleanly fashion, the people have no reason to complain of smoke and cinders.—*National Car and Locomotive Builder.*

THE Illinois Central shops at McComb, Miss., are building two switching engines, one to be used at New Orleans and the other at Clinton, Ia.

How much Steam is used in a 10x16 Engine, 200 Revolutions per Minute?

It is not my purpose in this article to discuss how steam is made; nor its cost or composition; but to examine some of its properties and effects that may become apparent to any one, who will use common sense to acquire knowledge, laying aside all prejudice, and what they know is so, because somebody has told them it was that way.

Now, I don't ask you, or any of your readers, to believe what I say, just because I said it, but take the *rule of common sense*, lay it down by what I say, and if my sayings don't fill the measure, then reject them, as not worthy of attention.

Now, how much steam is used in any engine? *Certainly not more than you can make; you may use less than you could make.*

Let us then see how much can be made. We have taken an engine 10x16 to illustrate what we have to say, and it must be in motion making 200 revolutions per minute. In this paper we will not consider the starting point. A boiler to correspond with the engine, we will suppose to be twelve feet long and three feet in diameter. Such a boiler contains about 146,575 cubic inches; and the space above the second water-gauge, which is the steam space in the boiler, including the dome, is about $\frac{1}{10}$ as much as the whole boiler. Then for steam space we have 14,658 cubic inches. Let us say this space can be filled with steam at 140 pounds pressure, in fifteen minutes, and if exhausted could be replenished every succeeding fifteen minutes, throughout the day. Then you can have 14,658 cubic inches of steam, at 140 pounds pressure, to use every fifteen minutes, 977 cubic inches for every minute or 16.3 cubic inches every second. Now, the Brotherhood of Locomotive Firemen can test this and know for themselves, how much steam they can make in one, or fifteen minutes. Sometime when your steam is down ten or twenty pounds less than you usually carry, and you are at a stand still, note the time carefully, that it will take to raise the ten or twenty pounds. If you can make ten pounds per minute, then you can fill your boiler full, in fourteen minutes, at 140 pounds. Therefore, you can have a boiler full for use every fourteen minutes at 140 pounds pressure, or at 150 pounds every fifteen minutes, etc.

Now a 10x16 cylinder contains 1256.64 cubic inches. Let us say the cut off is at half stroke, with 200 revolutions per minute, the piston speed is 533 feet per minute. Then suppose, while the port is open during the half stroke, the cylinder is filled to that point (half full) with steam at the same pressure that it is in the boiler, and it must be to get the average pressure in the cylinder

that is claimed to be there. Then the cylinder must be filled once, with steam at boiler pressure, every turn using 1,256.64 cubic inches of steam, consequently, the cylinder must be filled 200 times every minute. Then $1256.64 \times 200 = 251,328$ cubic inches of steam is required for every minute's work, but we only have 14,658 cubic inches for fifteen minute's work. Now divide 251,328, the amount required every minute by sixty, and the quotient is 4188.8 cubic inches for one second. Then divide what the boiler contains, by what is required for one second, and we have $14,658 \div 4188.8 = 3.5$ seconds nearly, and the steam is all gone. Now, what are you going to do for the next fourteen minutes and 56.5 seconds for steam to run on while you make the next supply?

Now, if it takes fifteen minutes to make a boiler full of steam it must last fifteen minutes. How much then can we use every time the port is opened? These remarks are only applicable to the stationary engine, with a good governor. The ports are opened 400 times per minute, then $400 \times 15 = 6,000$ times in 15 minutes.

Now, divide the number of cubic inches of steam space in the boiler by 6,000, we have $14,658 \div 6,000 = 2.443$ cubic inches to fill half the cylinder containing 628.34 cubic inches of space; therefore if the other half of the cylinder is filled, it must be by the expansion of this, less than $2\frac{1}{2}$ cubic inches of steam.

But when it must expand 257 times its volume to fill half the cylinder, how much expansive force is left to drive the piston head through the other half of the stroke? As there is a great deal of force attributed to the expansive power of steam, let us examine it from a common sense stand point.

Quackenboss, in his Philosophy, says "one cubic inch of water will make about 1,700 cubic inches of steam." Other writers say about the same thing, and this is what you all swear by. He makes the conditions for his experiment, thus: "Take a tube one inch square by 1,700 inches long, fit in a sliding or piston head, close fitting, but easily moved, put in one inch of water, and let the piston head rest on the water." Then there is no air to interfere with the experiment except what is contained in the water. Now counterbalance the weight of the piston head, and the pressure of the atmosphere or gravity, so that the slightest additional force will raise the piston. Then apply heat, and when the water is all converted into steam, the piston-head will have been raised nearly 1,700 inches." This is steam expanded to its utmost limit in a vacuum, or with the least imaginable pressure. Then he says "take off the counter balance, and add fifteen pounds pressure, and the volume of steam will be reduced to

about one-half or 850 cubic inches. Then add another fifteen pounds, three atmospheres, or forty-five pounds pressure, and it is reduced to about one-third or 557 cubic inches, etc." Here Quackenboss stops, and what his etc. means is a little obscure; but it seems to mean add another fifteen pounds, which is sixty pounds pressure, would reduce it to one-fourth or 425 cubic inches. Then a pressure of five atmospheres, would reduce it to one-fifth, six to one sixth, and when we have $9\frac{1}{2}$ atmospheres' pressure we have 140 pounds, and the volume of steam is $1,700 \div 9\frac{1}{2} = 182$ cubic inches. But Forney's tables for steam, make the volume, at 140 pounds pressure, 179 cubic inches, three inches less than I make it from Quackenboss' experiment. But another writer says "nineteen cubic inches of water will make 20 feet of steam, or one-horse power, using up one-fourth pound of coal." He does not say what pressure his steam will have, but twenty cubic feet, reduced to cubic inches, is 34,560; this divided by nineteen, gives for every inch of water 1,819 cubic inches of steam. Hence it has neither pressure nor power if Quackenboss and Forney are right. Hence, we see from the conclusions of the above experiments that steam at 140 pounds pressure, will expand in a vacuum about $9\frac{1}{2}$ times; that is, one cubic inch of steam will expand to $9\frac{1}{2}$ cubic inches, having neither pressure nor force, which would make a cubic block of a little over two inches.

Therefore, steam is not so *expansive* as you heard it was; but still remains just as *expensive* as ever.

Again, how fast will steam pass through the throttle from the boiler to the cylinder?

Let us suppose it will move at the rate of sixty miles per hour, one mile per minute, eighty-eight feet per second. A mile is 5,280 feet, equal to 63,360 inches. Then $63,360 \div 60 = 1,056$ inches per second. Now suppose there is a hole one-sixth of an inch square through which the steam can pass from boiler to cylinder and that the volume moves through at the rate of 1,056 inches in a second; then, as there are thirty six squares of one-sixth of an inch in every square inch, it will take a column thirty-six inches long to make one cubic inch. Now, $1,056 \div 36 = 29\frac{1}{3}$ cubic inches that would pass every second. But the engine makes $3\frac{1}{2}$ revolutions every second, hence the ports are opened $6\frac{1}{2}$ times every second. As the ports are opened only half the time, the amount of steam that would get into the cylinder is found thus: $29\frac{1}{3} \div 6\frac{1}{2} \div 2 = 2.2$ cubic inches gets into the cylinder every time the port is opened or 4.4 cubic inches for every revolution of the engine, which is a little less than we found by the other method, therefore there would be a little steam left on hand or the opening could be a little larger. But if steam will pass through faster

than sixty miles per hour, your space through the throttle must be less than one-sixth of an inch square, for you have no steam to spare to make it larger. And if the throttle is larger, then steam must move slower than sixty miles per hour.

We found by using 2,443 cubic inches every time the port was opened would consume a boiler full of steam every fifteen minutes. Now multiply the number of times the port is opened by 2.2 we have $6,000 \times 2.2 = 13,200$ cubic inches, only a little less than the boiler capacity; the overplus would only last about 99 seconds. Now as this 2.2 cubic inches of steam will only expand $9\frac{1}{2}$ times at 140 pounds pressure, how much pressure have you against the piston, when the space to be filled is 628 cubic inches when the steam is cut off, and 1,256 cubic inches when it is at the end of stroke and when you have only $20\frac{1}{2}$ cubic inches to fill it, when expanded to its utmost in a vacuum?

Again, if the cylinder could be filled to the cut-off at one-half stroke, with the steam at boiler pressure, then expand to twice the volume at the end of the stroke; and it must be this, or more, if you have an average pressure of $\frac{1}{2}$ boiler pressure in the cylinder. Now, your cylinder is full of steam at $\frac{1}{2}$ boiler pressure, the piston is ready to start back, the throttle is open, 140 pounds pressure rushing in to drive it back, 70 pounds on the other side to keep it from going back. Now, if it takes 140 pounds pressure to force that amount of steam into the cylinder through a 2 $\frac{1}{2}$ -inch pipe and into a vacuum, how much force will it take to force it out of a 3-inch pipe against 15 pounds atmospheric pressure?

This would be like trying to work a water-wheel under water.

Now let us take a few outside observations. First look at the top of the escape pipe. What comes out there? A cylinder full of steam at 70 pounds pressure? No, only a little hatful of smoke. Then, when you are stopped and a big fire is in the furnace, pretty soon the escape valve flies open, the steam escapes faster than it is generated, and soon the valve is closed with a snap, therefore the question arises, how large is the vent by which the steam escapes? When thus escaping it rises up in a column of smoke or vapor. And does not this volume of vapor represent the amount of steam that is escaping? "Yes, sir," you say. Very well, then the greater the amount of steam that escapes, the larger will be the volume of smoke or vapor.

Again, suppose we make a hole in the boiler $\frac{1}{2}$ inch square, and after you have steamed up, this is thrown wide open, steam rushes out at the rate of one mile per minute. How long will it take for a boiler full of steam to escape? Divide 63,360 inches,

the rate of travel per minute, by 16, the number of $\frac{1}{4}$ inch squares contained in a square inch, which gives 3,960 cubic inches that would escape in one minute. Then divide the number of cubic inches of steam contained in the boiler by the amount that escapes in one minute, this will show how long it will take to exhaust the boiler. Thus, $14,658 : 3,960 = 3$ minutes and 42 seconds, and your steam is all gone. But, I hear some of you say, "the steam could not all escape through so small a hole in so short a time." Perhaps you are right, for as the steam becomes exhausted, the pressure is less, the rate of travel would become slower, and in a practical test, the steam would be generating during these 4 minutes, and perhaps the rate of travel is less than 60 miles an hour, all these things considered, practically it would take more than 4 minutes. But if a volume of steam through $\frac{1}{4}$ inch hole was kept up at the rate of one mile per minute, a boiler full of steam would escape in less than 4 minutes.

One more illustration. Let us take two tanks, each having a capacity of 14,658 cubic inches, and a pipe running water into them that would fill them in just 15 minutes, and that we had a cup that had a capacity of 2.443 cubic inches. Now, we have one tank full, shut off the water and turn it into the other one that is empty. Now, let us take out a cupful every time the port is opened, then in 15 minutes the tank would be empty and the other one full, thus alternating, you could continue all day and have a supply of water on hand. Or, when one is full, commence dipping out as above stated, and allow the water to continue to run in so as to fill the tank every 15 minutes, and the tank will remain full, as the boiler does with the steam. Now, when steam escapes into the air and passes off in a fog, and the greater the amount of steam that gets out the larger is the volume of fog. Now, turn your whistle loose, let her scream for all she is worth, and don't you make as large a fog as when the steam is blowing off at the escape? Don't you make twice as much fog as comes out of the escape pipe when the machinery is running? Then tell me how long you can whistle before you become out of breath (steam)?

Enough for this time. But there is "more to follow," and it is "better further on."

ARGENTA, ARK.

L. A. Wilson.

The shops of the Denver, Ft. Worth & Texas Railroad are situated about a mile from the city of Denver. They consist of a round house, machine shop and blacksmith shop—all built of stone. At present they are being somewhat enlarged, and when completed the main shop will be 60x120 feet. The blacksmith shop is 40x80 feet. About 200 men are employed. The shops are heated by steam. An order for about \$25,000 worth of machinery for the machine shops has been placed with Messrs. William Sellers & Co., of Philadelphia.

Is it an Answer to A. H. Tucker's Question?

MR. EDITOR:—In the October number of the *Magazine* Mr. Lockwood presents what he alleges to be an answer to a question regarding a locomotive of the Shaw type. If Mr. L. had not captioned his article as he did I do not believe anyone would have suspected that it contained anything relative to my question at all.

I did not ask how the 300 pounds of weight supported by each pin could balance when the pins were on the centres. Everybody knows they would, and Mr. Lockwood's former statements do not conflict with that idea, for he insists that the centres of both pins in that position are at rest. Before going any farther I wish to state that I am not trying to dispute the perfect balance of the Shaw engine. What I contend for is, that one weight moving at 75 miles per hour, and a duplicate weight moving 25 miles per hour, can not balance; and Mr. Lockwood has made it appear still more impossible for them to balance by declaring that the cross-head connected to the top pin is moving, while the one connected to the lower pin is standing still. Here we have the momentum of the moving cross head acting with the more rapidly moving weight. Now, Mr. Lockwood, 300 pounds moving 75 miles per hour can never balance a duplicate weight moving 25 miles per hour, and you know it. It may be compromising your dignity as an expounder of "correct mechanical principles" to admit it, and therefore I will not insist on your doing so, but I would like to have the writers for this department in their next communications append their opinions as to whether Mr. Lockwood, in the October number, has given a fair answer to my question.

A. H. Tucker.

CHILLICOTHE, MO.

WILLIAMSBURG, VA., Nov. 6, 1889.

MR. EDITOR:—Reading "Dirigo's" reply to H. G. Prout, in last month's *Magazine* brings to my mind a night in 1854, when I worked a heavy freight train over a hundred miles of very hilly country without a throttle vale. I lost it by reversing suddenly with throttle shut down. It worked on a face similar to a slide valve, only perpendicular, and was held in place by a spring plate fastened at one end and doubled round the back. I had just started on a down run of eighteen miles without steam when I saw a station red light signal. I whistled and reversed only for a moment, when I got "all clear," threw her forward and she bounded; nearly a hundred and forty pounds of steam and all on the steam chests. I reduced steam as quickly as possible and kept the lever swinging back and forward over the

center. Three of the banks I had to run down aggregated forty-two miles, with a few smaller ones. My engine was a 18x24 cylinder, running 140 pounds of steam. I had to keep my lever swinging most of the time, and neither myself nor the engine was any the worse. Now, what about the 19,000 pounds on the slide valve? I did not feel it, and she did not try to pitch me out of the window as some objectors to full throttle expect.

Yours respectfully,
William Gore.

MR. EDITOR:—I have clipped the following query and answer from a recent number of the *Scientific American*:

W. M. A. asks: Do you consider the valve motion commonly used on locomotives a direct valve motion? A. Yes; a direct valve motion. The shifting or stationary link does not change the direct action of the eccentric. The old rock shaft valve gear was an indirect valve motion.

The foregoing is respectfully submitted to the readers of the *Mechanical Department* for their views as to the correctness of the answer given.

"Agin the Railroads."

We are indebted to Mr. E. C. Kinney, of the Union Pacific Railway, for the following concise but lucid explanation of the source of many of the granger railway difficulties, which is cut from a letter of an aggrieved resident to the *Madisonian*:

"For some weeks past my dog has been in the habit of sicking himself unto the cars as they sped past my place, and he never harmed no one one by so doing, nor never would, as I have known him from a child, being peaceful and fond of young children and awful from the butcher's shop, or would set up and beg or ask for what he requested at any time. When he would run at the train he would act savage, but still would never injure the train by word or deed if I had a hundred trains wizzing past my place I know he would not harm any of them by night or day, but what does the fireman on the Manitoba Madison Northern Utah Railroad do but urge my dog to a high rate of speed and whistle to him to get him close, and then pelt him with wood or coal, or squirt hot water on him, which he tells me, in a bilthe and gay tone, that makes me hot, he does to take the bark of my dog. That is what makes me halt the railroad—and that is not all by a longchock for yesterday they miled my dog and got him in front of the engine when they pulled her wide open and squashed my dog in a way that hurts the rode, and causes it to be looked at askance by every thinking taxpayer and mother. Why will we submit? And also they have killed one child, as they claim by mistake, for which they paid \$50, which is no price at all for a child as children goes, and is almost like flinnin' a child in the rode. I say fy on such a rode as that, with its sandwiches, which has just a thin rim of ham around the alge, so's when you lock your teeth into it you get left, and the rode has got your money and your name is Dennis, as we say here. Fy on the whole thing is what I say, and I wish you'd print it for I don't care who knows it.—*Engineering News*.

The Chattanooga, Rome & Columbus Railroad Co. will rebuild their machine shops at Chattanooga, Tenn., recently destroyed by fire.

Shop Notes.

It is reported that the Texas Central Railroad Company will move their machine shops and round house from Corsicana to Houston.

The Burlington & Missouri River Road will build during the present year repair shops at McCook, Neb., to cost \$40,000, and which will give employment to from 800 to 1,000 men.

The Louisville, St. Louis & Texas Railroad Co. will rebuild their machine shops recently burned at Henderson, at Cloverport, Ky. The citizens raised a bonus of \$20,000 to secure the shops.

The Toledo, St. Louis & Kansas City Railroad Co. is making plans for new shops covering 50,000 square feet of ground, to be located either at Frankfort or Marion, Ind.

The machine shops of the New Orleans & Northwestern Railroad, at Meridian, Miss., are to be enlarged by the erection of a two-story brick building, to contain machinery for car building and paint shop.

The West Virginia Central & Pittsburgh Railroad have decided to build machine shops at Elkins, and work will soon be commenced on the structures. Elkins will be made the mechanical headquarters of the company.

The machine shops of the New Jersey Central Railroad at Phillipsburg, which have been running on half time for several months, were started up on full time last month. They give employment to nearly a hundred men.

It is reported that the Louisville & Nashville Railroad shops will be removed from Bowling Green, Ky., to Memphis and Nashville, Tenn., the work being divided between these places. The reason for the removal is said to be high taxes.

The Mexican National is building large machine shops and car works at Laredo, Texas, which will be completed within two months. The buildings are very extensive, and they will be equipped with the best machinery in the market. When the works are finished all the mechanical production connected with the system will be concentrated at Laredo.

The Minnesota Iron Car Company has filed articles of incorporation for a reorganization of the Minnesota Car Company, of Duluth, Minn. The company will have a capital stock of \$2,000,000, and the general nature of its business, as stated in the articles of incorporation, is to smelt iron and other ore, to manufacture pig-iron and its kindred products, railroad cars of all descriptions, locomotives, marine and stationary engines and machinery, iron and steel rails and plates, railroad fastenings, bar-iron and forgings of all kinds, and castings of iron, steel, brass and other metals, malleable iron, tubes of iron or steel, metals for structural purposes, and all materials necessary for or incident to the production of railroad equipment and construction, and for any other purpose.

THE latest idioey in locomotives is a compound with two boilers, one on top of the other, and the engine and tender are to be incased in a shell of thin iron tapering off to a point in front, the whole machine being 75 feet long and weighing in working order 91½ tons. It is to have two pairs of cylinders 15½ by 19½ inches, and four coupled driving wheels 9 feet 9½ inches in diameter. Great power and great speed are both claimed for this novel combination of parts and proportions, the ordinary gait being modestly placed at 75 miles an hour, but this being capable of increase to 92 miles an hour. Thus far the scheme is exclusively confined to paper, but there is no saying how soon capitalists, who act as consulting engineers for themselves, may provide the means for making a practical demonstration that there are not millions in this kind of locomotive.—*National Car and Locomotive Builder*.

Locomotives.

The Toledo, St. Louis & Kansas City road recently placed an order for building fifteen new locomotives.

The Rogers Locomotive Works, Patterson, N. J., are building six engines for the Sioux City & Northern Railroad.

The Louisville, St. Louis & Texas has placed an order with the Pittsburgh Locomotive Works for two consolidation engines.

The Fort Worth & Rio Grande has recently put in service two new freight locomotives from the Rhode Island Locomotive Works.

The Pennsylvania Company's shops at Fort Wayne, Ind., are building eleven consolidation locomotives of class 8 for the road.

The Pennsylvania shops at Altoona, Pa., are building seventeen very heavy passenger locomotives for use on the New Jersey divisions.

The Denver, Fort Worth & Texas Railroad has ordered from the Baldwin Locomotive Works ten consolidation engines, with 20x24 in. cylinders.

The charter of the Richmond Locomotive and Machine Works has been amended, so as to allow the company to increase its capital stock to \$2,500,000.

The New York, Lake Erie & Western has placed an order with the Baldwin Locomotive Works for three 10-wheel passenger engines, with 20x24 in. cylinders and 68 in. drivers.

The Baltimore & Ohio has now received the last of the eleven locomotives recently ordered from the Baldwin Locomotive Works, which are arranged for burning coke fuel.

A statement has been made public that Mr. George W. Tilton, of the Chicago & Northwestern Railway, has indorsed the Swinnerton locomotive. We doubt the truth of the story.

The Empire & Dublin Railroad has ordered two eight wheel engines from the Rhode Island Locomotive Works. The East & West, of Alabama, has given the company a similar order.

Some experiments have lately been tried on the Philadelphia & Reading Railroad with electricity as a means of increasing the adhesion of locomotive driving wheels. Great increase of adhesion was claimed. We continue to be rather skeptical about the utility of electricity in this way.

All but eight of the locomotives that were wrecked at Conemaugh and Johnstown during the flood have been received at the shops of the Pennsylvania Railroad Company at Altoona, Pa. Seven have been repaired, and are now doing service on the road.

The change of President of the Atchison, Topeka & Santa Fe is likely to have a depressing effect upon the Strong Locomotive Company. The new management of the Santa Fe are said to be trying to back out of the order given by Vice President Smith for two Strong locomotives.

All the machinery in the Hinkley Locomotive Works in Boston has been sold. About two-thirds of it was sold at private sale, and the remainder at auction. The property occupied by the works has also been sold and will be used for the electric plant for the West End Railroad Company.

The Portland Company, at Portland, Me., has resolved to continue the manufacture of locomotives in spite of reports to the effect that the business was to be given up. Some changes are to be made with the view of cutting down the expenses as much as possible. Besides locomotive work, the shops are doing a good deal of marine engine and repair work.

Cars.

The Terre Haute Car & Mfg. Co. has contracts to build 500 coal cars for the Chicago & Northwestern.

An order for 500 gondola cars of 25 tons capacity is said to have been placed by the Beech Creek road.

The Ohio Valley road will soon commence building four freight cars and two cabooses at its shops at DeKoken, Ky.

The Wells & French Company, of Chicago, are building 500 box stock and coal cars for the Rio Grande Western Railroad.

The St. Charles Car Company, St. Charles Mo., is building thirty passenger cars for the Rio Grande Western Railroad.

The Delaware & Hudson Canal Co. has let contracts to the Jackson & Woodin Mfg. Co., of Berwick, Pa., for building 250 cars.

The Union Pacific will soon let the contract for building a number of new freight cars, in addition to the order for 300 recently awarded.

The Barney & Smith Mfg. Co., of Dayton, O., has just completed two handsome dining cars for the Cleveland, Cincinnati, Chicago and St. Louis.

The Erie Car Works, Erie, Pa., are building 100 coal cars for a New England road, 100 for the Baitney Bank Coal Company, and 300 for the Pennsylvania Railroad.

The Pullman Car Works, Pullman, Ill., have orders on hand for about 1,000 freight cars, including a large number of box cars for the Georgia Pacific Railroad.

An order for 35 ft. coal cars has just been completed at the shops of the Illinois Central at McComb, Miss. Work will soon commence at these shops on 25 stock cars, 35 ft. long.

The Georgia Southern & Florida Ry. Co. has just placed an order with the United States Rolling Stock Co. for 300 fruit cars, to be equipped with the Dunham combination fruit car door.

The Toledo, Columbus & Hocking Valley has recently let contracts for building 750 cars, and the Kansas City, Ft. Scott & Memphis is also said to have 500 cars under contract on a recent order.

The Wheeling & Lake Erie has awarded the Terre Haute Car & Mfg. Co. the contract for building 250 coal cars, and the Peninsula Car Co., of Detroit, has received an order for a similar number.

The Baltimore & Ohio resumed work this week at the Mount Clare shops and several hundred men are now being employed. Work is to be started immediately on the cars for four new vestibule trains.

The Pennsylvania Company is building two passenger coaches which are to run between Pittsburgh and Washington, Pa. The cars will be fitted with Forney car seats and lighted with the Frost carburetted light.

The Pennsylvania Co. has given an order for 200 cars to the Missouri Car & Foundry Co. These cars will be equipped with the standard brake rigging lately adopted by the M. C. B. Association, and Janney couplers.

The Pennsylvania Company's shops at Fort Wayne, Ind., are building 100 refrigerator cars for the Pittsburg, Cincinnati & St. Louis Railroad. These cars are of the same pattern as 100 completed for that line a short time ago.

The Minnesota Iron Car Company has been incorporated successor of the Minnesota Car Company. The incorporators are John F. T. Anderson, W. E. Tanner, and Joseph W. Anderson, of Richmond, Va., and George W. Kittinger, of New York. Its capital will be \$2,000,000.



EDITED BY IDA A. HARPER.

All Correspondence pertaining to this Department should be directed to

MRS. IDA A. HARPER,
TERRE HAUTE, IND.

DECEMBER, 1889.

SUGGESTIONS FOR HOUSEKEEPING.

The reporter of some paper claims to have had an interview with Mrs. Cleveland in regard to her new home, and, in reply to his question whether she thought she should like housekeeping, she said, "O, yes; that is the only way to live." Perhaps she said it and perhaps not; certainly her experience in the White House with an army of servants and all the formality of official life would not give her much of an idea of the delights or the drawbacks of housekeeping. But the point is that every newspaper in the country has copied this remark and commented upon it as if it were something remarkable. On the contrary ninety nine women out of a hundred entertain exactly the same opinion, that the only way for married people to get full enjoyment out of life is to keep house. There is occasionally one whose health is impaired or who is very lazy or who is a poor manager or one who is absorbed in the frivolities of life or wants a mission outside of home, and these persons will declare they do not like housekeeping, but they are the exceptions among the great body of women.

There are reasons why women may get very tired of keeping house. Where a large house and a great deal of work make it necessary to keep help the servant girl question becomes a very serious problem and causes an almost endless annoyance. And on the other hand, finding one's self without a girl when one is most needed is an almost insurmountable difficulty. Where a housekeeper does not employ any assistance, the accumulation of tasks seems almost appalling, and looking into the future and seeing the same endless succession of the same tiresome duties, sometimes make a woman feel as if anything would be preferable to the drudgery of domestic life. Now if it were possible to find a way of living that was absolutely free from care and annoyance no one could blame women for wanting to enjoy that delightful state of being; but there is no such thing. The housewife who is wearily treading the round of her duties

looks with envy upon those of her sisters who are boarding and have nothing to do but look after one or two rooms and go to the table three times a day to find the meals all prepared. This seems very agreeable, but let us look into it a little.

Having but one or two rooms to take care of means being compelled to live, day in and day out, in these same one or two rooms, with no place to entertain company or to move about when tired and restless. Not one boarding house in twenty sets a first-class, clean, palatable, healthful table. But granting that the food is all this, you cannot cater to your taste but must eat what is set before you. You have steak when your appetite calls for chops, fresh meat when you want smoked, roast when you crave a pot-pie, biscuit when you would like cakes, pie when you prefer pudding, and so on down the list. You lose the pleasure of having just what your appetite happens to demand. In addition to this you must eat with a table full of people and have no opportunity for the lively, pleasant conversation with one's family which should be an important feature of every meal. But the most objectionable point of all is the complete loss of that independence which can only be experienced under one's own roof and around one's own fireside. As to raising children in a boarding house that is so obvious a sin against nature as to be beyond the pale of discussion. To deprive children of the freedom and the pleasant associations connected with home is to take away from childhood its keenest delight and its most hallowed associations.

Let us examine very briefly the principal drawbacks to the pleasures of housekeeping. First, the inefficiency of hired help; the time will come when we will have classified labor in domestic branches and can secure skilled assistance by paying for it, but now, as a general thing, we cannot expect to get anything but apprentices in the kitchen. The average woman does not know how to properly train a servant. In some cases she is not herself a skilled housekeeper. In others she has not the patience, tact and discipline necessary to transform ignorance into knowledge. I remember among others a girl who boiled potatoes just as they came out of the ground without washing them, and had never heard of scouring a kitchen table, and yet she developed into a first class housekeeper and remained with me several years until she married. What a housewife wants first of all is a thorough system and management in her work. She needs to conduct her affairs with the same method as a man carries on his business. Working on a programme by schedule time would lighten the labor of housekeeping by one half. While it is not practicable to carry

this out to the minute, it is possible to make a vast improvement on the slipshod, haphazard manner in which many households are managed.

In the first place there should be punctuality. The meals should be served exactly on time and the family should be required to be prompt at the table. Order is essential throughout the house from the kitchen to the bedrooms and no member should be permitted to make unnecessary work for another. There should be a distinct system as to the time in which each portion of the work should be done, a certain task for each day in the week, and each portion of the day, always arranging for some leisure. The marketing should be carefully looked after, not waiting till an article is needed and then sending out after it. Endeavor always to have an air of neatness, thrift and cheerfulness pervade the house. Do your work with the same energy and ambition as you would practice law, manage a store or run an engine.

"Who sweeps a room as by God's laws,
Makes that and the action fine."

Of course it will grow monotonous. Is there any work in the world which followed day after day does not weary with its monotony? Of course you will sometimes grow discouraged at the prospect of doing the same thing every day as long as you live. So do men in all kinds of business occasionally feel as if they would rather do anything else than that particular work which is just what they will always have to do. When this discontent and fatigue come over you, lay aside the tasks and get away from them. Make a little visit or take a walk or go to an entertainment. Rest mind and body, divert your thoughts, compare notes with your fellow men and women and you will go back home strengthened and sustained. Make the very best of the situation in which you find yourself, improve your condition by every possible means and try to find contentment for yourself and those about you.

If this should meet the eye of any husband I hope he will permit me to say that no matter how wisely the wife manages, the comfort and happiness of home will be but one-sided and imperfect unless you also perform well your part, which is of equal importance with hers. Very few men make enough money to spend any considerable portion of it outside of their own household. A wife will soon grow tired of trying to make home pleasant unless the husband shows his appreciation by spending his leisure hours with his family. Marriage, love, home, all will be a failure unless the habits of husband and father are pure, temperate and such as to command the respect and affection of wife and children.

ELSEWHERE we call attention to a letter from our well known contributor, Alice O. Darling. This does indeed let in a gleam of daylight but does not entirely dispel the mystery. In the first place the poem signed "Will o' the Wisp" appeared in the *Magazine* outside of the Woman's Department, and I never see any of the manuscript except what is sent in expressly for our Department, so that I had no opportunity to recognize the handwriting. In the second place I prepare the letters and send them up to the publishing house nearly two months before they appear in the *Magazine*, and with the great press of daily newspaper work I cannot always recollect when I examine the new *Magazine* whether all the letters that were sent in found a publication. But this I do remember most distinctly, that a long time ago I examined the manuscript of "The Narrow Gauge," and I think the accompanying poem "I Did," and sent them to the printers. They made a strong impression upon me as they are written with a peculiar rhythm. When they came out several months ago in Vol. XIII., No. 4, page 306, my first thought was that they had previously appeared in the Woman's Department signed by Alice O. Darling, and being very busy I made this statement without hunting them up. Afterwards when I came to look for them they were not to be found. I have been completely mystified regarding them ever since, and if our correspondent will make this matter clear I shall be under personal obligations.

TEMPERANCE.

A Mississippi town of 7,500 inhabitants provides a large number of saloons for the men to get drunk in, but has repeatedly failed to sustain the existence of even one ice cream parlor for the refreshment of wives and children. The same stream of money could not flow in two opposite directions.

The Mayor of Oxford, England, after hearing that in one district containing only 200 houses altogether, there were, within a radius of a hundred yards, ten licensed beer shops, besides four beer houses, concluded that 'no sufficient reason' had been given for refusing the renewal of all these licenses.

Rum in the United States makes more than 1,200 funerals of inebriates every day, and you help pay for the coffins and grave-diggers; you pay for the board, washing and clothes of the men who stagger out from the rum saloons to fight or shoot or debauch society and are imprisoned.—*Frank Leslie's Magazine*.

Though there is occasionally a liquor user who appears to enjoy good health, and who goes on to 'ripe old age,' he is no more to be taken as a proof of the general harmlessness of drink than is the man who stands in the thick carnage of battle a proof of the general harmlessness of missiles of war.—*Elisha Cheney*.

DOMESTIC.

The best covering for a poultice or a mustard paste is tissue paper.

Soft tissue paper is the best for polishing mirrors. This may also be used for polishing or drying window-glass.

When you want to take out a broken window-pane, heat the poker, run it slowly along the old putty and soften it loose.

Baked Sweetbreads.—Wash and parboil the sweetbreads, throw them into cold water to cool. When cool, take off the fat and tough skin, being careful not to break the sweetbreads. Put thin slices of salt pork or bacon in the bottom a baking pan, put the sweetbreads on top, dust them thickly with flour, sprinkle with salt and pepper, put a small piece of butter on each sweetbread and bake in a quick oven thirty minutes, basting three or four times. A half-cup of stock or water may be added to the pan. Serve these in the center of a meat dish, surrounded by nicely cooked green peas.—*Table Talk.*

Pickled Melon.—In pickling a young musk or nutmeg melon, cut a hole in the side through which to extract the seeds, saving the piece that is cut out. Then lay the melon in a strong brine, which should entirely cover it. There let it remain for three days; take it out, rinse it, and let it lie in clear, cold water over night. Then, after draining, fill it with chopped cabbage, seasoned with mustard seed, horse-radish, a little ginger, some sugar, celery seed, and, if possible, some small cucumbers. Sew in the piece that was cut, and put the melon in a stone jar and pour hot vinegar over it. About three months will be taken for the pickling, the time depending on the size of the melon, but when it is done a delicious relish will be the result.

Chicken Soup.—A fully mature and fat fowl should be cut up and lay in perceptibly salt water some hours; better all night. Cover with fully one-third more of water than you require of soup, and boil slowly until the fowl is reduced to rags, except the breast, that should be taken out when well done. When ready to finish, the soup should be strained and returned to the pot, and the breast finely minced; also some rice boiled tenderly on some slips of short biscuit dough rolled as thin as a knifeblade and cut into short pieces, beaded. A head of celery, a flavor of thyme, with pepper and salt, are all the seasoning needed for chicken soup. Of course this soup can be made of the liquid in which chicken or turkeys have been parboiled, as many people practice in preparing them for roasting, as we call the practice of baking nowadays. Indeed, in soup-making for the family the meat is nearly always taken out when well done and used by dressing with proper sauce as boiled; or it is baked or reserved for hash.

EDUCATION.

Miss F. C. Graf, of Switzerland, has been called to the chair of modern languages in Colorado College, Colorado Springs, Col.

Mrs. Maria H. Welles, of Hartford, has presented the \$200 scholarship which constitutes the prize offered to young women for the best entrance examination to the Hartford Theological Seminary.

Mrs. Lydia Sexton, who is in her ninety-first year, preached a powerful sermon at the Ocean Grove Methodist Camp Meeting a few days ago. She spoke without notes and without apparent fatigue, and showed a remarkable memory.

Miss Lillian A. Honeywell, A. M., who is twenty-five years old and has served as professor of mathematics in Hedden College, Knox county, Ill., for the past three years, is said to be the youngest college professor in America occupying an important position.

Miss Fanny Forrester, a young writer of workers' poems and patriotic Irish ballads, whose fame and name had just begun to spread, died recently in England. Born in the ranks of poverty, her noble songs for the toilers won her great popularity and a place in English periodicals.

Miss Nora Breckinridge, a very bright and intelligent young colored girl, of Des Moines, Iowa, has passed the required examination and been granted a County certificate to teach in public schools. She is the first colored girl who has ever been granted a certificate in Polk county, and the colored people are very proud of her success.

The Louisville *Courier-Journal* suggests that women be admitted as members of the Commercial Club, on which the editor of the Woman's Column in the *Southern Journal* asks: "If not, why not? Women certainly contribute a large share to the commercial prosperity of the city. Then, why not belong to the Commercial Club?"

The seminary for girls, recently completed by the Cherokee Nation, has all the modern conveniences, except elevators and electric lights. Four Cherokee girls will act as teachers this year. One of them, a Miss Stephens, has just returned from a musical school in St. Louis, where she acquired quite a reputation as a pianist.

Mlle Marie Pierre, who has just taken the degree of M. D. in Paris, was a very brilliant student, accomplishing in four years what most men take six, eight and sometimes ten years to go through. She is said to be very popular with the hospital patients because of her care and gentleness, and she is also noted for her kindness to animals. She is expected to be a strong recruit to the anti-vivisection party.

INDUSTRIES.

Mrs. Harriet A. Ketchum, has been awarded the first prize (\$500) for a design for the Iowa Soldiers' Monument.

Mrs. Emily Crawford, the Paris correspondent, is about to receive a testimonial from English and French women journalists. Mrs. Crawford has lived in Paris over thirty years.

It is reported that Mrs. J. C. Cochran, of Shelbyville, Ill., has sold the right to her recently patented dish-washing machine to a Decatur firm for several thousand dollars cash and the promise of a royalty on all machines sold.

Mrs. William Sowders, who formerly conducted a fish and game business, has been a member of the Louisville (Ky.) Board of Trade, in her own right, and several other women are members by virtue of their partnership in business with men.

Mrs. Hattie Fox, whose death occurred recently was one of the most rapid women composers in the office of the Brooklyn *Eagle*. She was a daughter of the editor of the *Journal of Hallowell*, Me., and learned her trade in her father's office.

White Shield League of St. Paul, Minn., is taking steps toward securing an industrial home for needy and unfortunate women and girls, and other rescue work. They already have a matron at the Union Depot, and hope to get a police-matron appointed ere long.

Mrs. Callie L. French, a Cincinnati woman, is licensed as a pilot from Vicksburg to New Orleans and the Atchafalaya River and its tributaries, being registered at New Orleans. Mrs. French has acted as a pilot on the Mississippi River for twelve years, under the direction of her husband, Capt. A. B. French.

In Copenhagen, lately, a ladies' meeting strongly recommended the establishment of a school for maid-servants, in which, from the age of fourteen, they could receive specific instruction in the art of cookery, and also in cleanliness and order. The question of fixed working hours for servants was also discussed.

Mrs. M. A. Y. Palmer, of Pittsboro, Chatham county, N. C., who owns nearly 500 acres one and a half miles from the railroad, writes to the *Boston Traveler*, offering to give the land for any kind of steam factory and buildings, in order to encourage a settlement of operatives, and thus create a market for farm products.

Miss Glenn, a daughter of the late Samuel Glenn, once editor of the *Boston Herald*, is a valued member of the New York *Herald* staff, and much of the London matter cabled to that paper is the work of Mrs. Annie Wakeman. Nellie Hutchinson does hard and admirable work on the *Tribune*. Mrs. Beatty is respected and loved by every writer on the *Sun*.

MISCELLANEOUS.

A Scotch lady once asked a widowed acquaintance as to the character of her late husband, "What kind of a man was he?" "Well," was the suggestive reply, "he was just an expense."

Don't flatter yourself that friendship authorizes you to say disagreeable things to your intimates. On the contrary, the nearer you come into relation with a person, the more necessary do tact and courtesy become.—*The Autocrat of the Breakfast Table*.

A gentleman recently returned from a drive through the country towns of New York asserts that he has not very much objection to a cottage that is consistently Queen Anne all through; but he evinces a strong antipathy to those houses—and their name is legion—"that are Queen Anne in front and Mary Anne at the back."

A little girl's mother wanted her to go to bed before she felt sleepy. "But the moon hasn't sent her children to bed yet," objected the little astronomer, petulantly. It so happened that a storm was brewing, and heavy clouds were gathering in the heavens. "Go and see if she hasn't," said her mother. The little head was popped out of the window, and the sky was scanned eagerly, "Well, I guess I've got to go to bed now," she said, after the survey; "the moon is covering up her children and tucking them in."

A man, last Sunday, was about to lay his hand upon the door of the church, when a little girl in the street said: "You can't get in there, mister." "Why not," he said, "isn't this a church?" "Yes," said the little girl, "but the preacher has gone to Europe for six months, and taken God with him."—*Detroit Tribune*.

FREEDOM.

I pluck the milkweed's pallid pod,
And set it with the golden rod;
I tarry long, I linger late,
I cry; O world of work, await;
I cannot hasten unto thee.
In Nature's kingdom I am free—
Free from the worker's ceaseless strain,
Tasks never done, the low, dull pain.
Piercing the overburdened brain!
O weary world of work! await,
Nor call me from my high estate.

—*Mary Clemmer*.

Says Geo. Kennan of a Siberian prisoner: "I was surprised to find her so young, delicate and a harmless-looking woman. I had been surprised, however, in the same way many times before. The women who have taken an active part in some of the most terrible tragedies of the past fifteen years in St. Petersburg, Moscow, Kiev, and Odessa, who have shown a stern inflexibility of character rarely found in men, are delicate girls from eighteen to twenty-five years of age, whom I should have taken for teachers in a Sunday school, or rather timid pupils in a female seminary."

HOME LIFE.

Short and simple the words, but how much do they contain? Let us hope the meaning and end of those two simple words will not be so carelessly treated as they are carelessly spoken of.

"Tis very easy to have a happy home," we hear one man say. May he never know the meaning of an unhappy home! But how easily a home can be made unhappy!

Let the husband return from his work, evening after evening, with a frown instead of a smile, a curse instead of a kind word, and how quickly will that home be wrecked?

O! ye husbands! who have formed this God-forsidden habit, make a firm resolve *never* to do so again! But instead give the much needed and highly appreciated smile, and see what a happy change.

What wife has the heart or courage to give a cross husband a hearty welcome?

On the other hand, wives, be kind to your husbands; for *no other thing under the sun* will so readily drive a man to destruction as unkindness.

Do not always be ready with a "lecture" when he does something displeasing but, rather, pay little or no attention at all. Or if you *must* say something, speak gently to him and you will be amply repaid.

Let home work and home duties be done with cooperation. Then, and then only, will "Home Life" be happy.

Annie T. Lynch.

HOUTSVILLE, W. VA.

HANOVER, N. H., October 21, 1889.

To the Editor of *Woman's Department*:

The "Narrow Gauge" controversy seems to have taken an injection of the Brown-Sequard famous elixir, for I find it as lively as ever in the October *Magazine*. In that number you say, "Will-o'-the-wisp will confer a great favor if he will tell us where he got the poem."

"Will-o'-the-wisp" got the poem out of her not "his" own head.

Moreover "Will-o'-the-wisp" and Alice O. Darling are one and the same person. Furthermore if you will take the trouble to examine carefully page 306, No. 4, vol. 13, you will see that "The Narrow Gauge" is not signed by "Will-o'-the-wisp" at all. That is the signature of "I Did," written in answer to "The Narrow Gauge," but a distinctly separate poem with an entirely different title.

You suspect "Will-o'-the-wisp" of having stolen "The Narrow Gauge" when she didn't even sign it.

Now then, last February my brother received a letter from Mr. J. C. Muzzey, a member of his lodge, at that time visiting in the west. In it he enclosed the verses "The Narrow Gauge" which he had written for the entertainment of some social gathering in the place where he was stopping. I copied his verses and signed his name to them. I then wrote the verses "I Did" in answer and signed them with my *nom-de-plume*.

Then, with Mr. Muzzey's knowledge and consent, I sent the whole to the *Magazine* and they were published in Vol. 13, No. 4, page 306. Is there anything in this that won't bear daylight? If so, please point it out. You may think that I should have acknowledged my identity in my first letter on the subject. It might have simplified matters a little but could have had no direct bearing on the question at issue. I did not think to blind you with my *nom-de-plume* as you had examined so much of my manuscript that I supposed you would recognize my handwriting.

You still insist that one of these poems, I can't make out which, has been published in the *Magazine* before. If this is so, it should not be a very hard matter for one in your place, with a file of back numbers to refer to, to prove it. Therefore I earnestly and respectfully ask you to do so or else acquit both Mr. Muzzey and myself of literary theft. "Altonia, J. L." doubtless meant well but I should have appreciated her kindness more if she had left the quotation marks off from my name and told us some news, as she has simply discovered the only and original publication of the verses in question. I thank her for her search and subsequent conclusion.

Will you allow me in closing to put this matter in a nutshell for the benefit of your readers who might be pardonably puzzled by now?

On page 303, No. 4, vol. 13 of the *Magazine* are two poems. I wrote one of them and stood sponsor for the other. You say that one of them had been published in the *Magazine* before, and I say prove it.

If after publishing this you should conclude that you have made a mistake, I can suggest a way in which you might possibly have made it. Until then such suggestions on my part would be presumptuous.

Most sincerely,

Alice O. Darling, alias "Will-o'-the-wisp."

TYLER, TEX., October 8, 1889.

To Editor *Woman's Department*:

The October number just received and looked and read all through as I have almost always done since there was a *Firemen's Magazine*. Now, what I want to say is this, that I never see anything from Sunny South Lodge. We have a good Lodge here, all good men. M. S. Bannan, the Master (an engineer) had a collision the first of the month. His engine, No. 110, and another, met on the main track. The operator failed to give the order to the other engineer, so the boys almost lost their Master. He jumped; said he would rather make a good, sure jump than a bad stand, any day. What is the matter with the ladies' department? Now, Tyler is a nice place; lots of nice railroad people. Why do not the firemen's families and sweethearts get up something nice and have a good time like other places? This is my first attempt, so I guess I will close by wishing the B. of L. F. all the success possible, as it deserves all praise. Is the sincere wish of an engineer's sister, also an engineer's wife.

The following poem was written by Miss Ida Hall a short time before her death but after she realized that the messenger was likely to come at any hour. The circumstances render the poem extremely touching. Miss Ida was a sister of Geo. W. Hall, whose writings are familiar to the readers of the *Magazine* :

SLUMBER SONG.

Come, gentle sleep, and touch my eyelids, making
The soul forgetful of its deadly pain.
Ah! let me sleep! too soon will come the awakening,
Too soon my heart must feel its griefs again.

I would forget awhile the cares that bind me
In waking hours, to earth and earthly things.
In slumbers sweet I leave them all behind me,
No more they vex me with their venom'd stings.

Borne on the wings of slumber—spirits, hovering
Between a darkened earth and starlit sky;
I seem to pierce the dark and cloudy covering
That hides the immortal from the mortal eye.

What glorious sights before my dazzled vision
Break through the veil and charm my wondering eyes!

What silvery sounds from lips of choirs Elysian
Float down and fill my soul with glad surprise!

Seraphic forms glide through the golden ether
With crowns of gold upon their radiant brows;
Nearer they come, and now they round me gather—

Oh, how my heart with rapture burns and glows!

White are their robes as for a bride's adorning,
And in their hands they bear the sacred palm,
Emblem of victory over death and mourning,
Bestowed on those who know eternal calm.

And now they float away, they mount the skies,
Their forms grow shadowy in the lessening light;

The glory fades, the heavenly music dies
On the still air, and all again is night.

'Twas but a dream—I awake again to sorrow,
The sighs and sounds of earth arise once more;
But, blessed thought! there comes a glad to-morrow.

When grief and tears and sighing will be o'er.

Courage, my soul! the golden day is dawning,
Thy dreary pilgrimage is almost done!
Dark was the night, but radiant is the morning;
One more short struggle and thy crown is won.
Ida M. Hall.

STANBERRY, Mo., June 21, 1889.

LYNN, MASS., October 23, 1889.

Editor Woman's Department:

Having seen an article in the *Locomotive Firemen's Magazine* on running trains on the Sabbath, thought I would like to address a few lines to you on that subject. The spirit manifested by those men who would keep a Sabbath of rest holy unto the God of Heaven, is truly commendable. God says in His blessed and Holy Word, "Wherefore the children of Israel shall keep the Sabbath, to observe the Sabbath throughout their generations, for a perpetual covenant. It is a sign between me and the children of Israel forever."—Ex. 31, 16-17 verses. Isaiah, 56, 2, says: "Blessed is the man that doeth this, and the son of man that layeth hold on

it; that keepeth the Sabbath from polluting it, and keepeth his hand from doing any evil." In the 5th verse He says He will give them a name better than of sons and of daughters, an everlasting name that shall not be cut off. Also in the 58th chapter, 12th and 13th verses, He says: "And they that shall be of thee shall build up the old waste places; and thou shalt be called the repairer of the breach, the restorer of paths to dwell in. If thou turn away thy foot from the Sabbath, from doing thy pleasure on my holy day, and call the Sabbath a delight, the holy of the Lord, honorable; and shalt honour Him, not doing thine own ways, nor finding thine own pleasure nor speaking thine own words." 14th verse: "Then shalt thou delight thyself in the Lord; and I will feed thee with the heritage of Jacob, thy father; for the mouth of the Lord hath spoken it."

This inheritance is eternal life to all those who keep God's commandments and have the faith of Jesus. All this is not spoken of the Sunday Sabbath. It is the seventh day Sabbath that God has blessed and sanctified to His own use, and He will not accept any other day in its place. In the fourth century there was a law enacted to compel the people to keep Sundays as the Sabbath, and Constantine, a pagan heathen, enacted this law, and when he came into the church of Rome he brought the venerable day of the sun in with him, and some years after the Bishop of Rome confirmed it and called it the Lord's day. There is not one word in favor of Sunday from Genesis to Revelation, but all the way through, the Bible God is calling His people to keep His law. It is time to awake to righteousness and sin not. This Sunday law that all the world is going mad over is the image to the Beast, spoken of in Rev. 13th and 14th chapters, and God's people would do well to read and heed it. Yours very truly,

Sarah E. Alley.

DUNMORE, PA., October 10, 1889.

Editor Woman's Department:

As I was looking over the *Magazine*, October number, I saw nothing about our new Lodge just organized here, called Gravity, No. 401. According to all accounts it is prospering fine y. As far as my acquaintance extends, every member is very punctual in his attendance and seems to show a very great interest in this good work. I often tell my husband that he would rather go without his dinner than be late at Lodge, but as promptness has ever been a leading practice of my life I preach it to others. I have always been in favor of societies where man will stand up for man and principle, and I uphold this organization in their noble work, and may many more come under this banner of protection. I have often wondered at not seeing any item in the *Magazine* from Dunmore, so I make my first attempt, and if worthy of publication you may hear from me again in the near future.

A fireman's wife and well wisher,

Mrs. J. W. Stuart.

EAGLE BEND, TODD CO., MINN., }
October 14, 1889. }

Editor Woman's Department:

DEAR MRS HARPER:—Another contribution for Woman's Department you will find enclosed in this letter. Though I have never seen the Debs family, nor probably ever will, Mrs. Jones has so frequently mentioned them in her letters to me, that I have a genuine regard for the entire family and am deeply interested in their welfare. The enclosed verses have been written with the earnest desire of conveying one small ray of comfort to the bereaved parents.

I was more than pleased that the bachelor of Albany received his just dues in your editorial this month. He will probably think twice before he writes again on the same subject. I would like to write more but it is now half-past ten, and I must hie to the land of dreams. With kindest regards, I am

Very truly yours,
Annie B. Miller.

To Mrs. and Mr. Mailloux on the death of their only child, with the Author's sincere sympathy.

The angels loved to linger near this bright and precious child,
And longed to hear him, to their home, so far above the skies.
If God would only grant, their much desired request,
And suffer them to take this prize to mingle with the blest,

He would add a greater lustre, to the Saviour's starry crown,
No brighter gem would in that royal diadem be found,
Stainless and pure as those who circle round the throne,
Ready to join the white-robed throng in God's eternal home.

So He who ordereth all things well, Father of love and might,
Sent messengers to guide his soul up to the realms of light,
Triumphantly they bore their charge on snowy wings of love,
And laid their trophy safely down at Jesus' feet above.

But what of mother, father, did God not heed their prayer,
When pleading that their darling's life in mercy he might spare?
The aching heart, the falling tear, the sigh of deep distress,
Escapes not His all-seeing eye, He knows our sorrows best.

The sunshine of your home is gone, now shadows lugr near,
No more the sound of your baby's voice, shall joyfully greet your ear,
But lonely hearts, look up, though death has left a sting,
The Sun of Righteousness appears with healing in His wings.

Mrs. C. S. Miller.

FORT WORTH, TEXAS, OCT. 15, 1889.

Editor Woman's Department:

Engineer I. M. Dean, Master of Trinity Lodge, No. 83, opened his eyes this morning to the fact that he was the father of a beautiful girl babe. For a moment he was inclined to take the feminine news a little to heart, but like a true rail-

roader who is determined to make the best of everything he soon rallied and began spinning 'round as he remembered that he was the only one of all his mother's boys who had ever *had* a girl.

Mrs. Dean and the little girl are doing finely, but fears are entertained that the father is too funny. Any way, I am even with him now.

October is here with bright wreaths of chrysanthemums, golden sunshine and red and russet colors. The beautiful golden Indian summer days that we are having now put new life into every one and make happy hearts and bounding pulses. The autumn of the year is always beautiful to me. The harvest time when we see the return for all the labor expended by the farmer on his crops; when the merchant who has trusted his goods to others is rewarded at last; when the honest farmer who has made abundance and to spare comes to repay his bills; when railroad traffic is greater than at any time during the year as they take out the harvest and bring in the merchandise. At least that is how we find it here where we have no factories. Almost all our raw material is shipped abroad to be returned probably again in a different form but this is fast becoming an old way, and every day new enterprises are fast being opened up and soon Fort Worth will be known far and wide as a manufacturing center. Every day prospectors are crowding her hotels looking for profitable investments, and it will not be always until our beautiful State will manufacture her own material.

To-day comes the sad news of the death of Engineer Bible, Fireman Charley Jones and Brakeman A. T. Mansfield, caused by a wreck and washout on the Texas & Pacific near Sierra Blanca, Texas. They were well known in Fort Worth, had many friends here among the members of different lodges, who regret very much to hear of their death, but mourn not as those who have no hope, for they were all known to be upright, earnest men, loyal and true. As their lives were lived here, so will be their reward in the great Hereafter, where our motives and not our deeds are known and rewarded. May we all so live that the messenger will find us ready.

Mrs. Harper has been filling up our space with such beautiful selections that I feel like I am depriving you of something better than my idle thoughts, therefore, will close for the present. Wishing you all an abundant harvest from your year's labors and a pleasant restful winter after the work is done.

Irene.

THAT kind and clever woman, Mrs. Frances D. Gage, who was one of the earliest pioneers in the woman suffrage cause, once said to us, "I don't know as I should have any objection to that theory of the relation of the sexes which is typified by the vine and the oak if the vines all had oaks to twine on. But when so many of them have nothing to cling to but tobacco plants and whiskey barrels, I can't help thinking they would do better to learn to stand up."



Correspondence must in all cases be brief and to the point.

Subscriptions must begin with the January, April, July or October number and expire with the year.

Changes of Address of subscribers should be reported to us promptly to insure the safe delivery of the book.

Subscribers failing to receive their Magazine will please notify us, giving name and location of Agent to whom they subscribed.

Matter for Publication should be written on one side of the paper only, in a clear, legible hand, and all letters relating to the Magazine should be directed to

LOCOMOTIVE FIREMEN'S MAGAZINE,
TERRE HAUTE, INDIANA.

DECEMBER, 1889.

MAGAZINE PRIZES FOR 1890.

In our advertising department will be found a standing advertisement, to which we call the special attention of all our *Magazine Agents*. Nor is this all, we ask that every member of our Brotherhood shall feel a deep and vital interest in increasing the subscription list of the *Magazine*.

We offer two splendid prizes for Vol. XIV, 1890—an elegant Piano and a handsome Gold Watch. The first prize for the *largest number*, and the second prize for the next largest number of *paid subscriptions* on the books of the Grand Lodge December 1st, 1890.

The question arises, who shall have the prizes? We can answer now. The agents who are the most zealous, the most active, the most determined, the most indomitable, the most indefatigable; they will win the prizes. Supineness will not win the *piano* nor the *gold watch*. Zeal, ambition, resolution, *get up and go*, snap, energy, are the qualities that have won all the dazzling prizes that have tempted man to work and win since the world began. Indolence never won anything but *rags* and poverty.

But we are not addressing sluggish and slothful men. The men selected by the Lodges to be *Magazine Agents* were not asked to accept the position because of their trepidity and feebleness; but, on the contrary, because they were men capable of appreciating the merits of the *Magazine*, and had the ability, mental and physical, to extend its circulation and promote its interests, and therefore the interests of the Order.

But it never was understood that because a Lodge had a *Magazine Agent* that all the responsibility of extending its circulation and in advancing its fortunes devolved upon him. The *Magazine* belongs to the Brother-

hood. Its aim, its ambition, its mission is to build up the Brotherhood, broaden its influence, increase its membership, advocate its interests, fight its battles, and do all other things within the sphere assigned it to promote its welfare. This being true, every Brotherhood fireman, in working for the *Magazine*, works for the Order it represents, works for himself and for his brethren.

We now have *four hundred and four Magazine Agents*—a small army of workers—but a powerful array if united and determined to push forward the fortunes of the *Magazine*, but then a large army of Brotherhood firemen ready and willing to help them. To arouse this army to do its best, may require work on the part of those who are always on the alert, who go ahead when others hesitate, who are not discouraged by obstacles, who hurl them aside or go over them, and upon these *avant couriers*, these path-finders, and their name is legion, and every Lodge has them, we call to take a bold stand for the *Magazine*. We ask them to aid the *Magazine Agents* by word and deed. We ask them to discuss the interests of the *Magazine* in the lodge-room, in the cab, at home and on the street, in social circles, and invite men to subscribe—and women, too.

You have neighbors, friends, scores of them whom, if you induce to subscribe, will feel under lasting obligations to you. Nor need you hesitate to ask the officials on your divisions to subscribe. If they take the *Magazine* and read it, the Brotherhood will stand higher in their estimation. No one, who reads the *Magazine*, will ever demand a return of his money; he will, on the contrary, admit that it was a good investment, and pays large dividends.

Now then, Brothers, will you take hold of this work? We will believe, till convinced to the contrary, that you answer affirmatively. We will not doubt your fidelity. We have been in too many battles to doubt. We have answered too many bugle calls to arms to permit distrust now. Then, brothers, here is a long pull, a strong pull, and a pull all together for the *Magazine*, and when the time comes to record results, you shall know that your efforts achieved success.

••

WILL Editor Debs come home to us now, from the wave-washed shores of Maine? The boys in your absence have built in your book, "four soda engines again."—*The Frog*.

From the wave-beaten shores of far away Maine, where the storm-god makes old ocean sing; when he touches its keys there's a grand refrain, and the songs go upward on invisible wing. Editor Debs is again at his post, as good as new, i. e., almost. With vacation ended and no more *incog*, sends greetings to his friend, *The Frog*.

FACTS vs. FACTION IN MATTERS OF FEDERATION.

Among the sovereign rights so dear to the average citizen, the right to kick, is proclaimed vociferously and guarded with eternal vigilance. It were useless to object. Some men are built that way. They permit their dislikes, of which they are always blest with an abundant store, to rule their thoughts and actions. In writing this article, we are required to deal with men who belong to the fault-finding school of philosophy.

It is not a pleasant task, and we engage in it from a sense of duty to the Brotherhood of Locomotive Firemen. We write for the purpose of defending against misrepresentation the laws of the Brotherhood. Our motive is to correct misapprehensions, to state facts, dignify law and rebuke faction.

Let it be understood that the great body of the Brotherhood of Locomotive Firemen are loyal to the laws of the Order. They are not factionists. If a law is injudicious there is a lawful way for its repeal or modification. This fact is recognized. The Brotherhood will not abandon it, will not swerve from it, will not violate it. Why? Because such a course of action would enthrone anarchy and produce chaos. It would destroy the Order; shiver it as effectually as a cyclone scatters to the four winds of heaven a hay stack or a shanty. These remarks are preliminary to the introduction of a most singular and extraordinary document gotten up by the General Board of Adjustment of the Union Pacific system, as follows:

OFFICE OF GENERAL BOARD OF ADJUSTMENT,
UNION PACIFIC SYSTEM, BROTHERHOOD OF
LOCOMOTIVE FIREMEN,
POCATELLO, IDAHO, October 20, 1889.

F. P. Sargent and E. V. Debs, G. M. and G. S. and
T. B. of L. F.:

DEAR SIRS AND BROTHERS:—By unanimous vote of the General Board of Adjustment of the Union Pacific System, we are authorized to address you the following communication:

¶ 1. We, the *Brotherhood Firemen* of the Union Pacific System, in annual session assembled, having exhaustively discussed the merits and demerits of the Constitution and By-Laws adopted by the "Supreme Council of the United Order of Railway Employes," do hereby, *wholly and without reserve*, condemn the action of our *Grand Officers* in attaching their signature and the *great seal of our organization* to any such document, for the reasons herein set forth in detail.

¶ 2. There was adopted at the Atlanta Convention one year ago a plan of Federation that was heartily commended by our Order throughout the country for its wise, conservative, yet determined policy.

¶ 3. That plan, sent broadcast over the land and bearing the approval of the highest Court of Appeals of the Brotherhood of Locomotive Firemen, provided, in its opening clause, for the establishment of a Federal Board on every system of railways within the confines of North America, thus providing for a system of *home rule* in each system of railways, and in this way guaranteeing to the men most directly interested the soundness of a controlling voice in their own affairs and still subverting holding in check their radical tendencies by the creation of a

Grand, or General Federal Board, whose decisions, in all cases, should be final.

¶ 4. This, we believe to be, an able and nobly planned document, and on that basis we propose to stand until said document is repealed by our National Convention.

¶ 5. Furthermore, if we understand the proceedings of our last Biennial Convention, our Grand Officers were appointed a committee of three, to meet with the representatives of any other organization in railway service for the purpose of perfecting the plan of Federation and putting it into practical working order, but *confining their action to methods in conformity with the expressed will of the Convention*.

¶ 6. We believe that certain Sections of the Constitution of the "Supreme Council" is in direct opposition to the wording and intent of the plan of Federation emanating from our Convention.

¶ 7. As we understand Section 14 of the Constitution of the Supreme Council, said Section abridges in a very material degree the first prerogative of American citizenship. We believe that any body of men have the inalienable right to form any combination in their power, and resort to any lawful means to preserve their integrity and manhood, and to procure their just share of the wealth they create, even though the desired end cannot be attained without resort to a combined strike.

¶ 8. The right to go into such strike we maintain at all times, forgetting only, by so doing, the financial support of our Brotherhood at large, and, failing to find anything in our Constitution or Ritual forbidding such action, we deny the right of the Supreme Council to inflict any punishment for this supposed offence, as provided and set forth in Section 14, previously referred to.

¶ 9. Section 16 provides a method for the Supreme Council to vote for or against the approval of a strike, and, contrary to all precedents, contrary to all the laws or methods known to the government of nations, organizations or men in any part of the civilized world, the minority overrules the will of the majority, and in an organization now composed of nine men, any two members from either organization can overrule the will of the remaining seven.

¶ 10. Section 19 empowers the three Chief Executives to declare a strike at an end, and in the event of their failure to agree, said section gives to any two members of either organization the power to declare said strike off.

¶ 11. This policy, we believe, leaves a broad opening for bribery and treachery, and furthermore, that Sections 16 and 19 establishes at the head of free and progressive Labor Organizations a despotic and absolute monarchy.

¶ 12. Section 20, in providing for the admission of other organizations into the Supreme Council, uses the term "National Railway Organizations."

¶ 13. We infer from this that the Knights of Labor are excluded. We are well aware that such was not the intention of our last Convention, as this Order was expressly mentioned with the others.

¶ 14. We realize further that the Brotherhood of Locomotive Firemen has for years condemned the policy of ostracism practiced by the Brotherhood of Locomotive Engineers, and it certainly ill befits us to adopt the same policy toward any other organization, more particularly one that has been our friend in times of the sorest need.

¶ 15. We, as members of a hitherto progressive organization, believe that the success and prosperity of workmen generally rests solely on the broad platform of *mutual equality*, and on this platform we propose to stand or fall.

¶ 16. In conclusion we wish to say, that in our opinion, and with evidence at hand to abundantly substantiate the same, the policy adopted by the Supreme Council tends, in every essential particular, to widen the breach between organized labor rather than draw them closer together, and that it has placed so far beyond the

reach of the rank and file the final Court of Appeals as to appear in its obscurity like a powerful Throne, conceived in the minds of men for the glorification of the minority rather than for the emancipation of the majority.

¶ 17. Honoring and respecting the earnest convictions of all true Brotherhood men, and being open to conviction, if in the wrong, we earnestly ask you, our Grand Officers, to visit this System at your earliest convenience.

¶ 18. But until we are so convinced of the error of our view, we beg to say that, until by action of some future convention our position becomes untenable, we feel justified in acting on the plan of *Federation adopted at Atlanta*.

¶ 19. By authority duly vested in us by every Lodge on this System, we hereby attach our signatures and the official seal of the Brotherhood on the Union Pacific System.

Fraternally yours,

JACKSON HOOVER, Chairman.

FRANK WALTON Sec. and Treas.

We assume that it is needless to ask Brotherhood firemen throughout the entire jurisdiction to read the document.

That our members may be as little confused as possible, we have divided the document into nineteen paragraphs, and shall deal with such of them as we regard worthy of notice.

To begin, we ask the attention of our members to the fact that the document is addressed to only two of the Grand Officers of the Brotherhood. Why is the name of Bro. Hannahan, Vice Grand Master, omitted? Bro. Hannahan is a member of the "Supreme Council," and gave its acts his unqualified support. How does it happen, and why does it happen, that he is omitted?

In paragraph one we have: "We the Brotherhood Firemen of the Union Pacific System." To put it mildly, that is a mistake. The document does not, as its purports to do, speak for the entire body of Brotherhood firemen on the Union Pacific system, as letters in our possession, abundantly prove. It does not voice the honest sentiments of all these men. The document, signed, sealed and delivered, says the "General Board of Adjustment," without reserve condemn the action of our Grand Officers in attaching their signatures and the great seal of our organization to "the Constitution and By-Laws adopted by the Supreme Council." It will be observed that the "General Board of Adjustment of the Union Pacific System," charges, arraigns, tries and condemns the "Grand Officers" of the B. of L. F. without notice, without a hearing and without an opportunity to make any explanation or defense whatever. This done, with astounding effrontery, in paragraph fourteen, it asks the condemned "Grand Officers to visit this system at your (their) earliest convenience." Why not ask them before condemnation? Did this great, and "General Board" expect the "Grand Officers" would crawl into their presence, and humbly plead for pardon, for having, to the letter, obeyed the mandates of the Brotherhood?

It seems not to have occurred to the "Gen-

eral Board of Adjustment," that the Brotherhood of Locomotive Firemen, has a "Grand Executive Board," clothed with authority to deal with its Grand Officers, should they at any time merit condemnation. Would it not have been well for the "General Board of Adjustment" to have acquainted themselves with this fact, before assuming to play informer, spotter, jury and judge, and issuing their ridiculous but innocent ukase?

Paragraphs two and three might be called the Siamese twins—because, combined, they are a curiosity, if not a monstrosity. They exhibit the "General Board of Adjustment," quoting law to its everlasting confusion. The "General Board of Adjustment" refers to a "plan of federation" adopted by the Atlanta Convention, that was heartily commended, etc. We note the "approval of the highest court of appeal," etc., the establishment of a "Federal Board," etc., the "home rule" idea, etc., "holding in check radical tendencies," etc., and we notice particularly that after all the "General Board of Adjustment" refers to "THE CREATION OF A GRAND OR GENERAL BOARD, WHOSE DECISION IN ALL CASES SHOULD BE FINAL." The quotation we have capitalized completely upsets the wicked work of the "General Board of Adjustment," and makes it eminently fitting for us to quote the following action of the Atlanta Convention in regard to the matter. On page 351 of the Journal of Proceedings of the first Biennial Convention, will be found the following:

"Motion: that the committee having the matter of federation in hand be given full power to act in all things necessary to effect federation with the several organizations named, and that they have authority to make such concessions and modifications in the federation laws adopted by this body as may be required to secure the approval of the other organizations. Carried.

The motion we have quoted, (italicizing certain words that they may arrest attention) gave to the committee, (the Grand Master, Vice Grand Master and Grand Secretary and Treasurer) authority to do just what they have done, and for doing which, in conformity to the letter and the spirit of the action of the Brotherhood, the "General Board of Adjustment," without authority, without the shadow of authority, assumes authority, and "wholly and without reserve condemn the action of our Grand Officers. Could blind faction do more? Is it not an exhibition of inconsiderate, vaunting and vain ambition? What we have said ought to suffice, but our task is not done. Reference to paragraph four is demanded. "The ably and nobly planned document" is doubtless intended as a compliment to the "preamble," which is entirely agreeable to us. It denounces "conspiracy" with its "eye of avarice" and which "devises corporations like a cyclop." When

"the epidemic of a pestilence" which is likened to a "conspiracy" is on the "march," the Brotherhood of Locomotive Firemen should be on its guard.

Reference is made to the "constitution of our country" and "to the magnificent principles upon which our government is founded." When the Union was formed, under the constitution of the country, the states surrendered the right and the power to "declare war." The constitution provides that Congress shall "declare war" when war is to be declared. It is the same idea that is incorporated in the constitution of the federated bodies—the organizations surrender the right to strike, and delegate that power to the "Supreme Council."

In paragraph four the "General Board of Adjustment" says, "Furthermore, if we understand," etc. Manifestly, the "G. B. A." did not consider the "motion" of the convention which empowered the committee to make "concessions and modifications in the federation laws adopted" by the convention. This authority was conferred to "secure the approval of the other organizations," and without such authority, federation could never have been secured, and the B. of L. F. would to-day stand alone. But as it is, three great orders are in line, and others are coming. The Brotherhood of Brakemen, and the Association of Switchmen, conferred upon committees the same high authority to secure federation, as the Atlanta Convention conferred upon its committee, and as a result, federation exists.

In paragraph 7 we are treated to a dissertation on the "prerogatives of American citizenship." Just here, please recall the splendid eulogy on "federal government." The Constitution abridged the rights and prerogatives of the colonies. When they came into the Union they surrendered the right to "declare war," "enter in any alliance," "coin money," etc. The State stands for the citizens thereof. The "General Board of Adjustment," before assuming to define the prerogatives of citizens, should have read the Constitution of their country, Art. 1, Section 9. And yet, if the firemen, engineers, brakemen, switchmen, etc., on the Union Pacific system desire to federate, they can do so. The "Supreme Council" has not abridged their "prerogatives." If they want to strike, they can do that. The Supreme Council has no authority to interfere. But if they do strike the federated organizations will not foot the bills unless the Supreme Council, acting under its own constitution, declares the strike a righteous strike; and that is all there is in paragraph 7, and paragraph 8 is of the same tenor.

And right here it should be said that federation contemplates, as far as possible, to do away with strikes. A strike is war, and war is a calamity. We say this with a full

understanding that strikes are sometimes inevitable, but firemen know, and all workmen know, that if possible they should be avoided. The purpose of federation was to find, as far as the mental powers of the federated organizations could aid them, a remedy for strikes; not to condone wrong and injustice, degradation and dishonor, but to find ways and means right and honorable to reduce their number, to put an end, as far as possible, to the sacrifices inseparable from strikes and all their attendant woes, and to make certain, when a strike was right and inevitable, to make it short and decisive.

We now come to paragraph 9, in which the Supreme Council is arraigned on the "majority" and minority question. It looms up in the imagination of the "G. B. A." as something worse than "conspiracy," with its "eye of avarice, devouring corporations like a cyclop." Referring again to the "preamble" for inspiration as it glorifies our system of Government, we want to state some things that are tolerated, because nothing better has been discovered in governmental affairs. We do not expect to convince the "G. B. A." of the U. P. system, and still, it may give that august body something to think about. We ask, is a minority rule more objectionable than the one man rule? In any case wherein life or liberty is involved on a jury one man's vote absolutely renders null and void the votes of eleven men. Come to the order of which the "G. B. A." is connected, and contemplate the power conferred upon one man, the Grand Master, when presiding over the deliberations of a Biennial Convention. Who can speak until recognized by the presiding officer? "The constitution of our country" vests in the President, in many instances, the *one man* power—far greater power it is claimed, than is wielded by the Queen of England and Empress of India—and yet, the "G. B. A." of the U. P. thunders its anathemas upon the "Supreme Council," because a minority may prevent a strike and the untold ills which strikes inflict—brought about often because, as the "G. B. A." of the U. P. intimates by the "radical tendencies" of some men. It will be observed by reading Section 10 of the laws of the Brotherhood relating to the "Protective Department," that it is said that "in the event of a strike the Grand Master shall be the recognized leader and shall have the authority to *command the entire resources of the Protective Department.*" Here again, by the laws of our own Order, we enthrone one man and clothe him with supreme power, and yet, the "G. B. A." of the U. P. discloses its lack of information by the sweeping assertion that the fact that a minority being clothed with authority to prevent a strike "is contrary to all prece-

dents, contrary to all the laws or methods known to the government of nations, organizations or men in any part of the civilized world." It were supreme folly to discuss such imaginative declarations.

The "Home Rule" idea may be dismissed with the remark, that the Supreme Council in no wise interferes with the subject as the manifesto of the "G. B. A." of the U. P. fully demonstrates. It gets together and enjoys "home rule" to the uttermost limit, arraigns and condemns as pleases its fancy, and snaps its fingers in the face of precedent and propriety.

Referring to paragraph eleven, we note what is said about "bribery and treachery." No laws can provide against such baseness, such infamy, or such suspicions. Some men are corrupt, and it frequently happens that their motives, however adroitly covered up, are discovered in time to be circumvented, and as to the talk about a "despotic and absolute monarchy," it is probably sufficient to say that such governments do their utmost, when like the "G. B. A." of the U. P., they arraign, try and "condemn" their victims without a hearing.

Paragraphs twelve and thirteen, with regard to admitting organizations, require nothing in the way of comment. The surmises they contain seem to have been written for filling and stuffing, and are all provided for in the motion of the Atlanta Convention, which we have quoted.

In paragraph fifteen, the compliment paid to the Brotherhood of Locomotive Firemen is deserved. "Mutual equality" is just what the "Supreme Council" has provided for all federating organizations.

Paragraph 16 is unfortunate, except in the first sentence. It indicates "conclusion"—the end of the document, but when it gives an opinion that federation "widens the breach between organized labor," it becomes as funny as if written by Bill Nye. We confess that we do not comprehend the boldness of the figure. It seems that somehow the "final court of appeals" appears "in its obscurity like a powerful Throne" with a big T. After this the "G. B. A." of the U. P. "earnestly asks our grand officers to visit this," the U. P. system, at their "earliest convenience," and in paragraph 19 we are informed that the "G. B. A." of the U. P. "until convinced" of their "error," etc., are going to "act on the plan of federation adopted at Atlanta." If the "G. B. A." of the U. P. will honestly act on that plan, they will act right, but it must remember that the plan of federation adopted by that convention was to clothe the committee with all necessary power "to make such concessions and modifications in the federation laws of this (that) body as may be required to secure the approval of the other organizations."

The conventions of the switchmen and brakemen have fully indorsed federation, the action of the Supreme Council.

In human affairs none but fools claim perfection. No Brotherhood boasts of such infinite wisdom. Constitutions and laws provide for amendment or repeal. Federation is a new departure for railroad organizations. An earnest desire to improve upon what has been done, advocated in a spirit of building up rather than tearing down, would meet with universal approval. But open, unprovoked rebellion, open or covert threats, impotent wrath and sweeping condemnation are not the ways to deal with propositions like federation, which, when perfected as the intelligence of the federating bodies desire shall be the case, will confer untold blessings and benefits upon all concerned. Any one can destroy, but to build is the demand, and federation once perfected, like the pyramids will stand when forty centuries have come and gone.

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BOSWELL MILLER.

The advancement of Mr. Roswell Miller to the Presidency of the Chicago, Milwaukee & St. Paul system of railroads, is not so much of a compliment as a splendid reward of merit—and the term "merit" includes the entire group of virtues which go to make up the best type of the American man of affairs. The C., M. & St. P. system includes about 6,000 miles of main track, and its capital stock and bonded indebtedness amounts to \$180,272,000, and ranks as one of the greatest railroad properties in America. The men who own the property are careful who they place in charge of it. There is seldom any chance work about such promotions. Men of vast fortunes may buy such positions as titles are sometimes bought in European countries, but Mr. Miller does not belong to the millionaire class. His wealth is in brain capacity. He knows how to manage. Great problems do not disconcert him. He has the required experience. He is not only able but obliging. Elevation does not make his head dizzy. He can see an employé and estimate his worth, and do him justice. He can be great in doing what arrogant men call small things. We congratulate the stockholders and bondholders and the great army of employés upon the advancement of Mr. Miller to the Presidency of the C., M. & St. P. We believe it means prosperity and a reign of righteousness all along the line.

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THE *Frog*, which *never* was a tad-pole, comes to us enlarged, white, clean and as butchifal as a Connecticut butcherfly. The *Frog* is always newsy; it never croaks, but sings, and when it sings there is melody, you bet! It is always welcome.

JOHN LIVINGSTON AGAIN.

In the *Railway Age* of October 25th, Mr. John Livingston is out with what he calls an "amended complaint." His first complaint was against "sixty-one defendants," the "amended complaint includes 117 railway companies, comprising nearly all the principal railways in the country." The trouble is, that all of these 117 railway companies have extended, in one way or another, "free passes," or transportation at reduced rates, to their employés and their wives, or have permitted some railroad workingman, engineer, fireman, brakeman or switchman, to ride, when in search of work, upon the presentation of a "traveling card," issued by the Brotherhood, of which they were members in good standing. This is what worries John Livingston, "of the City of New York, and of Campville, Tioga county, New York, President of the Railway Shareholder's Association, an organization," etc. John Livingston is making himself notoriously ridiculous, and as conspicuously contemptible. It has been charged, that having been himself a candidate for favors in violation of law, his vindictive spirit has been aroused, and his wrath, doubtless intensified because having been snubbed when impudently offering advice that was not wanted.

John Livingston, has really surmised that he understands the Interstate Commerce law, and he further surmises that by bombarding the Interstate Commission he can knock the sense out of them and reduce them to the level which he occupies. We doubt very much if his original complaint was ever read by the Commission, and certainly, except to be satisfied that John Livingstone is a conceited ass, no one will give his amended complaint a perusal. We have not for months past entertained a doubt in regard to his malignity, but having waded through his "amended complaint" the conclusion is arrived at that he is an old shark, whose egotism has increased as his brain, if he ever had any, absorbed water. To demonstrate this, he inflicts upon the Interstate Commission four columns of solid nonpareil, and what is quite as strange, gets the mass of drivel published in the *Railway Age*. He is mad because railway employés ride free, or at reduced rates. He would have them pay regular rates or walk—and he would have the wives remain at home, rather than permit them to have a holiday with their husbands once a year, or once in two years, when they attend conventions. John Livingston has no conception of liberality and gratitude and he labors under the fool idea that the Interstate Commission, at his solicitation, will transform itself into an autocrat, and declare that Railway Companies shall adopt the venal policy which makes John Livingston the most

vindictive enemy of workingmen in the land, except, possibly, Austin Corbin, whose effigy should to be burned at every cross-road in the country. * * *

FEDERATION AN ACCOMPLISHED FACT.

Now, that three organizations of railroad employés have federated, now that federation is an accomplished fact, those who have pooh-poohed, should change their tactics. There is in federation nothing to excite derision. It is superior to flings and jeers. Here and there an ignoramus refers to federation as "amalgamation,"—which is not a synonym of federation, and refers to something entirely foreign to federation—and yet there are those who, oblivious of their stupidity, write for the public eye, and make federation and amalgamation interchangeable terms.

Federation, like all other terms which stand for important and imperishable ideas and principles, ought to be discussed upon its merits; and particularly should working men examine its claims for consideration, since it is assumed that it is designed to promote their welfare.

Let us look at this question dispassionately:

First. It is assumed that federation increases the power of the federated organizations. The proposition is too self-evident to require anything more than the statement. "But," says a croaker, "the power thus gained by federation may be used for an improper purpose." That is true, and hence it becomes important at the outset, when federation is proposed, to understand fully the object in view. The thirteen British colonies in America federated. The Declaration of Independence gives the reason why. It was to resist British oppression and establish a new nation. It is possible to conceive that the power thus secured by the federation of the colonies could have been used for vicious purposes, but no patriot would have raised his voice to cry down federation, and no patriot did raise his voice to defeat the purposes of federation.

The fact need not be obscured that the federating organizations of railroad employés believe that by federating they secure power, thereby becoming more efficient when it becomes necessary for them to exercise that power. In this connection, and just here, the query arises, possibly, how, and under what circumstances is this power to be exercised? Well, in the past, railroad employés have had grievances to adjust, and failure has led to strikes, and strikes have caused great sacrifices. Under the federated compact, no one organization can order a strike, hence the chances of strikes are reduced. It would be folly to deny this statement, because it is a fact. Trivial matters

will not produce strikes and those labor disturbances so rife in the past. Investigations will be more thorough, and the means of arriving at an amicable adjustment of difficulties being vastly more efficient, it is fair to assume, will be proportionately effective, and hence it is believed by those who have given the subject patient investigation, and whose opinions are valuable, that with federation the era of strikes virtually disappears. Thus it appears that the increased power resulting from federation is to be first employed for the amicable adjustment of grievances between employer and employé. And already it has been so employed, and results triumphantly confirm the declarations we have made.

Second. Now, it should be distinctly understood that each of the federated orders pursues the even tenor of its way, as if federation had no existence, except that should any portion of its membership desire to strike—go to war, for that is what a strike means—they can't do it. Their Brotherhood or organization, must exhaust its resources for adjustment first—and even then it cannot strike. The whole power of the federation is to be exerted to settle the difficulty. Arbitration, compromise, concession, all things honorable, and just, and manly, and of good report, are to be done that a strike may be avoided. Here the question arises, and we put it to all honorable men if this is not the judicious exercise of power? Is it not the one thing wanted in the labor affairs of the country, and particularly in railroad affairs? We do not hesitate to believe that the reply will be in the affirmative from labor organizations and from railroad officials, also.

Third. In the event of a grievance which after every effort to adjust it honorably has failed, what will be the next move of the federated organizations? The answer is that every man will quit work, from one end of the system to the other. It will be the last resort, and who is there, among all the hosts of honest laborers to hoist the banner of the scab, and aid the corporation to overthrow the federated workmen in defeat?

Fourth. The federation idea is the brotherhood idea carried forward and carried out to its logical sequence. The inter-dependence of railroad employes is so vividly self-evident that argument weakens rather than strengthens the declaration. It is a fact as irrevocable as the decrees of fate. It may not be stronger than in some other employments we might name, but it is a condition that defies the attacks of logic, and will survive the assaults of those who would keep railroad employes estranged. We do not know when all organizations of railroad employes will constitute one grand federated body, but we believe in the logic of events, and in the logic of common sense, and thus

believing we wait patiently and trustfully for the "good time coming, boys," when all the brotherhoods will fall into line under the victorious banner of federation.

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OUR MAGAZINE AGENTS.

Every Lodge of our Brotherhood has an officer known as a MAGAZINE AGENT.

The constitution imposes upon the MAGAZINE AGENT certain important and responsible duties.

The LOCOMOTIVE FIREMEN'S MAGAZINE is the property of the Brotherhood of Locomotive Firemen—of the membership. Each individual member has a property interest in the MAGAZINE.

In choosing officers for the Lodge the question of fitness arises, or ought to arise. It is not every one that is qualified to be Master of a Lodge, nor is it every one that can fill, acceptably, the office of Magazine Agent.

What is wanted in the MAGAZINE AGENT is a comprehension of the value of the MAGAZINE to the Order. He should be familiar with its contents, as it is issued, so thoroughly posted that he can recommend it. With this there should be intense zeal to build up its subscription list, thereby increasing its usefulness to the Order.

We do not hesitate to say that such MAGAZINE AGENTS would, in a short space of time, give the MAGAZINE 50,000 subscribers.

The agents of the MAGAZINE are empowered to *appoint deputies*, and we suggest that they appoint such deputies—good and true men—on each line of railroad centering at the place where their Lodge is located.

What is desired is that a *thorough* canvass shall be made, that attention shall be called to the *merits* of the MAGAZINE. It is readable and thoughtful. It keeps abreast of the army of progress. It is in demand by scores of readers who are not members of our Brotherhood. It is recognized as the best Brotherhood publication in the country, and as such it should be the pride and boast of our Order. This is said in no spirit of vain boasting. It is a fact certified to by men who are not members of our Order and who are capable of forming an intelligent opinion.

In view of such things we appeal first to our MAGAZINE AGENTS to take hold of the business of extending the circulation of the MAGAZINE with energy. Appoint deputies and infuse into them zeal to make the MAGAZINE more potent for the good of the Order.

And, now, Brothers, every one, we appeal to you. Champion the cause of your MAGAZINE. Give it some of your time, some of your leisure. Let each man make himself a committee of ONE to increase the subscription list of the MAGAZINE.

In doing this you help yourselves, you help the Brotherhood, you help the cause of labor,

help on the work of organization and of federation, help to win the battles of the Order, and to give its influence a wider sweep.

Let the good work begin at once, nor cease until the communities where you live have been thoroughly canvassed, and good results will follow.

* *

GRANTING PASSES.

We have before us an article clipped from the *Locomotive Engineer*, captioned "The Pass System." We do not believe in its logic or conclusions, but we want to comment upon some of its propositions and therefore print the article entire:

The agitation of Mr. John Livingston against the issuing of passes to anybody except Mr. John Livingston, and especially against the issuing of passes to railroad men attending conventions, shows more momentum than that usually given to the agitation of a known crank.

There is little doubt that the different railroad managers would gladly combine with any man or body of men who give reasonable promise of abating in a measure the pass nuisance, much less the abolition of it altogether.

The pass system has been abused; a case where the old proverb about riding a free horse to death has been literally carried out.

Everybody wants passes, those having the least reason for having passes want them the worst.

The Interstate Commerce Commission have attempted to restrict the issue of passes and confine their use to actual employes of the road; their efforts have been partially successful, and have given the railroad officials an excuse for refusing passes to many persons otherwise hard to refuse.

But a remedy is never a cure; poultice on the outside of the pass cancer will never bring it to a head—it must be cut out, root, limb and branch, by the knife.

If every passenger carried over our roads paid fare, the companies could make money on their passenger business at one-half the present rate per mile.

It costs just as much to haul an alderman with a pass as a human being with a ticket.

The only way to stop the pass trouble is to do away with them for any purpose—not even using them for employes in the service of the company.

If the master mechanic finds it necessary to send an engineer and fireman over the road deadhead, let him give them an order for tickets, regular tickets to be issued to them, and the mechanical department charged with them, at regular rates, on the books of the transportation department. It costs just as much to haul the engineer and fireman as it does any other two passengers.

If fares were down to one or two cents per mile, the brotherhoods could well afford to pay the fare of their delegates; then if any delegate wanted to take his wife he could pay her fare.

Most railroad employes dislike to pay fare—don't like to do it themselves—but railroad men are more than half human, anyhow, and would soon get used to doing what other people do. There is no more reason why the family of a trainman should be carried free over the road than that the trainman should make a couple of trips without pay—what a kick there would be if some official asked that.

As long as one employe gets passes, all should; the general manager has no more excuse for using the pass privilege on his own road, or in asking it from other roads, than has any section laborer. If it is wrong for one it is wrong for the other.

About the only way to cut off the pass busi-

ness is to make some such law against them as now stands against counterfeit money.

Railroad employes are not the worst pass fiends in the world. The press, the pulpit, the legislature, the bench, and all those institutions which influence the people, or are supported by the people, for the benefit of the people, are more or less influenced in favor of the roads by the use of passes, the abolition of the system would place all these where they belong—on a level with the people.

The pass system is wrong, and the ethics that it has taught is for abolishment, but a convenient evil is hard to give up.

Railroad men could but be benefited by a complete change in this direction, as it would reduce the fares they would have to pay, make the companies more prosperous, and the chances of higher pay better.

To begin, the railroads of the country never had a "pass system." There was never any regular method or order by which passes were granted or withheld. As a consequence, it has not been "abused." Railroad officials have granted passes, as a general proposition, upon the principle that such a procedure would pay. Directly or indirectly they have believed that granting a pass would prove a profitable investment. In this, there has been no "riding of a free horse to death." The horse has never been a "free" one. Persons could only ride by permission. Let us examine this pass business. Who have had passes?

1st. Railroad officials. These have been courtesies, an interchange of passes—hence nothing has been gained or lost by granting such passes.

2d. Passes have been granted to newspaper men, and newspaper men have always been in a position, in many ways to compensate the roads for such favors, sometimes by writing, and as frequently, perhaps, by keeping silent. At any rate, there has seldom been any disagreement between the newspapers and the railroads upon the score of passes—and if a balance existed, it has seldom, if ever been against the newspapers.

3d. Passes have been granted to legislators and we think the records will show that this class of recipients of passes have earned their rides.

4th. Passes have been granted to shippers, men who could, without trouble, so increase the business of a road, as to more than compensate it for the passes granted.

So far, the pass has been granted upon business principles. The *quid pro quo* has determined the granting of passes, and the railroad official has always been master of the situation, has determined for himself what ought to be done. The Interstate Commerce Commission, by its decisions relating to passes, has exercised an arbitrary power which has been productive of little if any benefit. It has added nothing to the power of railroad officials to refuse passes, and in giving them an excuse for such refusals, has been fruitful of petty discontents, and small profits. It has given such

men as John Livingston opportunities to give conspicuousness to their littleness, and bring such railroad managements as have taken their cue from him, into deserved contempt.

When the *Locomotive Engineer* says, "Everybody wants passes," it indulges in hyperbole, a figure of speech, indicative of more passion than prudence. The statistics of receipts from passengers are conclusive. At any rate the figures demonstrate that if everybody wants passes everybody don't get them by a large majority. The declaration that "everybody wants passes" prepares the way for the exaggeration that if "every passenger carried over our roads paid fare, the companies could make money on their passenger business at one-half the present rate per mile," that is to say, as many people travel on passes as there are persons who pay fare. The orders of the Interstate Commission, it is safe to say, in the matter of passes, have not solved the problem, and this the *Locomotive Engineer* admits when it says, "The only way to stop the pass trouble is to do away with them for any purpose, *not even using them for employes in the service of the company.*" We italicize a sentence that our readers may the more readily comprehend the proposed remedy for a supposed wrong, but which in the case of an employé is in the nature of a right, the suppression of which would be a wrong and an injustice of indefinite proportions. It is an easy matter to say that "the pass system is wrong," easy to say, "if fares were down to one or two cents a mile," etc., and it requires time and space to answer such affirmations and propositions. For railroad companies to grant passes to their employes is not wrong. It will not be denied that the cash system, "pay as you go," is right, but the credit system is also right, and the world's business is done on the credit system. Thousands of railroad employes, receiving small wages, work away from their homes, and to pay fare from their scanty earnings, at such times as fortune grants them a furlough to visit their families, would be rank injustice, and thus we might enumerate instances of a character indicative of a right to ride on the cars, the denial of which would make the world cry out "shame!" Railroad employes are appreciative of kindness, and those of them who are engaged in departments of transportation, are in position, when their gratitude is aroused and active, in ten thousand ways, to compensate the roads for every act of courtesy. Fortunately the roads, as a general thing appreciate this fidelity, and passes are granted, and the roads are the gainers. That passes have been granted when they should have been withheld is doubtless true, but the remedy does not lie in the direction of totally abolishing passes.

For the Magazine.

ELI, ELI, LAMA SALACTHANI?

From whom that agonizing cry?
That sounded from Golgotha's height—
It pierced the very throne on high,
And reached the lowest depths of night.

It was the God man's dying moan,
That on the cross did bleed and die,
'Twas our sins made Him sigh and groan,
'Twas our sins caused that bitter cry.

Upon Himself our debt He took,
His Father's face was turned away—
For purity can never brook
To look upon iniquity.

The scourge, the thorns, the cross, the spear,
All these combined and ten times more,
Were naught, as loss of Father dear.
'Twas this that pierced His heart's core.

Edward Splains.

* *

PLUCK AND PERSEVERANCE.

In a recent number of the *New York Mechanical News*, we find the following which so forcibly illustrates what pluck and perseverance can accomplish, that we transfer the article to our columns in full:

The following is one of the traditions of a manufacturing firm in Glasgow, Scotland. Thirty years ago, a barefoot, ragged urchin presented himself before the desk of the principal partner and asked for work as an errand boy.

"There's a deal o' running to be done," said Mr. Blank, jestingly, affecting a broad Scotch accent. "Your first qualification will be a pair o' shoon."

The boy, with a grave nod, disappeared. He lived by doing odd jobs in the market and slept under the stalls. Two months passed before he had saved money enough to buy the shoes. Then he presented himself Mr. Blank one morning, and held out a package.

"I have the shoon, sir," he said quietly.

"Oh!" Mr. Blank with difficulty recalled the circumstances. "You want a place? Not in those rags, my lad. You would disgrace the house."

The boy hesitated for a moment and then went out without a word. Six months passed before he returned, decently clothed in coarse but new garments. Mr. Blank's interest was roused. For the first time he looked at the boy attentively. His thin, bloodless face showed that he had stinted himself of food for months in order to buy those clothes. The manufacturer now questioned the boy carefully, and found to his regret that he could neither read nor write.

"It is necessary that you should do both before we could employ you in carrying home packages," he said. "We have no place for you."

The lad's face grew paler, but without a word of complaint he disappeared. He now went into the country and found work in a stable near a night school. At the end of a year he again presented himself before Mr. Blank.

"I can read and write," he said briefly.

"I gave him the place," the employer said, years afterward, "with the conviction that in process of time he would take mine, if he made up his mind to do it. Men rise slowly in Scotch business houses, but he is our chief foreman."

There is in every department of human endeavor, instances showing that the poor and obscure, by indomitable effort, have succeeded in securing the highest rewards

which the world can bestow. It does not matter where investigation begins, it will not be long until the truth is discovered. The account that we publish however, is exceptionally apt.

The pale faced boy who lived by doing odd jobs in the market and slept under the stalls, concluded to better his condition, but he had no "shoon." Then the struggle became fierce—he must still live, and save enough to purchase the "shoon." Rejected, because in rags, he retired with his "shoon;" another battle was to be fought for clothes. Still rejected because he could neither read nor write, his pluck and perseverance was equal to the ordeal. Again he fought against adverse fortune, and after twenty months of ceaseless struggle he comes for the third time with "shoon," and clothes and with the reading and writing equipment and succeeds in securing the place of errand boy—and at last became "chief foreman," and probably the proprietor.

In such traditions there are lessons for the plucky persevering poor, and those who will study them and profit by them, may be certain to succeed.

* * *

THE *Knights of Labor*, published at Chicago, in its issue of October 19th, in "A word of advice to delegates" to the General Assembly of the Knights of Labor, to be held in Atlanta, says:

Charges have been iterated and reiterated against not only the integrity, but the honesty of the General Officers of the Knights of Labor. They have been accused of squandering the funds raised by assessing the honest workmen connected with the order for their personal benefit. They have been accused of using the funds to pay railroad and hotel expenses of their concubines. They have been accused of using these funds to defeat politicians with whom they were at war. They have been accused of using the funds for the corrupt practice of reelecting themselves General Officers. They have been accused of so many crimes against the cause of honest labor, that if only a tithe of the charges be true, they are unworthy not only to hold the positions they now hold, but to have any connection whatever with the interests of the labor movement. It may be that the charges are not true; it is your duty to find out. Go at this work intelligently and with a firm purpose not to be sidetracked by any personal feeling you may entertain for or against the General Master Workman or his accusers.

Such reading as the foregoing is not calculated to advance the cause of labor. Such charges so broadcast would make Paradise a jungle, and fill it with beasts and reptiles. That an organization, of any kind, should live a day under the weight of such accusations, true or false, is simply marvelous. Still, the Knights of Labor live, and its Grand Master Workman is maintaining his position with undaunted courage. In addition to the foregoing, the same paper says:

Among the most serious of all the serious charges that have been made, is that of all the million or more dollars that have been contributed for various purposes by the members of the order, and which have been expended under the supervision of Mr. Powderly, there has not been proper vouchers presented to any General Assembly. It is charged openly by members of the finance committee, that at no meeting of the General Assembly have vouchers, other than the bare statement of the General Officers, been presented for the expenditure of all this vast sum.

The foregoing suggests reflections relating to financial matters of the most vital consequence. To collect vast sums of money in excess of the taxing powers is corrupting—always was and always will be. We know nothing of the charges made by the *Knights of Labor*, and have no comments to make in regard to them. We take the broad ground that no labor organization should collect one dollar, nor one cent, of its members not immediately in demand to meet its obligations. Any departure from this policy will breed distrust, no matter who handles the cash. Besides, the laws of the organization should explicitly forbid the accumulation of funds beyond immediate needs. Working men have no money to create colossal funds to be invested in schemes of any kind. They need their money for their private use, and usually much more than they receive. Moreover, an organization has taken the first downward step when a suspicion arises that money collected of its members has been improperly expended. To guard against such suspicions nothing but exhaustive exhibits and honest vouchers will answer the requirements. In the absence of them suspicions will multiply in geometrical progression, nor is this to be wondered at. On the contrary, when it is shown that the collections have been to meet constitutional obligations, and that the money has been sacredly guarded—that integrity in financial matters has prevailed—that organization will outride all ordinary storms.

* * *

ELSEWHERE in the current issue of the *Magazine*, we reproduce from the *St. Paul Daily News* of October 18th, a communication from the pen of Hon. L. S. Coffin, relating to the killing of railroad employes, particularly brakemen and switchmen. The statements made by Mr. Coffin are well calculated to arouse public attention, and to emphasize the demand for such remedies as have already been devised and which should be applied. Mr. Coffin shows that in one short week 25 trainmen have been killed and 25 more crippled for life, a total of 50 in one week; equal to 2,600 in a year of 52 weeks. Of these, says Mr. Coffin, 11 were killed and 8 crippled by the old time methods of coupling cars, equal to 988 in a year of 52 weeks. The number is fearfully

great. It is believed that this "awful record" can be modified, but it is believed that it will be modified only at such a time as railway companies realize it is for their pecuniary interests to make the required changes. Mr. Coffin states that one of the most important questions in regard to the important matter of which he writes, is the "confederation" of railroad employes. In this he voices a sentiment that every rational man recognizes as a key-note, and to this it must come eventually. There are dangers which no forethought can guard against, but there are others, easily pointed out which can be avoided. Railway companies are not required to do the impossible, only the practical is demanded; and this should be done, and if this is not done, if the maiming and killing goes on without awaking a sense of responsibility on the part of railway companies, employes should bring the matter to their attention in a way that will command respect. The slaughter of men must be reduced to the minimum, and to do this, humanity scouts all reference to expense. It is needless to say that in the estimation of some men, life is cheap, but those who are in danger of being killed, should insist that their lives are above price.

* *

CAR INSPECTOR'S PROTECTIVE ASSOCIATION.

The work of organization of railroad employes goes steadily forward, and now we have the satisfaction of announcing the Car Inspector's Protective Association. The movement is in the right direction. Organization is now the watchword everywhere, and every trade and calling of wage-workers are coming together for mutual protection. We hail the organization of Car Inspectors with special pleasure, and bespeak for the new Association the most kindly consideration of the members of our brotherhood throughout its entire jurisdiction. We are anxious that the new Association shall succeed, and we appeal to Brotherhood Firemen to interest themselves in the welfare of the Association. They can talk the matter up with Car Inspectors of their localities, and in many ways be of service to those who desire information.

All applications for charters should be directed to George Scott, President, No. 433 North High street, Columbus, O.

Every Railway Employes Journal in the country should lend the Car Inspector's Association a helping hand, and we are convinced it will be done. The labor publications of the country are animated by a desire to see all working men thoroughly organized, and they are becoming a power in shaping public opinion. The *Magazine* will do what it can to help on the Car Inspector's Protective Association.

For the Magazine.

A CHRISTMAS EVE.

'Twas Christmas Eve, and o'er the slumbering earth,
All day the snow had fallen thick and fast;
And on the air came joyous sounds of mirth
From merry, jingling sleigh bells as they passed.

A little child, a girl of seven years,
Came slyly peeping through the open door,
While in her large blue eyes the glistening tears
Told all that words could ever tell, and more.

For there within the church she saw a tree
All lighted up with little candles bright;
No wonder that a sob was heard as she
Turned sadly out into the frosty night.

'Twas Christmas Eve, that mother knew full well
The mark of sorrow in her childish grace;
She understood the scalding tears that fell,
And trickled down the gauby little face.

For in the dangerous duties on the rail,
The father brave had fallen in the wreck,
And now the wife with trembling lips and pale,
Sat down in sobs and tears she could not check.

Although the cozy room was bright and warm,
Before the table sat a vacant chair;
The smiling face, the loved, familiar form
No more would shed that sacred influence there.

There is no cloud but what some cheering ray
Will struggle through; so in the darkest night
Of sorrow, sunbeams clear the mists away,
And give the soul a glimpse of morning light.

And to this mother in her hour of grief
There came the fifteen hundred dollars—gold,
Or good as gold; which brought to her relief
The needed comforts for the winter's cold.

Oh Thou, who didst the law of love ordain,
For whom resounds the cheerful Christmas
chord,
Are not such noble deeds eternal gain?
Will not that sacred charity receive reward?
STANBERRY, Mo. Geo. W. Hall.

THE COMING VICTORY.

Dinna ye hear the slogan, boys, dinna ye hear
the tramp?
Dinna ye see the light, boys, flash out from La-
bor's camp?
Dinna ye see the sun, boys, Labor's sun arise?
And flash its sacred light, boys, athwart our
darkened skies?

Whatever else befalls you, boys, keep your eyes
from growing dim,
God keep your tongues in tune boys, to sing the
sacred hymn,
For victory is coming, boys, I hear it in the
breeze,
Its glowing in the stars, boys, and blossoms in
the trees.

Labor is advancing, boys, God give its armies
nerve,
Let us stand by our flag boys, and from duty
never swerve.
For the waves and the tides, boys, are bearing us
along,
And the winds too, shall help us, boys, sing our
triumphant song.

The Right is on our side, boys, and though devils
may assail,
The Truth is on our side, boys, and the truth will
prevail;
And Justice is ours, boys, pledged to lead us on.
And will battle for our cause, boys, till victory
is won.
—Veteran.

THE BROTHERHOOD.

DECEMBER, 1889.

FORT WORTH, TEXAS, October 15, 1889.

Editor Locomotive Firemen's Magazine:

Having watched with interest the discussion going on lately in the *Magazine*, I would like to give my experience and ideas on the various questions now before the Order. For the past seven years I have been a B. of L. F. man and during that time have been in constant railway work, either as fireman, engineer, brakeman or conductor and am at present in the transportation department. Having done some traveling as well as changing positions, I have had a good chance to observe the amount of brotherly love there is shown each other by members, and their ideas and the effects of the late legislation by the Grand Lodge. In your remarks to "Pop," this month, you state that the Order is diminishing in membership; this is not a very encouraging aspect. I agree with you, that nearly all the members change their Order soon as possible after being promoted; the conundrum is, Why? and will a change in name stop this emigration? my answer is no, it will not, unless the majority of the Order extend a far more cordial and unselfish feeling and assistance to those promoted or to be promoted soon, and especially traveling brother engineers, for in nearly every case where a brother tries to get a job of running, he receives worse than no assistance from resident brothers. They seem to feel and act in every move as if he were an interloper in their community; the general tone is let him go firing; we want our turn, instead of like the B. of L. E., we will help you to get a job; and if one is running where he was promoted, and gets into a little trouble, he fights it out alone, unless he has friends in the B. of L. E. What glowing prospects does this extend to a B. of L. F. engineer to remain true to his Order? You may say this is overdrawing facts, but I assure you I have seen just such in many instances and it is occurring right at the present time, and is doing far more to recruit the B. of L. E. than the bulldozing of the engineers. Might I ask if the delinquent list is not the major cause of a decreased number of B. of L. F. men? Prepayment of dues by the quarter, and now a protective fund in addition, is causing bitter denunciations from members and increasing our expulsion for non-payment of dues. There is many a weak lodge, under heavy expense that runs their quarterly dues up to seven and eight dollars. Our ranks contain lists of married men that are in debt and this amount out of one pay, makes a great difference in the amount they can give their creditors, and to a brother traveling, or one just gone to work who is financially em-

barrassed. He must borrow from either his lodge or some friend or brother, if he can. I once asked a good brother, after introducing myself with a card, to bring my grip up to me next trip as I had just gone to work on the division west of him, and had left it where he boarded at the east end of his run. He didn't know if he would have a chance to. I had a chance to express my thanks to him and patronize an express company. Do you suppose I could have made a borrow of him to save expulsion if I had needed it? The letters and editorials lately against the B. of L. E., have stimulated its members to redouble their energies to get all the B. of L. F. engineers within their folds. If we would let them alone in the *Magazine* and do more work among our members assisted by the Grand Officers by letter and personally, when opportunity affords, it would produce more good and less antagonistic feeling and work from the B. of L. E. Bro. Lonergan's letter is dictated by bitter experience and contains solid facts and truths which any brother, who has traveled can testify to.

Yours fraternally,

Lone Star.

[We are disposed to refer briefly to some of the statements made by "Lone Star." He says: "Might I ask if the delinquent list is not the major cause of the decreased number of B. of L. F. men?"

Certainly, ask the question? and having asked it, answer this question: Of what use is a delinquent member in a lodge?

Such members expect to be carried along and maintain their good standing in the lodge, and if they get disabled, die or are killed, they expect the men who pay, who are not delinquents to foot the bills and pay their insurance policy.

In reply to all such complainings, it is only required to say, that non-delinquents maintain the *morale* of the Order—not the delinquents. When a man can't pay, when his credit is so dilapidated that he can't borrow five dollars, whatever else may be said about him, he is totally valueless as a brotherhood fireman, and his leaving the Order is not to be considered in the light of a loss, but on the contrary, as a positive gain. A worthy man, known to be industrious and honest, never wants for those who have enough confidence in him to help him in time of need.

As a matter of course, a change of name would be of no consequence to such men.

Says "Lone Star:" I agree with you that nearly all the members change their Order soon as possible after being promoted, and then propounds the conundrums—1st. Why? 2d. Will a change of name stop the emigration? and answers them both by saying "no." But "Lone Star" qualifies his reply by stating that in his travels he has found a brotherhood fireman so destitute of appreciation of brotherhood principles, that he declined to bring a "grip" to him, when

every consideration of kindness should have prompted him to respond to the request.

Unfortunately, the B. of L. F. does not sublimate every one who joins it. The same is true of other organizations. Some brotherhood firemen are selfish, narrow, unaccommodating, etc. Does "Lone Star" believe any other railroad organization can truthfully boast that all its members are etherealized, human angels, perfection, etc.? If not, why inject such conundrums into his communication?

A change of name proposes simply that a name can be had that fully responds to the condition of the brotherhood, expressing the facts of membership.

It has not been said that an act so wise and prudent, and warranted by considerations that defy the arts of sophistry, will retain in the ranks of the B. of L. F. every promoted fireman, but whether it does or not, a name that tells the truth, and meets all the requirements of conditions, should be adopted regardless of fears or favors, because it is right.—ED. MAGAZINE]

LOVELAND, IOWA, October 30, 1889.

Editor Firemen's Magazine:

The cry of railway employes is now for *Federation*, for unity and strength. But in this forward movement, as in all others, there are those who stand aloof as though they feared contamination from contact with their fellow laborers, if they should condescend to join in a movement for the benefit of their fellow workmen.

On every side of us, capital is uniting and perfecting its plans to crush organized labor to the earth, so that every obstacle in the way of wage reduction and the imposing of extra burdens on the working class may be removed.

Two orders, as yet, have made no move in this direction. One is the O. R. C., the other, the B. of L. E. Of one we expect nothing, of the other, we have reason to expect much.

An engineer is exposed to no danger that his fireman does not share. If the engineer has a grievance, nine times out of ten, it is his fireman's grievance too; and, even the tenth one is rarely an exception.

In the "Q." strike, where the two Orders were federated against the most powerful corporation in this country, a splendid fight was made, and although victory was not gained, neither did we bear defeat, and if we had had the aid of all motive men, the result would have been *victory*.

Corporations are not acquainted with the word "honor" in dealing with their men; compulsion is all they know, and federation must be the remedy for such wrongs. Let the members of the three federated orders make a personal effort to bring over outside orders and not leave the magazine to do all the work.

The firemen hope to see the engineers join us this fall; they have been asked many times to do so; but should they not, a change in the name of our Order would be advisable, and an

effort be made to have it cover the ground of both in the future.

If a change of name should create bad feelings toward us in the ranks of the B. of L. E., let me say they never spared our feelings in the so-called settlement of the "Q." strike; by their laws and the acts of every day life. Give us a change in name, if need be, and above all give us *Federation*. X. Q.

GOODLAND, KAN., October 22, 1889.

Editor Firemen's Magazine:

I notice in the October *Magazine* a communication from "Pop," asking for "a rest." I suppose "Pop" don't like to see anything in the *Magazine*, only what will please the B. of L. E. The next thing, "Pop" will want the proof sheets of the *Magazine* sent to Cleveland for the sanction of the B. of L. E.

In speaking of the feeling between the firemen and engineers, "Pop" says the wrangling all comes from the B. of L. F. And why? Because the B. of L. E. will not change its obnoxious laws, nor federate. I have yet to see a fireman who had hard feelings toward the engineers for not federating. If they think it is to their benefit not to federate, then let them stay out. In regard to the obnoxious laws of the B. of L. E., I would like to ask "Pop" how he would feel if some moneyed king should say to him: "You are not as good as I am, for you have to work for a living. Look at your hands; they are rough and calloused; you are my inferior in all things." Well, that is just what the B. of L. E. laws mean to the B. of L. F., and I think our worthy editor is right in letting them know how we feel in regard to them, for it will set the more clear-sighted engineers to thinking, and the chances are that they will have them changed, and then the two Brotherhoods will be closer together than they ever were before.

"Pop" says he thinks some of the letters are "spite work." Now, "Pop" calls the O. R. C. "scabs." I suppose he must have some ill feeling against some of the conductors, and calls them all "scabs" to get square with them. I know there are as white men in the O. R. C. as ever lived. Don't condemn all for what a few have done.

As a general thing, there is a good set of engineers on this division. I am firing for one who is a true friend to the fire-boys, and he takes as much interest in the B. of L. F. as he does in the B. of L. E., and what is our grief he makes his own. Fraternally, J. C. Quigley.

BLAIRSVILLE, PA., October 24, 1889.

Editor Firemen's Magazine:

A few words from Penn Lodge No. 392, I conjecture, will not be out of place in our *Magazine*, as the purpose is to inform the Brotherhood of its prosperity. Two of our members, Bros. W. B. Swartz, Vice Master, and R. G. Graham, Warden, formerly of No. 235, have been promoted to the right hand side. They are both competent men and worthy of the promotion.

Jno. D. Davis.

TO MRS. HENRY B. JONES.

I ne'er had an enemy yet in my life
Who'd call me ungrateful for favors bestowed,
And, Madam, when toiling through turmoil and
strife

We'll meet with a few every day on life's road.
Where'er I shall be in the future consigned,
I'll always remember in kindness your words,
How friendly you penned them! They thrilled
thro' my mind

Like the love-laden warblings of tropical birds!

I have often been told that I'm naught but a fool.
I was vain and conceited enough to suppose
The assertion came forth from an envious school,
And I ne'er let such language disturb my re-
pose

'Till I wrote about marriage, ah! then came a
pause,

A most wonderful one in my selfish career,
I began to suspect that my fees had good cause
t' driving me off with a flea in my ear.

How the ladies, all led by the Editor, sat
On the top of my head for that bellicose rhyme!
Till their weight into smithereens crushed my
old hat;

If the darlings but bore on me one at a time
I could drink in the sweets of her lips till my
breast.

Was aglow with the heat of an amorous flame;
But rich *sugar plantations* deprived me of rest.
Collectively, Madam, they brought me but
shame.

See on page eight-thirteen of this year's *Magazine*

Where a member points out a most dutiful
spouse.

There are prizes in wedlock most plain to be
seen,

If we only could find them ere taking our
vows;

And that chap with the one I have mentioned
above,

He need never complain about dry-nursing
twins,

No, nor bother his brains about moonshiny
love,

Nor a future atonement for marital sins.

Mrs. Bloom and yourself did defend me. I own,
Irene, Miss McFadden and one or two more;
But for kind words you said I'd be turned into
stone,

Petrified on a pedestal placed at death's door,
How I wish, Mrs. Jones, we were both in our
teens,

And again I'd try marriage, if you'd be but
mine;

For your heart is a prize sent to few of earth's
queens,

And my love would engulf you like something
divine.

Shandy Maguire.

LOS ANGELES, CAL., October 29, 1889.

Editor Firemen's Magazine:

It is now some three or four months since Los Angeles has been heard from, and not wishing you to think that No. 97 had gone to sleep entirely, I address you a few lines. Of course I will have to express my opinion on the leading topic among B. of L. F. men; that is, the changing of the name of the Order. My idea is, to leave it as it is, because you might look Webster and the whole world over for a new name and you could not find one more appropriate or better adapted to the majority of the class of men belonging to it. Let the old name remain as it is, for if we change it the public at large would think we had

something to be ashamed of, and seek to hide it by thus disguising it. No, Brother Debs, and brothers all over the continent, let us keep our old name. I for one am not ashamed of it. Well, enough of this, this time,

We are making great preparations for our Seventh Annual Ball, which will take place Wednesday evening, November 27th, which is Thanksgiving Eve. We will try to make it *the* ball of the season. Our Lodge is forging ahead, and we have now a membership of eighty-four, and several on the list for the goat to play football with. Bro. Ed. Whitney wields the gavel in a manner pleasing to all, and is ably assisted by Bro. J. F. Brown. Bro. Geo. C. Morton is still with us, and I think you will see him at the next convention in San Francisco. We are still anxiously waiting for Bro. Sargent, who was to have been here last April, and we would be very glad to see any of the Grand Officers, but don't expect too, now, until the convention meets in '90, and then they must pay us a visit, and if they are not entertained and treated square, then California don't know how to do it. Well, I will close now. Hoping to see this in the *Magazine*, I remain, yours truly,

W. T. Curl.

[We are inclined to suggest to Bro. Curl that those who advocate a change of name for our order are not "ashamed of the name" it now bears. No one has ever blushed when the old name was written or pronounced. A change of name to suit conditions does not involve any consciousness of wrong-doing. The B. of L. E. has had, first and last, three names. In making the changes, no feelings of shame were experienced. The suggestion that the "public at large would think that we had something to be ashamed of," is as preposterous as it is puerile. The public, large or little, one or a million, is quick to perceive the wisdom or folly of propositions, and when it is proposed to make a title express conditions, the "public at large" never expresses sentiments of contempt for such actions, nor does it assume that the purpose is to disguise something, or to play the roll of juggler; indeed, the disguise applies to the old name, since it does disguise the fact that all its members are not "firemen," though the title warrants such a conclusion.

Suppose the "public at large" should interview a brotherhood fireman who is opposed to changing the name of the order, results would be about as follows:

P. at L.—You are a member of the Brotherhood of Locomotive Firemen, I suppose?

F.—Yes.

P. at L.—Are its members all firemen?

F.—No.

P. at L.—What are the vocations of the membership?

F.—We have Firemen, Engineers, and Hostlers in our Order.

P. at L.—Are Engineers and Hostlers Firemen?

F.—No.

P. at L.—Does not the name of your Order imply that all its members are Firemen?

F.—Yes.

P. at L.—Manifestly, by your admissions, the name of your Order falls short of conveying to the public mind the character of its membership. It disguises real facts and conditions, and is misleading. Why don't you change your name to suit conditions? Why not let the name tell the truth?

F.—Well, some of us like the old name. It is a good old name; a nice old name; a great old name; a dear old name.

P. at L.—Do such statements comprise all the arguments, or the best arguments, you have to support your opposition to a change of name?

F.—That is about the size and scope of our arguments. Other arguments have been advanced, but the one that relates to the "good old name" is, I think, the strongest.

P. at L.—Well, I desire to say to you that such twaddle is not argument. It is not reason; it makes all sensible men laugh; it subjects your Order to ridicule. A name, above all things, should tell the truth. It should require no explanations. To call an engineer a fireman is not the truth. It is an unnecessary untruth. This the "public at large" at once detects, as does every unprejudiced man in your Order. To call your Brotherhood a Brotherhood of Enginemen, or a Brotherhood of the Foot board meets every requirement. It needs no explanation, and you may be assured that the "public at large," if its verdict is what you seek, will never accuse you of being ashamed of your old name, but will applaud the wisdom and courage of those of your Order who demand for it a name in consonance with the character and calling of its members.

Now, we will suppose that Brother Curl is a married man, and that the "public at large" is aware of the fact. We will suppose that Brother Curl wooed and won Miss Polly Brown, a beautiful young lady, devotedly attached to her maiden name. Brown is a "good old name," a "dear old name," a "nice old name." The wedding day comes, and Miss Brown, under changed conditions, becomes Mrs. Curl. "Not much," says Mrs. Curl. "I shall adhere to the dear old name of Brown. To change my name to Curl would make the public at large think I had something to be ashamed of, and sought to hide it by changing my name to Curl." Brother Curl says, "You are right, my dear; you are still Miss Polly Brown, just as you were before you became my dear wife, and I shall always introduce you as Miss Polly Brown. It is a dear old name. I loved it in the days of love's young dream."

The "public at large" will not indorse the stubbornness of Miss Polly Brown *alias* Mrs. Curl, and as for Curl himself, the "public at large" will everlastingly laugh at him.—ED. MAGAZINE.]

KANSAS CITY, Mo., October 15, 1889.

Editor Firemen's Magazine:

I have read "Pop," and your comments on his communication. I ask myself, who is "Pop?" Do you know him, Mr. Editor? In my travels, I have met many a "Pop," and never found one who was loyal to the B. of L. F. I do not believe "Pop" is a member of our Order. He don't talk like a Brotherhood fireman. He may be in our Order, but he cares no more for his obligations than a Hotentot. Why is he and the like of him permitted to plead the cause of the B. of L. E. in the *Firemen's Magazine*? I cannot answer the question, but the way you commented upon his slush, meets the approval of every loyal fireman in the Order.

Why don't "Pop" write his stuff and send it to the *B. of L. E. Journal*? Why make the *Magazine*, the Order of the B. of L. F., the sewer for such drivel?

If Brotherhood firemen (?) God save the mark, believe in the B. of L. E., let them go, but for heaven's sake, spare us their mutterings against the Order that is educating them.

There was never an army without a deserter, a traitor, or a spy. They are always purchasable, and the B. of L. E. has money.

The B. of L. F. can take care of itself, and don't you forget it.

The *Magazine* is meeting every demand, and the boys read it and proclaim it a "dandy."

Yours, *Left Hander.*

HOUSTON, TEX., October 27, 1889.

Editor Firemen's Magazine:

Bayou City Lodge No. 146 is doing well, and the boys are all living up to the motto of the Order. Some of them have been changed to the right side, but still stay with us. Bros. Keeler and Dunn have regular engines on the road. Dunn is one ahead of Bro. Keeler, by being "pap" of a young fireman. Bro. Moody, our Master, has quit flirting with the girls since he settled down to married life. Bro. Rabbit-foot Miller is the right man for Collector. Receiver S. H. Koehler spends his evenings with his big one-year-old boy since he got the day job in the S. P. yard. Bro. Gerber is hostler at present, and if promotion follows close attention to duty, he will get there. Bro. Monahan is off on a flying trip to see his best girl, I presume. Bro. Wynne, one of our best members, is firing. Bro. Wheeler, the "dude," is firing the pretty 637. Bro. Hoval always has a smile on his face since he got married. Bro. Scanlen ain't stuck on the 673.

I would like to mention all of them, but it would take too much space and time.

Fraternally yours,

A Runner.

WELL, I SHOULD SMILE.

MR. EDITOR:—When I meet a man who asks all about my health, And then changes the subject, and inquires about my wealth, I watch him pretty closely, and if I think him without guile— As, blandly as a zephyr say—

“Well, I should smile.”

When he asks about my family, my home and my wife, And if my mother-in-law is a lady of peace or strife, I may feel annoyed at his peculiar style. But, with the meekness of a lamb, I say—

“Well, I should smile.”

When he grows more familiar, and refers to my babes, I sometimes wish, like Dives, he was heels over head in hades— But still, in all gentleness, I pour on the “Patmos file,” And, speaking sweet as s'rghum, say—

“Well, I should smile.”

When he asks me to loan him money, five dollars, or so— I may not say it, but he reads the “no go” In my eyes, but expects all the while That I'll take out my pocket-book and say—

“Well, I should smile.”

God help us poor wanderers on life's stormy shores, When beset by the everlasting army of bores, For they are as plenty as were the frogs in the land of the Nile. And, I swear, I'll never say again—

“Well, I should smile.”

Except, should you ask, if in my resolve I am set. Then I'd reply, By the great horn spoon, you bet. But should you change the subject, my mind to beguile, In that case, I might respond—

“Well, I should smile.”

Pluto.

BOSTON, MASS., October 20, 1889.

Editor Firemen's Magazine:

I once told you that I am a reader and not a writer. Still, I am induced, occasionally, to put some of my thoughts on paper.

I have read all the numbers of the *Magazine*. I am familiar with their contents. The various departments of the *Magazine* I think are creditable to our Order. I don't like everything I read in the *Magazine*, but I am not a kicker.

I would like for the Order to have a new name, not that I dislike the present name, not that I am ashamed of it, but because facts and conditions demand it. Why not look at the matter free from prejudice? why inject into the controversy the B. of L. E.? Why not simply consider simply what our own necessities require? We consider the question of federation without being embarrassed by the B. of L. E. and subsequent events prove that we were right. If we have said, “let well enough alone.” If we had played oyster, and shut up, federation would would never have been brought forward and consummated. The world moves. Progress is the watchword. The B. of L. F. can't afford to play tortoise. It has in past won a splendid re-

noun by its advanced thought and action. Let it move onward and upward.

I have no disposition to give the *Magazine* taffy. It is not my style. I do it to old 46 occasionally on an up grade, when a “little more steam” is the demand. But the *Magazine* don't require applause from me. Still, I want to say all honor to the *Magazine*. It never says a word amiss. It has the courage to attack such men as Corbin and Livingston—the enemies of workmen and of organized labor. Our *Magazine* not only defends the B. of L. F., but it has generous words to say for every other labor organization, which does not ignore workmen and put in aristocratic style. It ought to have a circulation of 50,000 copies and could have it if brotherhood firemen would take hold of the matter in dead earnest.

I hope the *Magazine* will steadily hold on its course. It is something to have an organ that is fearless; an editor who has convictions and the courage to print them.

The present is no time for spineless men. The knock-kneed, loose-jointed tribe has had too much to do in shaping events. Corporations employ no white-livered, chicken-hearted men to manage their affairs.

Only fools suppose the battle of labor have all been fought. Its trials are in the future. Capitalists are combining, and the only and last hope of labor is federation. This the *Magazine* has championed in a way that leaves nothing to be asked for. Go ahead. The brains of the Brotherhood are with you.

Polish.

GREENVILLE, TEX., October 24, 1889.

Editor Firemen's Magazine:

Owing to the fact that any reference to No. 179 has escaped my attention for a long time, I have concluded to ask permission to say a few words to the Brotherhood through the columns of the *Magazine*. Lodge 179 is on the alert and doing good work. I hear much talk of changing the name of the Order. I, for one, do not see where we can better the Order by changing its name. We want to work for the B. of L. F., not the B. of L. E. The B. of L. E. has ignored the firemen all along. Have they helped the firemen? They have not. Look at the strike on the C., B. & Q. Did they not come to the firemen and want them to stand by the engineers? Did the B. of L. F. stay? Yes, it did. What thanks did the firemen get? I will tell you. The B. of L. E. men say they would rather have a man off of a dump to fire for them than an old fireman, for they are afraid that the old firemen will “do” them for their job. When one of the “Q” firemen gets a job of firing, it is nice for a B. of L. E. man to get him out of it. That has been done. I saw it done, and it shows what the B. of L. E. will do to the B. of L. F. After all that the B. of L. F. firemen have done for them, they would tramp the firemen under their feet. I, for one, say let the B. of L. F. stand as it now stands, and never kneel to the B. of L. E.

L. M.

Talking Sense.

MR. EDITOR:—It is a common occurrence to pick up a daily paper and read the account of some person or persons being killed or injured by handling firearms "that they did not know were loaded." I am about to monkey a little with one of these guns, and if I come to grief by injudicious handling it will be with the full knowledge that said gun is loaded clear to the muzzle.

O. F. Lonergan, writing from Atchison, Kansas, in the October *Magazine*, says: "I believe that the reasons for withdrawing from our Order by firemen who have been promoted to the position of engineers are that those men have learned by bitter experience that the fraternal feeling and idea of helping one another is a delusion, and that there are Lodges of the B. of L. F. all over the country where a traveling brother will not be recognized unless he has got money, and that his chances to go hungry are exceedingly good; and the country to-day contains a great many good firemen who have dropped out of the Order on account of their inability to pay Lodge dues for the reason they could not get work, for the firemen would not help them."

If the assertions of O. F. Lonergan are true I must be a very fortunate man. I have been a locomotive man since 1876, and have been a member of the B. of L. F. for eleven years. I have worked on seven different roads (by the way, I never was discharged yet) and have traveled the country pretty well over, from Winnipeg to New Orleans, and have met *very few* of the class of firemen O. F. Lonergan portrays to us. The kind of firemen and B. of L. F. men I happened to meet were the kind that on presenting my traveling card, took me by the hand and said: "Brother ———, I am glad to meet you. We will do all we can for you. How long do you stay in the city? Will you come and stop with me while here? How are you fixed financially? and when you are ready to leave we will get you transportation to the next terminal point." These are the kind of Brotherhood men I have met. I was introduced by a B. of L. F. man to the Master Mechanic of a certain road as a member in good standing, and one whom he thought would make a good man on the road. The Master Mechanic gave me a situation, and wanted a fireman to go right out on the road. My overclothes being in my valise in the baggage room, and no time to get them, this same Brotherhood man took his overclothes off and put them on me; then asked me how I was fixed for money to chew on at the other end of the road. At another time I was asked by a B. of L. F. man if I needed any money. As I was flying lighter than a chip hat in a blizzard, I told him so. He gave me a \$10 gold piece and said, "You know my address; when you are able send it to me." That Brotherhood man's name, with a great many more, are written on my memory in letters that time cannot erase. As to being expelled for non-payment of dues when a member is out of employment, it is all

bosh. I have been a member of three different Lodges of the B. of L. F., and all any member out of employment had to do was to notify his Lodge of this fact and the Lodge paid his dues and sent him a receipt. Brothers, let each and every one of us ask ourselves if the assertions made by O. F. Lonergan are *true?* and to those who find themselves affected with this bad disease Selfishness I would advise them to get a bottle of the famous medicine, Charity, and another bottle of medicine called Brotherly Love, take a dose of each, alternately, three times a day. This will cure most cases, and those who are not relieved by the free use of the above prescriptions should get upon some high edifice and jump off, saying to themselves, "here goes nobody."

One brother in the July and October *Magazine* says in regard to a change in the name of the Order, "Let well enough alone." I can not believe that our Brother gave this subject any consideration whatever, and gives this as his final decision. If all of our intelligent mechanics, from the time of George Stephenson, up to date, had lived with "Let well enough alone" for three months, we would have no Brotherhood of Locomotive Firemen, it would be the Brotherhood of Stage Drivers, and Brother "Let well enough alone" would be the Grand Master. If our great-grandfathers had lived by this motto, "Let well enough alone," to-day we would be cutting grain with the old-fashioned sickle, and threshing it with the flail. If "Brother Let well enough alone" was firing an engine where petroleum was used for fuel, and the hardest work he had to do in ascending a steep grade was to turn the handle of a globe valve from a quarter to a half turn would he say the inventor of the petroleum burning apparatus ought to have "Let well enough alone?" No, I think not? We have all of us heard the old proverb "Necessity is the mother of invention," but I think it should read "*Dissatisfaction* is the mother of invention." We have for years taken into the B. of L. F. young firemen and kept them until they were eligible to join the B. of L. E. and then given them up. To keep a good membership in the B. of L. F. under these circumstances is like trying to pump a barrel full of water with a stream going out through a waste pipe at the bottom of the barrel as large as the one going in at the top. Our aim should be to make an Order so far superior to any other labor organization that we can keep all of the engineers, hostlers and firemen we now have and those we make in the future. If we succeed in doing this it will be equivalent to stopping up the waste pipe in the bottom of the barrel, and we can keep a good membership and take a breathing spell at the pump handle once in a while. Some of the brothers seem to think that the B. of L. E. and that law in their constitution that the firemen so detest, has something to do with the change of name of our Order, but I can not see it in that light. The B. of L. E. have chosen the road they shall travel, also their companions, and I can not see that

any move of theirs will make any difference to us in regard to the change of name.

"One of Them," in October *Magazine* says, "Will not the engineers want to join us when they see we are gaining power?" Brother "One of Them," how thick is your head, anyhow? Read your constitution, and you will see that we care not whether a man be an Engineer, Hostler or Fireman, if he be a *white man of good principles*. If we thought we could attain what you think *possible*, every *B. of L. F. man in the land ought to vote for a change of name at once*. I have talked with all the members here, and nearly all of them say, "Give us a new name," and the only argument those who are opposed to it can give, is to "Let well enough alone," which is worse than no argument at all.

Hub City.

[We ask for the foregoing communication a careful perusal. The answer to O. F. Loneragan is overwhelming. The men who want to "let well enough alone" are attended to in royal style, and the new name question is discussed in a way to command attention. The spirit of the communication is the kind wanted, and every conclusion is logical. "Hub City" knows what he is talking about, and every word weighs a pound.—ED. MAGAZINE.]

STRATFORD, ONT., October 22, 1889.

Editor Firemen's Magazine:

A change of temperature in this latitude has doubtless influenced our worthy past Master, Bro. James Harvey, of Avon Lodge, No. 38, to enroll himself in the army of benedicts, which he did recently, capturing the hand of the accomplished, Miss E. H. Camont, of Eastwood, Ont. The marriage was solemnized in this city, after which the newly wedded couple received the hearty congratulations of a large number of friends who had assembled at the depot to see them depart on their bridal tour to eastern cities. The members of Avon Lodge desire through the *Magazine* to offer their hearty congratulations. It may be of interest to the Brotherhood to know that Bros. Robert Young and Robert McIntosh are rejoicing in the possession of heirs to their estates, a McIntosh boy, and a Young girl—and we are all proud to welcome the little strangers.

Speaking of temperature, I may remark that Bro. P. David Murray, of Avon Lodge, felt the cold while tramping out into the county of Brant recently, and remarked that "he could not endure the hardship much longer." Why not climax the situation and follow in the footsteps of Bro. James Harvey, and avoid the humiliation of having to alight from a load of straw, as was recently the case, when nearing the city of Brantford.

Bro. Alfred Sauls remarked quite seriously, "I guess I will join the secret society, known as the benedicts, and avoid the expense of having to renew the sidewalk on Market street in the city of Brantford." Bro. John Halpin will soon

have to renew the railway ties at his own expense. Better join the benedicts early, and save expense, and bringing into requisition the buck-saw, will not be so expensive as the cost of new ties. Bro. John Turner, the noted athlete, recently won the heart and hand of an estimable young lady of Western, Ont. Congratulations are in order and we tender ours in hearty earnestness. Bro. John Irwin, of Avon Lodge, can whistle "where, oh where has she gone," which is resorted to when nearing Simcoe. Continue John and Mack will reward you.

Fraternally,

38.

EL PASO, TEXAS, October 15, 1889.

Editor Firemen's Magazine:

I have been reading your *Magazine* for October I must say you send it to Mr. Corbin and his kind in good shape, but I don't think the remedy lies in that direction at all. Whenever the workingmen of the United States have brains and manhood enough to draw out from the ranks of both the Democratic and Republican parties and organize a party of their own, they can elect every officer in the United States, from a Justice of the Peace to President. They can have good laws passed for their benefit.

I don't think they are slaves to any corporation, but they are slaves to political parties, and whenever either of the dominant parties promise the workingmen that they will pass laws for their benefit, they lie, and know they are lying when they say it.

I would like to see you start this ball rolling. I think you are just the one to do it in good shape.

Very respectfully,

H. C. Enrok.

[The *Firemen's Magazine's* mission is not to build up or tear down political parties; that particular business has been confided to other publications. The statements of Bro. Enrok are doubtless true to some extent, but when workingmen interrogate candidates for law-making offices relating to judicious laws, and withhold their votes when answers are not satisfactory, it occurs to us righteous laws can be placed upon the statute books.—ED. MAGAZINE.]

For the Magazine.

FROM A FATHER TO HIS CHILD.

Be patient child, be brave and strong,
The way is rough, but 'tis not long—
For soon thy Jesus will appear,
And speak unto thee words of cheer.

Be patient child, and bear thy cross,
For heav'n's thy all—all else is dross.
May God's own mother be thy guide,
And shield thee safe on every side.

Remember, child, that God above,
Whose chastenings are all in love,
He said that "they who sow in tears,
In joy and gladness reap the ears."

And Thou, O Jesus, meek and mild,
Look down in pity on my child,
And give her faith, and virtue pure,
'Till heaven for her is made secure.

Edward Spaine.

Correcting Injurious Statements.

DENISON, TEXAS, October 16, 1889.

Editor Firemen's Magazine:

In looking through the October *Magazine* I find a piece from one of the Brothers of Red River Lodge No. 8, and I want to offer a few words of correction.

In the first place, he says, in the last year everyone seems to have lost interest in the Lodge; that there is no attendance, no system. Now, if the brother would only attend lodge, which he seldom does, he would find he was very much mistaken. In the last five or six months No. 8 has been increasing both in number and attendance, and there is quite an interest being taken in the lodge and we have some very interesting meetings. The boys have begun to see where they have made a mistake in not attending lodge more regularly, and are now coming out more promptly to the meetings and taking a deeper interest in the Order, and the members are becoming encouraged and try to attend every meeting, and No. 8 is improving very fast. Now the brother says, "If the new officers don't do their duty they will have charges preferred against them." Go to the lodge, Brother, and you will find most all of the officers present, trying to urge upon the Brothers their duty in attending the meetings. Again, he says, "We need Brother Hannahan here to stir us up." It has only been about six months since Brother Hannahan was here and explained everything to us, and advised and urged upon us to be more prompt in our attendance at meeting, and he would insure us having a good lodge. Brothers, have you followed his advice? Ask yourselves and see how it is. Again, he says, "We don't stick together there." He is mistaken. If you go to the round-house you will see the firemen grouped together, talking, and what is it about? Mostly in regard to the lodge, and how to build it up, how to get the boys out to the meetings and trying to find some plan by which to make Red River Lodge, No. 8, a success. The Brother thinks we should have two Boards of Adjustment; one for the B. of L. F. Engineers and one for the Firemen. I don't agree with the Brother. I think one is sufficient, and that the Brothers should place all confidence in them. Our Board consists of one Engineer and two Firemen, and I think they will do all that is in their power for the boys, and now, as we have a schedule on the M., K. & T. signed by the officials, I think the boys will be more satisfied when they are all placed to their right, which will be in a short time. I think our Brothers who are Engineers feel more contented to remain B. of L. F. men, as they know whom to look to for protection. Before we got our schedule, if they got into any trouble, they did not know whether the B. of L. E. would help them out or not. Now we have an article in our schedule that says, "the B. of L. F. Engineers will be protected by the B. of L. F." and I think it one of the best articles in our schedule because it makes the B. of L. F. independent, and can now fight its own battles through the troubles of

any of its members, and still the Brother has to tell that No. 8 is as poor as church mouse, but he don't tell why, so I will. The reason is that No. 8 has been too liberal. That is why No. 8 has so very little money in her treasury, but I am glad to say she don't owe a cent.

Now I hope that the next time the Brother writes for No. 8 he will not tell all her faults and speak no word of praise, as he has done this time. It makes a very poor showing for Red River Lodge, and she does not deserve so bad a name as the Brother has tried to make out, and I was very much surprised to read it. I presume that the readers of the *Magazine* must have a very poor opinion of No. 8 after reading that article, which we don't want them to have.

Now, I don't want the Brother to be offended for my correcting him, for, as he says, we have a large membership, and should have one of the best Lodges in the country, and we intend to make No. 8 one of the best of Lodges, and one that when a visitor calls to see us, he can go away and say that he was surprised to see the way in which No. 8 is conducted, and that great interest was taken in its meetings and its welfare. A Member.

[The foregoing communication is written in the right spirit, and we heartily commend it to every croaking member of the Order. It seems that Red River Lodge, No. 8, comprehends conditions and needs, and is striving in earnest to achieve success. To do this, meetings of the Lodge should be punctually attended when circumstances permit. This done, we venture to say, prosperity and harmony will make the Lodge all that could be desired.—ED. MAGAZINE.]

LINKS.

This is to every man who thinks:—

"A Brotherhood's a chain of links,
And every link a brother."

An adverse pull may make it shake,
But there's no pull that chain can break,
Each link supports the other.

Yet, as when hanging some huge weight,

The chances oft are very great,

And worth consideration;

One chain, finding the strain too tight,

May call to others "lets unite

And join, in Federation."

Prevention, is the better part,

Cure often makes the patient smart,

While giving him a lesson;

The Fireman, Brakeman, Switchman all,

Together they must stand or fall,

Make, or receive, concession.

We scorn our mates in trouble's day,

To shun, and take that easy way,

Of "strictly neutral" order;

The B. L. E.'s promised support,

After the Quincy Battle fought,

Was held in piecrust border.

Some day, the Railway order kite,

After some glorious upward flight,

May add another quarter;

Perhaps at Denver, who can tell,

The "other brothers" may think well;

And join us as they ought'er.

B. L. F.

A Plea for the Bachelors.

MR. EDITOR:—In reply to the first article in the Woman's Department of the *Firemen's Magazine* (October number) I would say that the writer makes a broad sweep, making not even the feeblest apology for the men who are living single lives with the noblest reasons for doing so. The writer undoubtedly has traveled little or none at all. Had she known more of the world she would have had a better knowledge of the environments by which some men are surrounded until the sweet privilege of choice is not left to them. When it comes to severe tests, where we must either sacrifice our dearest wishes or our sense of manly principle, duty and honor, I think the man gives up his own dear wishes for the comfort of others is deserving of a little more charity than that expressed in the latter part of the aforementioned article. She knows nothing of the hundreds of boys who are toiling and sweating night and day, in storms, heat and cold and in the most dangerous business men ever can engage in. How nice this would all be were it the consummation of long cherished hopes. The very hardships we endure would seem as pleasure. Many of us know (I, at least, do) where every dollar must go before we get it, or suffer our standard of manhood to go bankrupt. I like little children as well as any one, and I think no one has greater esteem for a lady than I have. I have a good supply on hand at the present time for whom I must provide food, clothes and shelter. The lady is not my wife, nor am I responsible for the children being here. All this self-sacrifice is quite enough for one poor devil to make without being classed as an "encumbrance on the face of the earth," and that too, by some thoughtless person who has not given the great scope embraced in the subject one serious thought. She has been quite liberal in sparing our feelings. She did not say we were an encumbrance on the face of the earth. She has very kindly placed us one remove from that. A degree is but a small remove. I would most as soon be spit upon and drowned, as to be spit upon at all. I am sure there are thousands of men who, if toiling and sacrificing for the welfare of others count for anything, are deserving of as grand a monument as ever graced a hero's grave. It is not at all likely that they will all get the monument, but if they get their dues in the great Hereafter I feel sure they will be adorned with a pair of wings longer than a sand-hill crane's, and a crown taller than Susan B. Anthony's night cap. A man should have some pride and not be fool enough to marry the first woman he finds willing to assume risks with him. If he has been able to save of his means enough to start in life, well and good, let him do so by all means. Many marriages are made with cheering prospects of the dug-out, the shanty or the boarding house being as near as they will ever get to a home. We have too many such striking cases of double blessedness without encouraging more. In one poor, little Circuit Court back in Illinois from where I re-

ceive a weekly paper, there are seven such pairs clamoring for divorce. One mystery, I presume, will remain forever unsolved, viz.: the more inferior and common the people, the more incumbent they appear to think it upon them to people the world.

I have often been asked why I did not get married. I am sure if my friends knew how cruel such questions were they would not ask them. Until we know how a man is situated in life, we have no right to censure or slur him on such matters. If my dear sister has not seen enough in this to tell her that there is one bachelor, at least, who is such very much against his will, I am at a loss to know how I shall make it plainer. Probably I want to marry worse than she does. In that I hope she is more fortunate than I, for as I look through my spy glass away into the dim future for that hoped for event, and then cast a glance at the network that blinds me I am compelled to say "impossible."

Fireman.

MONCTON, N. B., October 28, 1899.

Editor *Firemen's Magazine*:

Please grant me the space in your valuable *Magazine* to say a few words about certain things. In October number of your *Magazine* I notice a letter signed "Pop," of which, Mr. Editor, I am sorry to see it was headed Moncton, and that he claims to be a member of the B. of L. F. "Pop" says that we should take a "tumble to ourselves and stand up for the B. of L. E. If it has used us wrong in times past it does not behoove us to use them wrong now, for two wrongs will never make a right." Mr. Editor, I am glad to see that "Pop" admits that the B. of L. E. has wronged us, but I defy "Pop," or any other man, to show me when or where the B. of L. F. has ever wronged the B. of L. E. We have only given them the truth; and I say that when a body of men make laws like such as the B. of L. E. has made in regard to the firemen, they deserve censuring for it, and I, for one, am not going to "take a tumble" and shut up, because I say that no true B. of L. F. brother is built that way. "Pop" says that the great majority of our members who have been promoted have stayed with us, and are going to stay. "Pop" can't be taken for an example when he is talking that way, for we have lost several who have left us with the intention of joining the B. of L. E., but still, Mr. Editor, I believe we have a few who will never leave the lodge of their babyhood, and let "Pop" remember, that steam is wasted when once blown through the "Pop."

I am in favor of this change of name. Let us have "the Brotherhood of the Footboard, which I think covers all classes involved.

Our Collector, Brother W. H. Gay, has taken unto himself a "better half." The boys all smoke and offer congratulations. The prospects are for lots of them kind of tricks before the winter is over. We lay back and say nothing, but wait for the cigars. Fraternally yours,

Patent Ash Pan.

CHICAGO, October 20, 1889.

Editor Firemen's Magazine:

This is the first time I ever attempted to write a letter to our *Magazine*, and I don't know how I will come out. I suppose I will be called a kicker—one who wants to make hard feelings—but those who know me best, and have known me the longest, will give a different character from that. I take the *Magazine*, and what is more, I read it. If I didn't like it I would say so, or I would tell the Editor to stop it. But I do like it, and that is one of the reasons why I write this letter. I like what the Editor writes on subjects that bear on the good of the Order. I like the way our book has poured hot shot into old Corbin and John Livingston. I have always been pleased with what the Editor has had to say about federation and a new name. I read other papers besides the *Magazine*, but I don't remember seeing anything against federation, but much has been said against a new name for our Order. Now I don't object to opposition to a new name. Every brother has a right to object, but I think he should use arguments. Now, I am a fireman, but one of these days I am going to be an engineer, if I live. That is the reason why I am firing. When I get to be an engineer, I shan't be a fireman any longer, but I won't to stay in my old Order. Why not let its name be such as to include me, when I get promoted? I suppose we have in our Order 20,000 members, I think 5,000 of them are engineers, that would leave 15,000 firemen and hostlers, say 12,000 firemen. In the next five to ten years nearly all these 12,000 firemen will be engineers. Why not have a name that tells the truth about them? and in telling the truth, firemen are not injured. A Brotherhood of Enginemen, or a Brotherhood of the Footboard takes them all in; the name tells the truth, and everybody is benefitted. The truth never did any harm in this world.

I don't want to be unbrotherly, and won't say hard words, but it has appeared to me that some writers in the *Magazine*, when they have said engineers wanted the new name, had lost their senses. The engineers can get out of our Order if they want to. I, for one, want to keep them in the Order. If they remain with us, we shall, at no distant day, be the greatest Brotherhood on the continent. Some of them are with us, others will remain. Why not have them all? If a new name, that does injustice to none, will help, why not have it? In such things we ought to be rational.

Now, I like the *Magazine*, not only because it has convictions and the courage to state them, but because its Mechanical Department has been of great service to me. It has made me think and read. I don't write anything for it because I do not think I am competent. I am a learner, and I like helps, and it may be that after a while I may chip in, but now, I listen, and ask my engineer and others a great many questions, and am trying to prepare myself for the throttle, and when I get there I am going to stick to my parent Order.

I read with much interest the communications that appear in the *Magazine*. Many of them, in my way of thinking, are good. Now, when the Convention ordered that there should be no more resolutions in the *Magazine*, I wanted to write a letter and say I was glad of it. I got mighty tired of seeing the same old "whereases" and resolutions about everything that transpired in the lodge.

Now, Mr. Editor, I suppose I shall be called a kicker because I am sick of the ceaseless reports of babies being born to our brothers. Such things are mighty poor reading. When a brother gets married he has a right to expect an increase in his family. It is natural, common. Such events are constantly occurring. If a brother's wife should have triplets, it might be well enough to make a *Magazine* article about it, but this "girl baby," "boy baby," "eight pounds," "ten pounds," and soon, ought to be kept out of the *Magazine*, or there should be a "Baby Department" in which such things could be dumped without being scattered through the book. I am not opposed to marriage, nor do I believe it a failure, but there are some things connected with marriage that need not be told, and this baby boring business is one of them.

Yours from way back,
Scrap Heap.

CHICAGO, October 22, 1889.

Editor Firemen's Magazine:

Garden City Lodge No. 50, desires sufficient space in the *Magazine* to recite a few items concerning a pleasant affair which occurred Thursday evening, October 7th, at the residence of our worthy Master, Calvin M. Wolcott. It was a surprise party, and everything was gotten up in good shape. The Claremore Athletic Club kindly tendered the use of their hall for dancing purposes, and Mrs. Wolcott, the mother of our Master, gave the supper, and everything went for the good of the Order. The following members and friends were present, viz.: Messrs. Chas. Reed, D. L. Carmichael, Joe Bulsoss, Alex. Bulsoss, Alfred Puyle, Frank McGregor, Tom Berry, Geo. Brisler, Chas. Smith, Peter Smith, Wm. Bowen, Oliver Hogan, Chas. Goake, Tom Donahue, Hugh Perry, John Perry, Paul Bulsoss, John Sanders, Wm. Ball, J. Delaney, Geo. Potter, Wm. Ridgely, Mat Keefe, John Gorman, Eugene Devine, Wm. Devine, John Normyle, Ben. Kelsner, Joe Sidley, W. H. Sullivan, Joe Schroder, M. Crotty, H. Lomax and H. Turner. Misses Mamie Reed, Nettie Reed, Kate Hancy, Sellana Bulsoss, Louise Bulsoss, Emma Carmichael, May Parker, Emma Hannahau, Minnie Dunn, Bessie Dahl, Katie Murray, Katie Hannahau, Mary Flynn, Annie Donahue, Mary O'Brien, Annie Baulfrau, Aggie McLaughlin, Mrs. Della Lozer, Mrs. Rose Hogan and Mrs. Joe Bulsoss and Mrs. H. Lomax, Maggie McLaughlin. It is needless to say that the occasion was one of rare enjoyment to all who were so fortunate as to be present.

Fraternally, the committee of arrangements,
James Lee, Chairman.

CHANGING THE NAME.

Now lots of the brothers are writing
And I think they are having a game;
For I do not believe they are crazy enough;
To want to be changing our name.

No doubt they are some of 'em drivers,
We've some in fifteen the same;
But all of them stick as close as a brick;
To the gallant old B. L. F. name.

I'm a champion of onward advancement,
And try to keep pace with life's game;
But would like to see some better reason,
Than those given, for this change of name.

I don't want a final withdrawal,
And to force me to take one's a shame;
But that's what I'll have to be doing
If they will stick an E in our name.

MONTREAL, CANADA.

W. F. S.

WASHINGTON TERRITORY, October 21, 1889.

Editor Firemen's Magazine:

In the October number of the *Magazine* you have a couple of articles to which I wish to refer, and also in my humble way, to take a little exception to. I refer to the scheme you refer to, for a system of premiums to employes for running their engines at the lowest possible cost for fuel and oil, and other expenditures. You advise Mr. Scott, of the C., St. P., M. & O., that, in your opinion, it would have the desired effect of reducing the expenses and doing away with "extravagant and careless firing." Mr. Editor, I beg to differ with you as to the effects it would have, as I assure you that the scheme, in the hands of some men, who are lacking in judgment in regard to the want of engines with different trains, and who look for the same performance from every engine, whether it be an old "scrap heap" or an engine in good condition.

Some eight or nine years ago, I was a fireman, employed on the L. & N. W. Railway, in Lancashire, England, where this system of premiums was in full operation, and it was a bug-bear of the worst kind to the men. The system commenced with very encouraging prices to the men, whereby they could make considerable money, which, I assure you, was an encouragement to the men. By and by, the bonus was reduced, until it disappeared; so that at the time I was leaving there, a man who could do his running for a month without having to explain his heavy consumption, would consider himself in luck. Mr. Editor, the bonus or premiums had disappeared, never to return again, and it was as if the older heads had at the start invented a whip for the men to lash themselves with. This was under the management of Mr. F. W. Webb, of Crewe, who so many times received much praise at the hands of American papers for his fine mechanical work on his locomotives, and for being the promoter of the scheme for compound locomotives that have been lately experimented with on the Pennsylvania system. Mr. Webb is undoubtedly a fine mechanic in more ways than one, and what he don't know about "monkeying" with a pay roll, and putting on fines working classification to its extreme lim-

its, and sitting down with an iron hand on labor organizations, is not worth knowing.

I wish to refer briefly to your article on "Robbing Employes By Employers," where you gave us some quotations from *Iron Age*, showing us how the wages of an industrious, smart mechanic were systematically cut down to a mere pittance, by unscrupulous employers, and you could not possibly have given us any better illustration of what I tell you will surely occur if the premium system comes into operation for coal and oil. I have seen men work all kinds of schemes they could possibly think of to save fuel, running with the heater on, all the time on the injector out of use; and when stopped at stations put on the other one and have the water in the tank at boiling heat, before putting it in the boiler; yes, and at sidings they would steal coal, and every scheme was resorted to for a light expenditure through the month.

Mr. Editor, human nature is much the same (that is the mean part of it), whether it breathes on this side of the Atlantic or the other, and you can "bet your bottom dollar" that the premium list in the hands of such men as Corbin, Stone, Bonzano and Perkins, would soon cease to be the good thing it is looked upon at the present. I am in favor of running as light as possible, and all through my firing and running, I have made it a study to run as light as possible, but I am not in favor of the premium scheme, as I am sure it will prove in the end a whip with which we will lash the life out of ourselves. I remain,

Yours respectfully, *Cascade.*

THE DALLES, OREG., October 24, 1889.

Editor Firemen's Magazine:

Permit me to say a few words for Mt. Hood Lodge, No. 167. We have Bro. John Anderson for our Master, and Bro. Charles Ryan for our Collector. They are a hard pair to beat, and are always at their posts of duty, and you will always find them in the Lodge room if they are in town, and you bet Charley makes the boys come to the front with their cash every quarter. I don't think he has much trouble, for we have as fine a set of boys in our Lodge as ever walked a foot-board in any shape you have a mind to take them. They are Brotherhood men to the backbone, and if anyone has any doubt about it let them call around and see us. We have quite a number of new men; most of the boys have been promoted to the right hand side and to hostlers, which leave but few Brotherhood men firing, but we have three or four men ready to join us at our next meeting. Business is good on the road, and the boys are making all the time they can stand and keep fat. I hear that Bro. H. P. Smith (or Hairpin Smith, as he is more commonly called) is getting fat as a match, but this, you know, is a good country for health.

Narrow Gauge.

The invitations issued for the Fifth Annual Ball of Saginaw Valley Lodge, No. 286, which occurred November 27th, were exceptionally handsome and reflected great credit on the boys.

OUR BROTHERHOOD.

Is there anything about it—by all the gods of
Greeks, I doubt it—

That should make it hang its head in the Labor
Councils of the world?

If so, name it—by all the pagan gods ostracize
and shame it—

And let its glorious banners be trilled and
furlled.

Is its history that of cravens? and its members
vultures and ravens?

Has it been destitute of courage, in the battle
and the storm?

If so, why then denounce it—if so, why then
renounce it,

And let it reap a harvest of unspeakable scorn.

When was it that our Brotherhood, was less than
courage and manhood—

Could demand of its members when the battle
cry was heard?

If ever it covered or faltered, let it be guillotined
or haltered,

And let its foul remains, like a dog's be
interred.

No, No, fling out its battle banners, burden the
air with loud hosannas,

The Brotherhood of Firemen, true as the needle
to the pole;

Is not an order of buffoons, not a brotherhood of
poltroons—

But of men who dare maintain their indepen-
dence, and brook no control.

All hail, then, Firemen, Brothers, worthy of
your fathers and your mothers,

Who though poor, perhaps, in worldly goods
made you heroes born—

In times of peace or of battles, you are not
"dumb driven cattle,"

And proudly you laugh would-be masters to
to scorn.

Then hold aloft the scoop, we hail it with a
whoop—

'Tis we who fire the trains that go thundering
o'er the land,

And when we are promoted, with pride we'll
not be bloated;

But with our parent Brotherhood while life
lasts, will stand.

Grill.

Young Runners and a New Name.

ST. LOUIS, Mo., October 22, 1889.

Editor Firemen's Magazine:

In reading the numerous suggestions in regard
to our new name, it is very evident that opin-
ions differ a great deal.

I am, as a good many others here, are, very
much in favor of a change. It is quite true, we
hold the majority, of brothers promoted, but
that is not quite what we want. We prefer see-
ing them all stand by the Order, for we know
they are good men, tried and true, too good to
add to the ranks of the B. of L. E.

We have been supplying them long enough.
If they think their Order so far above the Fire-
men's Order, let 'em roll, but if the firemen put
nothing in the box, the steam will surely go
down, and the machine will not only stop, but
will roll down hill, and there will be neither
brakemen nor switchmen to stop it.

If the engineers don't square things at Denver,
why not cut off the supply of young runners?
retain the five thousand runners now in the

Order, as also the five thousand, who, during the
next five years, will be promoted—[that's Let
Well Enough Alone's estimate] and I guess its
about right, although his suggestions don't quite
fit.

Why turn these 10,000 men over to the B. of L.
E.? It would be for that Order, just like draw-
ing a pension with back pay. Will we turn
them over? Well, I guess not, as things stand
just now; any way, if the B. of L. E. don't want
to federate, we might as well monopolize the
stock of young runners. Monopoly may not
be just the thing for a railroad man, but I think
it will take in this case, don't you?

I am very much in favor of B. of L. M., as it
suits all classes.

Yours

Cammie.

PHILADELPHIA, PA., October 25, 1889.

Editor Firemen's Magazine:

I take pleasure in informing you of the very
successful and enjoyable trip of Fairmount
Lodge No. 333, the event being the second annual
excursion of the Lodge down the river to Cape
May, on the steamer Republic, on August 24th.
Although the morning was rainy, which, of
course, was the reason for a very large number
staying at home, still it cleared up in the fore-
noon, after which the day was all that could be
desired for those that did go. The committee,
R. L. Tomlinson, H. C. Reagan, P. J. Lawton, G.
V. Plant and E. A. Benner, find, after making
their final report, that the receipts are just two
hundred dollars (\$200.00), which we think is not
so bad, considering the weather.

We have just presented our retiring Master, P.
Lawton, with an orange-wood gavel, very hand-
somely ornamented with German silver plates
on each end, engraved with his name and office,
and term of office, as a token of our esteem, as
we all know that the past year and a half has
been one of the most trying times the Brother-
hood ever experienced. The way in which Bro.
Lawton filled the office as Master, his never-tir-
ing efforts, and his being so successful in keeping
up the spirits of our own and other members was
surely worthy of recognition, and for such devo-
tion we made the presentation.

R. L. Tomlinson, Sec'y.

CHATTANOOGA, TENN., October 29, 1889.

Editor Firemen's Magazine:

Please give Mt. Lookout Lodge, No. 289, a
chance to be heard. It has about twenty-five
members. Some are on the C. S., some on the A.
Y. S., the E. T. V. & Y., W. & A. and Chattanooga
Union roads. We have the right man in the
right place, Raimon Segasser, as Master. I can
say the same of all the other officers. I have
quit firing, and am running a stationary engine,
but I have not left the B. of L. F., nor do I in-
tend to. As for changing the name, I am in favor
of making it the Brotherhood of the Footboard.
It is the best name that has been suggested.

Fraternally yours,

James S. Pinton.

Personals.

T. W. KERNS, of 277, is deservedly popular among the boys.

R. T. SKINNER is now Secretary of C. J. Hepburn Lodge, No. 160, and he makes a most excellent one.

S. P. PHILLIPS, Secretary of Garfield Lodge, No. 203, is a zealous worker in the interest of the Brotherhood.

ROBERT STACKHOUSE keeps the records for Trenton Lodge, No. 253, in a manner alike creditable to himself and the Lodge.

We are in receipt of encouraging reports from Mobile, Ala. The officers and members of No. 277 are working together with the determination of building up a model Lodge.

M. A. HENRY, who serves as Secretary and Receiver for Gilbert Lodge, No. 240, is a model officer. Promptness and accuracy are his distinguishing characteristics.

The members of Federation Lodge, No. 122, are heartily congratulating Brother T. H. Crowner, the popular Receiver, upon his marriage to Miss Mary McElroy, of Springfield, Ill.

It is rumored that a Commissioner of Pumpkins and Squashes is soon to be appointed for the State of Vermont, and the Lyndonville boys suggest our worthy Grand Master as the right man for the position.

JOHN MYERS, Past Master of No. 63, is one of our most loyal members on the C. & E. I. R. R. He has been on the right side for some time, and his record as an engineer is second to none. There are no files on "Jack."

By diligent work and close application to duty, Brother L. L. Hood, of No. 150, has reached the summit of his calling. He is now pulling a fast express train with eminent success. Brother Hood is one of the stalwart members our Order, and it affords us special satisfaction to speak his praise.

We acknowledge the pleasure of a call from Brother W. D. Stokes, Secretary of Federation Lodge, No. 122, Pana, Ill. Brother Stokes reports 122 on an ascending grade, and the members doing well. If Brother Stokes is a fair representative of our Pana brethren, they will all pass muster.

When Calhoun Lodge, No. 84, Battle Creek, Mich., is in session, John Tighe occupies the chair, and from all accounts he makes a sterling presiding officer. Himself a thorough Brotherhood man, he inspires the members of his Lodge to emulate his example of devotion to the interests of the Order.

Our old friend Wm. J. Hugo, for many years the mainstay of Eureka Lodge, No. 14, was quietly married some time since. He stole a march on the boys, ourselves included, not even giving the slightest hint of his matrimonial intentions. We congratulate you all the same, Billy, and hope that life to you and yours may be one long, happy honeymoon.

GRAND MASTER SARGENT visited Battle Creek, Mich., October 27th, and held a meeting under the auspices of Calhoun Lodge, No. 84. A joint meeting with the engineers and brakemen was held, and a most pleasant and profitable time was had. Brother Sargent is quite enthusiastic in his praise of the men at Battle Creek. He says they are progressive and wide-awake, and in all regards abreast of the times. Federation was endorsed by the several orders, indicating a purpose to unify and harmonize for mutual good.

Firemen's Meeting at Denver.

It appears that on Sunday, October 27, there was held in the city of Denver, Colo., a meeting of Locomotive Firemen reported as being a meeting of Locomotive Firemen. We quote from the *Denver Republican* of Monday, Oct. 28:

"Not only are hundreds of members of the International Brotherhood of Locomotive Engineers holding their annual meeting in this city, but yesterday a kindred order, and one not less important, held a session here also.

"The second was composed of about 130 delegates of the International Brotherhood of Locomotive Firemen.

"The meeting was held in the hall of Rocky Mountain Lodge, No. 77, on Fifteenth street, and lasted several hours, the object being to discuss the proposed labor federation now agitating the Brotherhood of Locomotive Engineers."

"* * * * * The only question upon which the firemen differed in the meeting yesterday afternoon were those of detail."

"It was soon evident that they were in favor of federation; the various Trades' Unions retaining their autonomy and the right of self government. In other words, the individual labor organizations will, under the proposed plan, occupy the same relation to the whole body of organized labor that the respective States bear to the Federal Union."

Now, we desire to say that the meeting which took place in Denver, reported as claiming to be a meeting of the Brotherhood of Locomotive Firemen, was unauthorized and totally without authority to commit the Brotherhood to any proposition whatever. It had no authority to submit any plan of federation to the convention of the Brotherhood of Locomotive Engineers, or any other body, in the name of the Brotherhood of Locomotive Firemen.

The plan of federation submitted to the engineers, if the Denver papers correctly report proceedings, has no existence in fact, as subsequent to its adoption by the Atlanta convention, full power was conferred upon the Grand Officers, to make such "modifications" in it as might be required, so that in publishing the original action of the convention without following it by the subsequent action of the Atlanta convention, a purpose is clearly manifest to mislead the readers' mind.

Federation, so far as the Brotherhoods of Firemen, Brakemen or Trainmen and Switchmen are concerned, is an accomplished fact. Federation is established. Federation exists—is in operation. There is one way for organizations which desire to federate to proceed, and but one way. To submit any other plan in the name of the Brotherhood of Locomotive Firemen to any other organization is an insult to authority, and well calculated, if not promptly exposed and rebuked, to cast an insufferable stigma upon the Brotherhood. Let it be distinctly understood that the Denver meeting, reported in the Denver papers, to which we have referred in this article, had not the shadow of authority to act or speak for the Brotherhood of Locomotive Firemen, in the matter of committing it to any plan of federation whatever.

The Union Pacific Employees' Magazine on Federation.

Manifestly, the *Union Pacific Employees' Magazine* has been shamefully imposed upon. Some insect got into its ear, or in close proximity to that organ, and poured into it a bucket full of slop about "the Federation of the Supreme." The *Union Pacific Employees' Magazine* has always, so far as we know, been an intelligent, earnest champion of federation. In its June issue appeared an article on federation worthy of and well calculated to command earnest and wide attention. The article captioned, "The Federation of the Supreme," which appears in the November issue of the *U. P. E.'s Magazine* is as unlike the June article as the outpourings of a slop-bucket are unlike Niagara Falls. In the June number of *U. P. E.'s Magazine*, we have argument, cogent reasoning, apt illustration; in the November issue, upon the same subject, we are treated to flatulent, vapid abuse, defamation, railing—to use a phrase—"jaw." Such facts lead us to conclude that some one with a hatchet to grind, being too small to wield an ax, has been able to vent his spleen in the ear of the *U. P. E.'s Magazine* in the hope that his filth and falsehood would in some way inure to his benefit. We are not able to account for the appearance of the November article upon any other hypothesis, and this conviction is strengthened by the fact that as late as September the *U. P. E.'s Magazine*, in an article captioned "The Telegraphers' on Federation," treats the subject in a way so lucid and cogent as to convince us that it has been the victim of imposition; that some hypocrite or knave, by misrepresentations, persuaded the *U. P. E.'s Magazine* to publish an article which not only does the *Magazine* great injustice, by placing it in direct antagonism to itself, but is a flagrant indecency in so far as innuendo and covert falsehood and slander make such things indecent.

The article in the November issue of the *U. P. E.'s Magazine* starts out as follows:

"Nine Grand Officers of the organizations of railroad employes met in Chicago, last June, supposedly to prepare a plan of federation for railroad employes' organizations, but succeeded only in federating themselves."

In the foregoing, we have the term "supposedly," as if the meeting in Chicago, of the authoritatively appointed committees of three great brotherhoods of "railroad employes" were in doubt as to the object of this meeting; that they presumed, imagined, conjectured, in regard to the purpose in view, and finally "succeeded only in federating themselves."

The innuendo, always the weapon of cowards, is found in the term "supposedly," and the falsehood, in the sentence, "succeeded only in federating themselves."

What are the facts? The nine men who met in Chicago last June, were the Grand Officers of the great Brotherhoods of railroad employes, viz: The B. of R. B., the S. M. A. A. and the B. of L. F. They did not meet for a *supposed* purpose nor

"supposedly," for a purpose, but for an absolute, sharply defined purpose, and that purpose was carried out to the letter, and the three great Orders named, have since the adjournment of that meeting marched under the federated flag, and to silence such croaking imposters as abused the confidence and credulity of the *U. P. E.'s Magazine*, the Brotherhood of Brakemen, and the Association of Switchmen, in annual convention have endorsed the action of their Grand Officers, who in Chicago, in June last consummated *federation* and created the "Supreme Council."

In the foregoing we have exposed the mean mendacity of the charlatan who misled the *U. P. E.'s Magazine*. The maxim in law is that one falsehood vitiates the entire testimony of the liar, he is not to be believed even when he tells the truth. Upon this theory we could prudently dismiss the creature who outraged truth when he played the part of "spotter" in the office of the *U. P. E.'s Magazine*, and reported false statements and vicious conclusions relative to the actions of the men, who in Chicago, in June last, by authority and in accordance with the authority conferred by the organizations they represented, achieved federation. And yet the impotent kicker, whose deceit secured the attention of the *U. P. E.'s Magazine*, says: "Where they got their authority would be hard to say." Not hard to say, nor difficult to find. The task is an easy one and we proceed to perform it for the benefit of the *U. P. E.'s Magazine*, confident that when the imposter again presents himself for the purpose of maligning the "Supreme Council," and of casting odium upon federation, that he will not be permitted to stain its pages with his falsehoods.

We speak for the representatives of the B. of L. F., who in Chicago, in June last, took part in organizing the Supreme Council: F. P. Sargent, Grand Master; J. J. Hannahan, Vice Grand Master, and E. V. Debs, Grand Secretary and Treasurer. Their authority to act is found in the following resolution, or "motion," adopted by the Atlanta Convention of the Brotherhood:

"Motion, that the Committee having the matter of Federation in hand be given FULL POWER to act in ALL THINGS necessary to EFFECT FEDERATION with the several organizations named, and that they HAVE AUTHORITY TO MAKE SUCH CONCESSIONS AND MODIFICATIONS IN THE FEDERATION LAWS ADOPTED BY THIS BODY AS MAY BE REQUIRED TO SECURE THE APPROVAL OF THE OTHER ORGANIZATIONS."

This ought to be sufficient to convince the *U. P. E.'s Magazine* that it has been victimized by an unscrupulous knave, who, if he knew the facts, withheld them from the *Magazine*, and if ignorant of them was willing to concoct a scheme to injure men who had in no one particular exceeded their authority.

In closing this article, we repeat what we have said, that not a line nor a sentence in the article appearing in the November issue of the *Union Pacific Employees' Magazine*, captioned "The Federation of the Supreme," is in consonance with

any other article published in that *Magazine* that has ever come under our observation. The *U. P. E.'s Magazine* is an organ of the Knights of Labor, and all loyal Knights are the advocates of law—without which no organization has any lease of life—and it is such facts that lead us to the conclusion we have arrived at—that some one, possibly professing to be a member of the B. of L. F., seeks through the columns of the *U. P. E.'s Magazine* to stab law and wreck authority.

The great order of Knights of Labor, know what such opposition to authority means, and as we write, at Atlanta, Georgia, loyal knights are seeking, as best they can, under the leadership of their Grand Master Workman, to triumph over men, who calling themselves knights are denounced as knaves.

The Brotherhood of Railway Trainmen.

At the St. Paul Convention of the Brotherhood of Railway Brakemen, the name of the Order was changed to that of The Brotherhood of Railway Trainmen. The change was made that the name of the great Brotherhood should suit conditions of membership. The Order had grown to be something more than a Brakemen's Brotherhood; the fact was recognized; hence the new name.

In our November issue we were unable to do more than to refer to the opening exercises of the convention; since the time that our November pages went to press we have a complete account of such proceedings as are given to the public, and it is most gratifying to know that the Brotherhood of Railway Trainmen is on the high road to power and influence, and is making almost unexampled progress. And here, it should be said, that the convention unequivocally indorsed federation and the action of its Grand Officers in establishing the Supreme Council of the Federated Orders—a splendid tribute to the enlightened wisdom of its Grand officers.

The election of officers of the Order resulted as follows:

Grand Master,	S. E. Wilkerson
First Vice Master,	P. Morrissy
Second Vice Master,	T. T. Slattery
Third Vice Master,	Terrel
Grand Secretary and Treasurer,	W. A. Sheehan
Editor and Manager of <i>Journal</i> ,	L. W. Rogers

Mr. Ed. F. O'Shea, Secretary and Treasurer of the Order and Editor and Manager of the *Journal* resigned, and the event created intense regret on the part of the delegates.

The next convention of the Order will be held at Los Angeles, California, and in closing this notice of the convention the *Magazine* expresses the wish that the future of the Brotherhood of Trainmen may be such as to exceed the most sanguine expectations of its officers and members. It is now a great and influential organization, and, as we read the signs of the times, is entering upon a career of power which will advance the interests of organized labor throughout the country.

Ed. F. O'Shea.

Among the hosts of young men who have tolled to advance the interests of railway employé organizations, not one within our knowledge has done better service than Mr. Ed. F. O'Shea, late Grand Secretary and Treasurer of the Brotherhood of Railway Brakemen. With a well disciplined mind, a good education, and profound sympathy in all matters relating to the welfare of the Order with which he has been officially identified, he bade fair to become, in the prime of his manhood, a recognized leader and force in the labor organizations of the country. Such considerations are fruitful of regret that he is no longer officially identified with the Brotherhood of Railway Trainmen, and we are free to admit that his resignation of the office of Grand Secretary and Treasurer, was a painful surprise, all the more to be regretted because Mr. O'Shea was the Secretary of the Supreme Council of the federated organizations of railroad employés.

We learn that Mr. O'Shea contemplates entering the Life Insurance business at Denver, Col., in the near future, and that Mr. W. G. Edens, late Vice Grand Master of the B. of R. B., will be associated with him. It is only left for us to express the hearty wish that prosperity may attend them in all their undertakings, and the *Magazine* will be happy at all times to lend a helping hand to insure their success.

Withdrawal Cards.

There seems to be a misunderstanding in reference to the granting of limited withdrawal cards to members who desire to withdraw from one subordinate Lodge to join another. We quote the laws governing the subject as follows:

SECTION 143. Members in good standing, desiring to withdraw from one Lodge to join another, shall make application through the Secretary of the Lodge they desire to join for a limited withdrawal card. Said application shall be made to the Secretary of the Lodge of which the applicant is a member, and shall be presented at the next regular meeting, and if the applicant is in good standing the card shall be granted and forthwith forwarded to the Secretary from whom the application was received. Accompanying the card the Secretary shall forward a statement of the withdrawing member's standing and the date to which his dues are paid.

SEC. 144. Upon receiving such a withdrawal card, the Secretary shall present the same for deposit at the next regular meeting, and if accepted by a majority vote of the Lodge the card shall be accepted and the applicant shall be enrolled as a member of said Lodge from and after that date.

The foregoing seems to be clear and free from any ambiguity, and yet we are in receipt of innumerable complaints from members who claim that they are unable to secure withdrawal cards after having made repeated applications therefor. When a member requests the Secretary of the Lodge he desires to join to apply for his withdrawal card he should do so promptly, and the Secretary who receives the request should be equally prompt in procuring the card and forwarding it to its destination. If this is done a deal of time and trouble will be saved.

The Denver Convention of the B. OF L. E.

On November 4th, at 4:15 P. M., the twenty-sixth Annual Convention of the Brotherhood of Locomotive Engineers, held in Denver, Colorado, closed its labors, which began on Wednesday, October 16th. As a result, the session included twenty days, fifteen of which were devoted to legislation and the remainder to religion and recreation. There were 428 delegates present, one of whom, Edward McCormick, of Boone, Iowa, died during the session; a mournful incident, which shrouded, for a time, the convention in gloom.

The Denver Convention, was, we think in some regards, the most notable the Brotherhood ever held.

The election of officers, always a matter of great importance to delegates and Divisions, resulted as follows:

P. M. Arthur	G. C. E.
T. S. Ingraham	F. G. C.
D. Everett	S. G. E.
J. R. Spragg	T. G. E.
H. C. Hays	F. G. A. E.
A. H. Butler	T. G. A. E.
George R. Douty	G. C.
W. B. Huskey	G. G.

The next convention will be held in the city of Pittsburg.

We have intimated that the Denver Convention will pass into history as one of more than ordinary importance. The Order of Locomotive Engineers, requires no eulogy at our hands. It is a great Brotherhood. The duties of a Locomotive Engineer, in their importance, it would be difficult to over estimate. Engineers require, not only courage, and that intelligence which is derived from experience, but a mind that readily grasps cause and effect in all that pertains to the running of locomotives, and the demands upon their mental powers are constantly increasing. Hence, and necessarily, locomotive engineers, as a class, are brainy men—and when 25,000 of them are enrolled in an organization, it becomes great in matters more important than numbers.

It affords us special pleasure, in this connection, to say as a matter which reflects the highest credit upon the Convention, that the law requiring a locomotive engineer, a member of the Brotherhood of Locomotive Firemen, to abandon his parent order, to become a member of the B. of L. E. was repealed, subject however, as we understand, to the condition, that the applicant takes out an insurance policy in one grade or class, as provided by the laws of the B. of L. E. But as insurance in the Engineers' Brotherhood is not compulsory upon its members, we regard the condition imposed upon members of the B. of L. E. as inoperative. Of this, however, more can be said when all the facts are known.

In matters relating to federation a very decided advance was made, though practically little may come of the action immediately—that is to say, before the next Convention convenes at Pittsburg. In this matter we feel neither anxiety nor doubt as to ultimate results. The question

is now before the engineers, and will be discussed. Discussion is what is wanted, and the probabilities are that the *Engineers' Journal* will give the subject special consideration. Federation was the all absorbing question during the Convention and had hosts of intelligent and fearless advocates. It is the question of questions and by earnest, dispassionate agitation and discussion will, in due time, be adopted by the B. of L. E.

J. E. Phelan.

We notice by a circular under date of November 1st, that Mr. J. E. Phelan, has been appointed Superintendent of the Missouri Division of the Northern Pacific Railroad, a position of great responsibility and requiring first-class ability. Those who have the pleasure of knowing Mr. Phelan will at once recognize the eminent fitness of the appointment. Mr. Phelan's advancement in the railway service, has been from the first a reward of merit, a recognition of first-class ability and thorough comprehension of duties to be performed. We not only congratulate Mr. Phelan upon his promotion, but we felicitate the Northern Pacific upon its good luck in securing so capable a man to superintend its Missouri Division. In railroading the right man in the right place is a guarantee of success, a fact which the General Manager of the Northern Pacific seems to fully comprehend.

L. W. Rogers.

When Mr. Ed. F. O'Shea resigned the position of Editor and Manager of the *Brakemen's Journal*, Mr. L. W. Rogers was elected to fill the vacancy, and we doubt if a better selection could have been made. Mr. Rogers is not only a cultured, vigorous and ready writer, but is thoroughly identified with working men, and an eloquent champion of the cause. He has large editorial experience, and we predict that the *Journal*, under his management, will achieve a large measure of success. The *Magazine* extends most cordially the right hand of fellowship, and when anything is proposed for the "god of the Order," Brother Rogers will find the *Magazine* ready to pull with him.

It is a pleasure for the *Magazine* to say, that Fargo Lodge, No. 85, is made up of brotherhood men in all that the term "brotherhood" means. In dealing with a worthy member out of employment, fraternity takes precedence, and the stranger realizes that a "friend in need is a friend indeed. There is warmth in every grasp of the hand, brotherly friendship in every glance of the eye, and what brothers can do is done with such a hearty good will, that the stranger realizes that he is at home. Mr. L. L. Bean, Master Mechanic of the Dakota Division, has employed a number of brotherhood men, and is known to be a man of generous impulses, and as such, has won the esteem of the men in his employ.

Insurance Policies an Important Matter.

On more than one occasion the *Magazine* has called the attention of the members of the Brotherhood, to the supreme importance of having their **BENEFICIARY CERTIFICATE** made payable to the parties to whom they desire that payment should be made. Strange as it may appear, this duty in numerous cases is neglected, resulting in ceaseless vexations. As late as July 1889 we urged upon the members prompt action in this matter, but in numerous cases our suggestions and warnings have been disregarded. We are disposed to repeat our advice and admonitions in the hope that good may result to those whose interests are directly involved, and we are all the more anxious, because a case has just occurred which sharply points a moral, and illustrates the vital importance of the subject. The case referred to, is that of a Brotherhood fireman recently killed, his injuries were such that he had only time to make the dying request that his policy should be paid to his sisters instead of the parties named in the policy. This *could not* be done. Why? Because the *proper* transfer had *not been* made. And that the matter may be fully understood, we print *again* Section 67, page 24 of the Constitution, upon the subject, as follows:—

SEC. 67. Any member desiring to make a new direction as to the payment of his beneficiary certificate may do so by and with the consent of the Lodge of which he is a member. He may then authorize such change in writing on the back of the certificate in the form prescribed, attested by the Secretary with the seal of the Lodge attached, *but no such change or transfer shall be valid or have any binding effect until reported to the Grand Secretary and Treasurer.* All subsequent transfers shall be made in the same manner, except that a duplicate beneficiary certificate shall be issued by the Grand Secretary and Treasurer when a third transfer is authorized, provided that the old certificate has been returned to the Grand Lodge. All transfers of beneficiary certificates shall be recorded in the beneficiary certificate register of the Subordinate Lodge and also in the Grand Register.

The law is explicit, easily understood, so simple indeed that a child can understand it, nor is it misunderstood. It is not complied with because of neglect, the failure to perform an important duty at the *right* time and in the *right* way.

We state another case; the beneficiary named in the policy was the mother of the deceased, who, having married, failed to have his policy transferred to his wife, as a result, his wife is left penniless, while we are compelled to pay the insurance to the mother, who refuses to surrender any part of it to the widow of her son.

Again, we have a case in which the beneficiary named, had been dead for years and now, all the heirs are going to law to enforce payment. The Grand Lodge now has on hand six of such cases, as the result of the inexcusable negligence of members, and is dragged into court and put to endless expense and trouble.

The question arises, what is required? *First* examine the law. We print it herewith that every plea of not knowing what it provides, may be silenced. Having read the law, each

member should at once examine his policy and see to it that the proper party to receive the money is named in it. If a change is desired, the transfer should be promptly made as the *law directs*, and here let it be understood that the transfer is *not valid* unless it is reported by the Secretary of the Subordinate Lodge to the Secretary of the Grand Lodge, and that until this is done, the transfer is *null and void* and of no *binding effect* whatever.

We have a case now on hand when a transfer was made by the Subordinate Lodge, but the Grand Lodge was not notified and hence the transfer has no binding effect. The report of the Secretary of the Subordinate Lodge to the Grand Secretary is required, so that the transfer may be recorded in the General Register which is the official register of the Grand Lodge, by which we are bound in all cases at law.

We feel deeply in earnest upon this subject. We desire in all cases that the beneficiary should be the person whom a deceased brother desires to have the money, called for in his policy, paid. We would sacredly regard his wishes, but they can be *legally known* only by the name he has had inserted in his policy—no other names can be known to the Grand Lodge—hence, when a change of persons is desired, the *transfer* must be made as *provided by law*. Any other course would result in endless confusion.

The matter is of so much importance that we urgently call upon the Masters and Secretaries of subordinate Lodges to canvass the membership of their Lodges and personally call the attention of members to the subject. Let this be done at once and thoroughly, and the result will be a source of consolation to the members and a blessing to those who are justly entitled to the money provided by the affectionate solicitude of those whose voices have been silenced by death.

THE advertisement "something new," which appears in the *Magazine*, is beautifully illustrated by a photograph which we have received from Messrs. Reardon & Ennis. A little girl, with broom in hand with a dust pan, makes the operation of gathering the dust, if not a thing of beauty, most assuredly a joy forever. Perfection in a dust pan, is just what Messrs. Reardon & Ennis have secured, and such will be the verdict of purchasers.

THE attention of our readers is called to the advertisement of "Reed's Head Light," which appears in another column. The "Head Light" is a valuable book for locomotive engineers and machinists, written by Mr. Wm. W. Reed, a mechanical engineer and should have a wide reading.

In another place we publish a capital article from T. P. O'Rourke, and ask for it the careful reading its merits demand. Brother O'Rourke wields a vigorous pen, and we welcome his communication with real satisfaction.



DECEMBER, 1889.

AN AWFUL RECORD.**Startling Statistics of Death on the Rail.**

L. S. Coffin in St. Paul Daily News.

To the Editor of the Daily News:

While your good city is entertaining the sixth annual convention of the Brotherhood of Railway Brakemen, permit me through your columns to call the attention of your readers to some of the stern and terrible facts that are constantly taking place and the fearful experiences their brother brakemen are suffering while this body is hereby planning and devising ways and means to take care of and alleviate the sufferings of their brothers and the families of those who are so suddenly torn from them.

Below I copy from the *Railway Age* the startling record of only one week, and yet all must bear in mind that this even—terrible as it is and almost beyond belief—is only a partial record of the dread facts. Many a poor fellow goes down under the cruel iron wheels or is caught between the bumpers whose tragic death is never known to the public.

Railroad companies do not as a rule beseege the Associated Press dispatcher to let the world know how many lives and limbs of brakemen are sacrificed on their roads. But read the following list and note the dates, and all will admit that this is enough for one week's carnival of death surely:

Samuel Long, brakeman Pittsburg & Western, was run over and killed by the cars at North Sewickley, Pa., Oct. 1.

B. L. Winget, freight conductor Cleveland, Cincinnati, Chicago & St. Louis, fell from the top of a freight train near Maud's Ohio, Oct. 2, and was run over and killed.

Phillip Gewberring, brakeman Cincinnati, Washash & Michigan, caught his foot in a frog while coupling cars at Benton Harbor, Mich., Oct. 3, and was run over and killed.

W. L. Whitney, brakeman New York, Lake Erie & Western, fell from a freight train while switching cars at Goshen, N. Y., Sept. 29, and received injuries from which he died the next morning.

Fred C. Hill, switchman New York, Lake Erie & Western, had his right hand crushed while coupling cars at Hornellsville, Pa., Oct. 2.

John Johns, brakeman Pittsburg, Virginia & Charleston, caught his foot in a frog at Thompson, Pa., Oct. 2, and had it cut off by a freight train.

Alfred B. Cragier, brakeman New York Central, fell from a freight train near Albany, N. Y.,

Oct. 3, and was run over and had both legs crushed below the knee. One foot had to be amputated.

Charles Devin, an employé on the North Pennsylvania, was instantly killed by being struck by a train near Jenkinstown, Pa., Oct. 3.

George Cunningham, a brakeman, fell under a train at Chicago last week and was run over and killed.

C. A. Dearborn, brakeman, Iowa Central, was run over and fatally injured while switching cars at Mason City, La., Oct. 5.

Karl J. Caruthers, brakeman Louisville & Nashville, fell from a freight train at Baker's, Tenn., Oct. 4, and was run over and killed.

J. Sigabee, brakeman Delaware & Hudson, fell between the cars and was run over and killed at Worcester, N. Y., Oct. 5.

Louis Hess, brakeman Boston Hoosac Tunnel & Western, was run over and fatally injured by a train at Rotterdam, N. Y., Oct. 5. He died soon after the accident.

B. Blossom, brakeman New York, Lake Erie & Western, was injured about the head by being caught between the bumpers while coupling cars near Attica, N. Y., Oct. 6.

John C. Summers, baggagemaster Florida Central a Peninsular, was run over and had both legs crushed while coupling cars at Lacoochee, Fla., Oct. 5.

U. S. Upson, brakeman Wisconsin Central, fell from a stock car at Waukesha, Wis., Oct. 7, and was seriously injured.

M. Morrissey, brakeman, Chicago & Alton, was injured in jumping from a moving train at Williamsville, Ill., Oct. 6.

John Denson, switchman Missouri Pacific, fell under a train at Omaha, Neb., Oct. 6, and had his left arm taken off.

James Welch, conductor on Lake Erie & Western, was instantly killed while setting up the brakes to save a collision, at Findlay, O., Oct. 2.

Please note again carefully the dates. Here this beautiful autumn month is ushered in with this awful week's record of the crushing of limbs and the crushing out of the lives of the young and strong men of our nation. As the weather grows colder, as the ground, as the decks of the cars and the rails become more and more slippery, and the cold iron of the link and pin freezes and sticks to the mittens or gloves of the men, this list will in all probability grow larger.

How long, oh, how *much longer*, will a public, who is served so faithfully by these men, sit still and see these their fellow citizens out down by the score every week from causes that can be so easily removed?

Remember we are dealing with accidents arising from *only* causes alone, viz: The old method of coupling cars by the link and pin, and of controlling the train by the old hand brake—while it is now admitted that there are practical safety couplers and power brakes, which if put in use would prevent a very large per cent. of this indescribable suffering and death, if not all of it.

At the same time this fearful work of mutila-

tion and death of these brakemen was going on for these two causes, there were no less than twenty-three other railroad accidents, such as collisions, leaving the track, broken wheels, etc., etc., which at present seem inevitable, and in which no less than seventy-three persons were injured or killed. Of these twenty-five were employes, and of these fifteen were killed, and of the others some lost both their legs and arms.

Here, now, in one short week no less than 25 trainmen are killed and 28 crippled for life, and of these 11 killed and 8 crippled are by the old-time methods of coupling cars and controlling trains that should have been long ago relegated to the ignorance and cruelties of the Dark Ages.

There is no gainsaying these facts. The writer understands fully the ground he stands on in making the positive statements he does. There is now no longer any excuse for this inhuman work. The public have here a great responsibility. To-day the powerful organization of the Brotherhood of Railroad Engineers is in session in Denver. The soon to be more powerful order of Brotherhood of Brakemen of the United States and Canada is in session in your city.

One of the most important questions before these two bodies is this of a confederation of all these orders of railroad men, and it may be of the Knights of Labor.

Should such a combination be consummated, and then a demand be made by the Brotherhood of Brakemen that all cars should be equipped with these safety appliances or they would refuse to take a car on their trains that had not these, what would be the result? The entire commerce of this great nation would stop, and what reasonable man could blame them?

Who of us would do the duty of a brakeman one single winter's night for all the commerce of this nation or for all the railroads of the world?

I say the public have here a great and pressing responsibility. The united voicing of the public sentiment of this nation could not and would not be resisted by the owners of our railroad property.

It does seem to the writer that a word to the wise is enough. The mere recital of the stern facts occurring and re-occurring every day and every hour, the tragedies that are being constantly enacted in which these brave, grand men, a fair representation of which is now in your city and command the admiration and respect of all that see them, should be enough to stir to the very depths the indignation of any right-thinking man, and all should, as one man, rise up and say this terrible slaughter and maiming of the flower and strength of our lapd must stop and stop now. *It can be.*

Most respectfully,

L. S. COFFIN.

The foolish woman darkeneth her house to save her carpets and keep out flies, and behold, her children grow pale and disease marketh her for its prey.

CURRENT SUPERSTITIONS.

The funeral procession must not cross a river. The last name a dying person calls is the next to follow.

A dish-cloth hung on a door-knob is a sign of death in a family.

The corpse must not pass twice over any part of the same road.

To dance on the ground indicates disaster or death within a year.

Whoever works on a sick person's dress, he or she will die within a year.

If a hoe be carried through the house some one will die before the year is out.

Whoever counts the carriages at a passing funeral will die within the year.

The person on whom the eyes of a dying person last rest will be the first to die.

If thirteen sit at a table the one who rises first will not live through the year.

To break a looking-glass is a sign of death in the family before the year closes.

If three persons look at the same time into a mirror one will die within the year.

The clock should be stopped at the time of death, as its running will bring ill luck.

If one dies, and no rigor mortis ensues it indicates a speedy and second death in the family.

If a hearse is drawn by two white horses death in the neighborhood will occur in a month.

It is unlucky in a funeral for those present to re-pass the house where death has occurred.

If rain falls on a new-made grave there will be another death in the family within a year.

At a funeral, entering a church before the mourners means death to some of the entering party.

If the grave is left open over Sunday another death will occur before the Sunday following.

To keep the corpse in the house over Sunday will bring death in the family before the year is out.

It is unlucky to pass through a funeral, either between the carriages or the files of mourners on foot.

If rain falls into an open grave, another burial in the same cemetery will occur within three days.

If any one comes to a funeral after the procession starts, another death will occur in the same house.

To put on the bonnet or hat of one in mourning is the sign that you will wear one before the year is out.

In Switzerland, if a grave is left open over Sunday, it is said that within four weeks one of the villagers will die.

If during sickness, a pair of shears be dropped in such a manner that the point sticks into the floor, it indicates the death of the sick person.

A common saying in England is: "Happy is the corpse the rain falls on." This belief exists also in the United States. Thus, it is said that if rain falls at the time of the funeral, it is a sign that the dead has gone to heaven.—*Chicago Mail.*

JOHN LIVINGSTONE.

In our last issue we commented on the action of one John Livingston calling himself President of the "Railway Stockholders Association," who entered a complaint with the Interstate Commerce Commission against certain railroad companies for carrying locomotive engineers to conventions free of charge. "General Manager," writing in the *Railway Age*, throws considerable light on this John Livingstone and his ways. The writer says:

I observe in your paper, copy of the complaint against sixty-one railroads, "of whom we are which," for carrying brotherhood men and their wives or other members of their families free.

The complaint is not susceptible of verification in many respects. The Brotherhood of Locomotive Engineers, which has been in existence in this country since 1865, is not a secret society in any such sense as might be applied to the Odd Fellows, Masons and other similar societies. I have watched the practical working of the Brotherhood, and I have no hesitation in saying it has been very useful in elevating the character and the personal habits of the locomotive engineers in this country. Moreover, there have been very few strikes during the 23 years since the establishment of that organization. No business between the locomotive engineers and the railroads which employ them has been attempted to be transacted in secret session. All grievances, complaints or disagreements between the engineers and the railroad officers have been settled openly through a committee of engineers, or through the assistance of Mr. Arthur, the grand chief engineer, and the railroad officials themselves, and the statement that they are a secret society is untrue. I do not happen to have the pleasure of the personal acquaintance of Mr. John Livingston, but I do know that for several years past, on account of his advertised position as President of the "Railway Shareholders' Association," he has obtained annual passes over many of the railroads of the United States. This year, I think, he has been less successful in that regard. If the Brotherhood is a secret society, why did Mr. Livingston address a communication to the meeting at Richmond, Va., and why did he propose to the Brotherhood that he would intercede in their behalf with the C. B. & Q. road, provided they would pay him a certain amount of money? Mr. Livingston's proposition was promptly declined by the Brotherhood. Mr. Livingston seems to be inclined to turn an honest penny at any and all times, hence he offered his services to the C. B. & Q. road as a mediator between that company and the Brotherhood, but at much higher figures.

It has been a custom with railroad companies for twenty years past to allow delegates to the following meetings to take their wives, or some members of their families, with them, viz.: Master Mechanics' Association, Master Car Builders' Association, Train Dispatchers' Association, Passenger Conductors' Association,

Roadmasters' Association, Brotherhood of Locomotive Engineers, etc. No free passes are generally issued by any of the railroads, but it is understood and orders are always given to carry these delegates and their wives, or some other member of their families, free, on presentation of proper credentials. These annual meetings are about the only vacations that such railroad officers and employes ever obtain. Moreover, these meetings are of great concern and great importance to the railroad companies themselves.

There is another instance where the law is violated, if Mr. Livingston's position is correct. Railroad employes in this country in destitute circumstances are killed almost daily, and, as a matter of humanity and propriety, it is frequently found necessary to send the remains to some other State to be buried. The railroad on which the unfortunate man has lost his life makes application to its connecting roads for free transportation for the members of the family of the deceased and those who are obliged to attend the funeral. This custom has also been going on for years past, and is going on today, and ought to continue to go on. If Senator Reagan and Senator Cullom intended when the law was passed by Congress that in "regulating commerce among the States," every railroad should be debarred from doing a charitable or a humane act, or a respectable act, with reference to its employes, why didn't they show it in the law?—*National Car and Locomotive Builder*.

OLD WINE.

A committee of prominent wine-makers, recently appointed to determine how much old wine there is at present contained in the cellars of the State, have made the following report to the State Viticultural Commission: Old wine in San Francisco cellars, 6,000,000 gallons; old wine in country cellars, 6,000,000; total, 12,000,000 gallons. Commenting on these figures, Chief Executive Officer John D. Wheeler said: "In 1887 the shipment of California wines amounted to 7,000,000 gallons, and 5,000,000 gallons were consumed at home, a total equal to the supply now estimated to be on hand. Allowing the very reasonable increase of consumption of 2,000,000 gallons for the present year over last, it is very evident that there neither is nor will be a surplus of wine in the market. This being the case, the present low price at which wines are selling has excited much surprise, and I can only explain it on one ground, and that is that the Eastern cellars are stocked with cheap wines, purchased by dealers while the market was flat."—*San Francisco Examiner*.

A BIRD IN THE HAND.

Solomon Rubenstein (in deep distress). "I expect, fader, ve vas better sent for some ohf dose Elixir ohf Life, ain't it?"

Jacob Rubenstein (very low). "Vot vos you dinkin' ohf, Solomon? Did you wants me to loss mine insurances?"—*Life*.

TWO YEARS.**I.—LAST YEAR.**

They strolled on the beach by the bright summer sea;

He and she.
And they never paid any attention to me,
He and she.
His air was superb and to all that he said
She modestly listened and hung down her head,
While with swift flying blushes her fair face
grew red.

Dear me!

II.—THIS YEAR.

Again they are seen on the beach by the sea,
She and he;
That they're married this year you will quickly
agree,

She and he.
In silence he stalks while she lays down the law,
A man more submissive the world never saw,
He's learned that a kitten has claws in her paw.
Dear me!

—*Somerville Journal.*

HE FOUGHT AT WINCHESTER.

An Old Soldier Fails to Pass Into the Penitentiary.

In the case of the State vs. John Stuart, indictment for larceny, the prisoner appeared in the court room, shuffling along, scarcely able to walk. He wore a soiled check shirt, a very much worn suit and a battered hat.

Appearing as State witnesses were too well-dressed, sleek-looking men who clearly showed by their looks that they were determined to send the old man to the penitentiary.

"Has the prisoner any counsel?" asked Judge Phillips.

"I have none, your Honor," answered Stuart.
"I am a poor man and unable to pay an attorney."

The Judge saw by the man's looks that his was an unusual case and said: "Well, go on and tell your story."

"Well, sir, I was in the Confederate army and at the battle of Winchester I was shot through both hips. Since then it has been exceedingly hard for me to support myself. I went to work for this man last year upon his word to board and clothe me and to pay me what my services were worth. During that time he paid me ten cents, with which I bought tobacco. At the end of eight months he refused to pay me any money and refused to give me any clothes, saying that my services were worthless. Then I went into his wardrobe, took a suit of clothes to hide my nakedness and left. He had me indicted for larceny, and I have been in jail ever since.

As the old man finished, a hushed murmur of indignation was heard throughout the court room.

"You say you were shot at Winchester?" asked Judge Phillips, who was himself an officer in the splendid and memorable charge.

"Yes sir."

"Were you in the second charge to the left on the other side of the town?"

The prisoner's face brightened. "Yes," he said, "I was there, Rhodes' Division, and was

shot while crossing the ravine just below the hill."

The Judge was certain then that the old veteran was telling the truth, but to be certain he called the State's witness.

While this witness was giving in his testimony, which was to the effect that the old man's story was about right, but that he refused to pay him anything because his services were worthless, Stuart leaned over to Solicitor Settle. "Mr. Settle," he said, "your father and I were friends. I lived in Rockingham county and your father persuaded me to enlist in his company. I received my wound while following him. Since then it has been hard for me to keep out of the poor-house.

By this time Judge Phillips, Solicitor Settle and everybody else in the court room were satisfied that the old soldier had been pitilessly persecuted and the faces of the onlookers showed the deepest pity and sympathy for the unfortunate man and the blackest indignation for his heartless employer.

"Mr. Solicitor," said the Judge, "change your bill of indictment from larceny to trespass." This was willingly done by Mr. Settle.

"Now," he continued, "judgment is suspended and the prisoner discharged."

Scarcely had the last words been spoken before every man in the court room applauded, and great tears were seen rolling down the cheeks of strong men. As the old man, who half an hour before had been friendless, hobbled out of the court room, hundreds of men drew round him to shake his hand. Our townsman, W. B. Glen, volunteered to secure him a pension. Mr. Hollyfield offered him a position as a miller, and in less than five minutes a purse was made, up to buy the old soldier a comfortable suit of clothes.—*Leesburg (Va.) Mirror.*

EASY FOR MAN AND WIFE TO QUARREL.

"It is easy for married couples to quarrel and bring themselves to the point of a divorce," said a well-known New Yorker yesterday. "After I had been married three months I came sadly home one night to tell my wife that business would keep me away from her for the next twenty-four hours. She was very girlish, and by way of reply she gave herself a little hug, with a little hug, with a little wriggle of her body thrown in, and expressed her feelings in an exclamation of unmistakable joy. Deeply pained, I said to her that I had never supposed she desired my absence enough to gurggle with joy at the mere proposal of it. Many a man would have gone off angry and darkly suspicious. Instead I questioned her. 'Why, you goose,' said she, 'when you said you were going away one thing popped into my head to the exclusion of everything else. That was: Now he's going away and I can eat some raw onions with salt and vinegar. That was all. I have been dying for raw onions ever since our wedding.'—*New York Sun.*

ROWLEY'S GALLANT DEED.

How He Saved the War-Ship Kearsarge in the Fight with the Alabama.

"It was a beautiful Sunday morning in June," said Richard Rowley, an Inn-ate of the Soldiers' Home at Togus, "when the Alabama steamed out of the harbor of Cherbourg. She had been busy since we sent the challenge in making preparations for the coming conflict, and, as we afterwards learned from the prisoners, they did not experience an idea but what they would be victorious. She was a magnificent ship, and I can remember with what suppressed excitement we made ready for the deadly conflict. Captain Winslow was as cool as a cucumber, and gave off his orders with as much coolness as if he had been safe in Boston harbor. Following the Alabama was a French iron-clad and an English yacht, having on board many ladies, who had come out to see the fight. We took no particular notice of them at the time, but had occasion to remember them afterward. The Kearsarge immediately put to sea, the Alabama following, for Captain Winslow did not propose that there should afterwards be any question as to jurisdiction; the fight must take place in neutral waters. We had probably gone eight or ten miles, when the Kearsarge turned around and headed straight for the Alabama. As we neared the Alabama she opened fire on us, but as her firing was so wild he concluded she was firing at random. The Kearsarge did not fire a shot until we were within 1,000 yards of the Alabama, when the order was given to open fire. Up to this time we had experienced no damage, except cutting away some of the rigging. One big shell imbedded itself in the Kearsarge's quarter, close by the propeller, which, if it had exploded, would have blown away the whole stern. The next shell that struck the vessel killed one man and wounded a number of others. The shells were falling all around us thick and fast. It was at this juncture the conflict was the most exciting to me, and an incident happened in which I was personally interested. We had been fighting some over an hour and a half, and it was evident that we were creating sad havoc on board the Alabama, and they were growing desperate. The gun of which I had charge had been loaded for another shot, and I was just on the point of sighting the piece when a hundred-pound rifle shell from the Alabama struck the side of the gun, which broke the force of the shot, and fell on the deck. The fuse was burning in it, and in another instant it would have exploded. Had it done so, there is no doubt but that would have been the end of the Kearsarge and all on board. I never could understand why I did so, but almost mechanically I rushed for the shell, and picking it up in my arms, I carried it to the side of the vessel and threw it into the sea. In doing so my whiskers and mustache were burned to the skin. It exploded just as it touched the water, throwing the spray high in the air.

"It was all done in an instant, and I did not realize the danger or what I had done until it

was all over. Captain Winslow was standing on the bridge not ten feet away, and witnessed the whole proceedings, as also did the most of the crew. As I picked up the shell I repeated a phrase, a favorite one of mine, which I had always used when exposed to any danger: 'Jesus save me now.' I did not know that I said it, but I must have, for Captain Winslow says he heard me above the roar and noise of the cannonade. A solid silver badge, which I have worn since, was given me by the Secretary of the Navy when I landed in Washington.

"Captain Winslow said that his heart was in his mouth, for he had no idea but what the shell would explode in my arms before I could throw it overboard. He at once gave the order to man the rigging and give three cheers for Quartermaster Rowley. I hope I do not appear vain if I say that I was proud of the distinction which Captain Winslow accorded me, although at the time I did not realize that I had done anything great. The cheers were given with a will. I went back to my gun and put a shot into the Alabama, which made her shake from stern to stern. The crew of the Alabama heard the cheers, and, as they afterward told us, they could not understand it. From that moment they lost courage. The Alabama was fast sinking, and they had run up a flag of truce. Afterward a boat came alongside and said that Captain Semmes had surrendered. We only had two available boats to send to rescue the crew. Before we could get them aboard the Alabama began to settle, and the crew began to jump into the sea. In a short space of time she threw her bow into the air and went beneath the waves, the rebel flags still flying.

"I know there has been some controversy as to whether she sunk with her colors flying. I maintain that she did. I remember it as well as if it were yesterday. We picked up what of the crew we could, but a great many were drowned. Captain Semmes, of the Alabama, jumped into the sea, and was picked up by the English yacht Greyhound and escaped in her. The Kearsarge then steamed into Cherbourg harbor and began firing a salute with her heaviest guns, which awoke the people for miles around."—*Augusta (Me.) Letter in Boston Globe.*

RELATIVE HARDNESS OF WOODS.

The relative hardness of woods is calculated by the hickory, which is the toughest. Estimating that at 100, we get for pignut hickory 96, white oak 84, white ash 77, dogwood 74, scrub oak 73, white hazel 72, apple tree 70, red oak 69, white beech 65, black walnut 65, black birch 62, yellow and black oak 60, hard maple 56, white elm 58, red cedar 56, cherry 55, yellow pine 53, chestnut 52, yellow poplar 51, butternut and white birch 43, and white pine 35. According to this formula woods possessing a degree of hardness equal to only about 40 per cent., or less, than that of hickory, should not be classed as hard woods. Such woods are, however, limited in quantity.—*Sanitary News.*



This Department is for the exclusive use of the Grand Lodge of the Brotherhood of Locomotive Firemen, and will contain all Notices of Dues and Assessments, and other Official Notices, Reports and Statements emanating from the Grand Lodge. All Lodges and members of the Order should note carefully each month the contents of this Department.

DECEMBER, 1889.



Assessment Notice for December.

OFFICE OF GRAND LODGE, B. OF L. F.,
TERRE HAUTE, IND., December 1, 1889. }

ASSESSMENT No. 8, \$2.00.

To Receivers of Subordinate Lodges:

DEAR SIRS AND BROTHERS:—You are hereby notified of the death and disability of the following members entitled to all the benefits of the Order, viz.:

CLAIM No. 148. Dennis Hayes, of Weaver Lodge, No. 379, was killed in a Collision August 23d, 1889.

CLAIM No. 149. George Real, of Chicago Lodge, No. 95, died of Diphtheria, August 27th, 1889.

CLAIM No. 150. Franklin C. Ryder, of Bartholdi Lodge, No. 308, died of Typhoid Fever, August 30th, 1889.

CLAIM No. 151. Henry Cloughly, of Black Hills Lodge, No. 86, was killed by Railroad Accident, August 31st, 1889.

CLAIM No. 152. E. R. Coates, of Three Branch Lodge No. 304, died of Congestive Chill, September 15th, 1889.

CLAIM No. 153. J. W. Jordan, of Macon Lodge, No. 216, was killed by Railroad Accident, September 17th, 1889.

CLAIM No. 154. Elmer E. Groves, of Buffalo Lodge, No. 12, died of Typhoid Fever, September 20th, 1889.

CLAIM No. 155. Jno. P. Steele, of Hinton Lodge, No. 236, was killed by Accidental Pistol Shot Wound, October 1st, 1889.

CLAIM No. 156. Chas. L. Spinks, of Kennesaw Lodge, No. 217, died from injuries received by falling from Locomotive, October 2d, 1889.

CLAIM No. 157. W. A. Ranson, of J. B. Maynard Lodge, No. 193, was killed in a Railroad Accident, October 8th, 1889.

CLAIM No. 158. Lewis Rame, of Union Lodge, No. 138, died of Tuberculosis, October 11, 1889.

CLAIM No. 159. Jno D. Lingold, of J. H. Selby Lodge, No. 243, died of Catarrhal Phthisis, October 12th, 1889.

CLAIM No. 160. J. C. Myers, of Anchor Lodge, No. 54, died of Peritonitis, October 13, 1889.

CLAIM No. 161. Anthony Kelly, of Jno. Hickey Lodge, No. 296, died from the effects of being Scalded, October 13th, 1889.

CLAIM No. 162. Chas. F. Flister, of Safety Lodge, No. 142, died of Cerebral Meningitis, October 14th, 1889.

CLAIM No. 163. Chas. H. Jones, of Signal Mount Lodge, No. 372, was killed by Railroad Accident, October 15, 1889.

CLAIM No. 164. R. J. Bible, of Signal Mount Lodge, No. 372, was killed in a Railroad Accident, October 15th, 1889.

CLAIM No. 165. Chas. Nolan, of Mt. Tacoma Lodge, No. 192, was killed by Railroad Accident, October 20th, 1889.

CLAIM No. 166. John Hadden, of Calhoun Lodge, No. 84, was killed by Explosion of Engine, October 22d, 1889.

CLAIM No. 167. Chas. E. Jones, of Boston Lodge, No. 57, was declared totally disabled by Loss of Eyesight, October 25th, 1889.

CLAIM No. 168. Chas. S. Makemson, of Enterprize Lodge, No. 75, died of Consumption, October 27th, 1889.

CLAIM No. 169. Clarence Dixon, of Empire Lodge, No. 212, died of Peritonitis, November 3d, 1889.

CLAIM No. 170. Dell Schriener, of Northwestern Lodge, No. 82, died from Scalds received from the bursting of a steam pipe, November 8th, 1889.

CLAIM No. 171. Samuel E. Affelter, of Lone Star Lodge, No. 70, died of Typhoid Fever, November 9th, 1889.

CLAIM No. 172. T. G. Emmons, of Friendly Hand Lodge, No. 201, was killed by Railroad Accident, November 10th, 1889.

CLAIM No. 173. Joseph H. Gregg, of Lone Star Lodge, No. 70, died of Chronic Dysentery November 11th, 1889.

An Assessment of Two Dollars (\$2.00) has been levied for the payment of the above claims and you are required to forward said amount for each member, whose name appears on the rolls December 1, 1889, as provided in Section 52 of the Constitution, said remittance to reach the Grand Lodge not later than December 20th, 1889. Any Lodge failing to make returns as above provided will stand suspended from all the benefits of the Order, as per Section 54 of the Constitution.

Yours fraternally,

F. P. SARGENT, G. M.

EUGENE V. DEBS, G. S. & T.

Acknowledgments.

HUNTINGTON, W. VA., November 11, 1889.

To the Members of Ohio River Lodge, No. 294:

GENTLEMEN:—Please allow me to return my sincere thanks for the \$1,500.00 insurance due me on account of the sad death of my husband, Elma C. Stephenson, who was killed September 18, 1889. May the blessings of God rest on the noble brotherhood, now and forever is my wish. Many thanks to you all, especially to the Ohio River Lodge. May the good and noble Order live forever.

MRS. EMMA STEPHENSON.

CAMDEN, N. J., October 24, 1889.

To the Officers and Members of the Brotherhood of Locomotive Firemen:

GENTLEMEN:—I wish to acknowledge the receipt of fifteen hundred (\$1,500.00), from the Receiver of Welcome Lodge, No. 72, James L. Gibbs, being the full amount due on the policy held by my dear brother, Howard Tyler. With many thanks I wish the brotherhood every possible success, and especially to Mr. James Gibbs, do I wish to return my thanks for the prompt manner in which the matter was settled.

Very respectfully,

MRS. C. W. STEELMAN.

MARION, S. C., October 28, 1889.

To the Brotherhood of Locomotive Firemen:

GENTLEMEN:—Please allow me to extend to you my sincere thanks for draft, \$1,500.00, that being the full amount due me on the policy of my late son, William M. Walling, who was killed in a collision near Patterson, Ga., on July 18th, 1889. I also wish to extend my sincere thanks to the members of Satilla Lodge, No. 325, for their tender care of and kindness in accompanying the remains to Marion S. C. I also extend my thanks to the Lodge for the beautiful life-size picture of my son. May the tender mercies of God ever attend you all, is the wish of a sorrowing mother. Yours sincerely,

MRS. FRANCES C. WALLING.

CONNELLSVILLE, PA., October 3, 1889.

To the Officers and Members of the B. of L. F.:

GENTLEMEN:—I have this day received a draft from Messrs. J. P. Smith and Louis Weihe, Master and Secretary of Youghiogheny Lodge, No. 302, B. of L. F., for the sum of fifteen hundred dollars (\$1,500.00), being the full amount due on the insurance policy held by my late husband, E. C. Pore, for which please accept my sincere thanks. I also wish to express my gratitude to the members of Youghiogheny Lodge for their brotherly attention to my husband, and their many kind acts to me in the time of my trouble. Accept my best wishes for the prosperity of your noble organization. May God bless you and may the brotherhood long continue a blessing to firemen and their families.

Gratefully and sincerely,

MRS. DIANNA PORE.

Unknown Addresses.

* FRANK ALEXANDER—Of Lodge No. 82, last heard from in City of Mexico, formerly employed on Minneapolis & St. Louis R. R. If he has relatives who see this or if anyone knows anything of him since May 30th, 1888, please notify W. E. Richmond, 820 N. Girard avenue, Minneapolis, Minn.

CHARLES FINEHART—When last heard from was at Denver and a member of the B. of L. F., although it is not known of what Lodge he was a member. Indirectly reported that he died of Small-Pox on some division of the A. & P. Santa Fe system about three years ago. Was born at Seymour, Ind., and was the son of J. Finehart, who was killed on the D. & R. G. at Denver in 1880. Anyone knowing anything concerning him, dead or alive, will please communicate with Stephen A. Finehart, Denver, Col.

Beneficiary Statement.

OFFICE OF GRAND SECRETARY AND TREASURER, }
• TERRE HAUTE, IND., November 1, 1889. }

To Subordinate Lodges:

SIRS AND BROTHERS: The following is a statement of the Beneficiary Fund, for the month ending October 31, 1889:

RECEIPTS.

Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.	Lodge No.	Amount.
1	70	139	208	277	346												
2	71	140	209	278	347												
3	72	141	210	279	348												
4	73	142	211	280	349												
5	74	143	212	281	350												
6	75	144	213	282	351												
7	76	145	214	283	352												
8	77	146	215	284	353												
9	78	147	216	285	354												
10	79	148	217	286	355												
11	80	149	218	287	356												
12	81	150	219	288	357												
13	82	151	220	289	358												
14	83	152	221	290	359												
15	84	153	222	291	360												
16	85	154	223	292	361												
17	86	155	224	293	362												
18	87	156	225	294	363												
19	88	157	226	295	364												
20	89	158	227	296	365												
21	90	159	228	297	366												
22	91	160	229	298	367												
23	92	161	230	299	368												
24	93	162	231	300	369												
25	94	163	232	301	370												
26	95	164	233	302	371												
27	96	165	234	303	372												
28	97	166	235	304	373												
29	98	167	236	305	374												
30	99	168	237	306	375												
31	100	169	238	307	376												
32	101	170	239	308	377												
33	102	171	240	309	378												
34	103	172	241	310	379												
35	104	173	242	311	380												
36	105	174	243	312	381												
37	106	175	244	313	382												
38	107	176	245	314	383												
39	108	177	246	315	384												
40	109	178	247	316	385												
41	110	179	248	317	386												
42	111	180	249	318	387												
43	112	181	250	319	388												
44	113	182	251	320	389												
45	114	183	252	321	390												
46	115	184	253	322	391												
47	116	185	254	323	392												
48	117	186	255	324	393												
49	118	187	256	325	394												
50	119	188	257	326	395												
51	120	189	258	327	396												
52	121	190	259	328	397												
53	122	191	260	329	398												
54	123	192	261	330	399												
55	124	193	262	331	400												
56	125	194	263	332	401												
57	126	195	264	333	402												
58	127	196	265	334	403												
59	128	197	266	335	404												
60	129	198	267	336													
61	130	199	268	337													
62	131	200	269	338													
63	132	201	270	339													
64	133	202	271	340													
65	134	203	272	341													
66	135	204	273	342													
67	136	205	274	343													
68	137	206	275	344													
69	138	207	276	345													

Balance on hand October 1, 1889. \$19,508 75
Received during the month 378 00

Total \$19,881 75

DISBURSEMENTS.

By Claims 127, 128, 129, 130, 131, 132, 133, 134,
135, 136, 137, 138, 139, 140, 141, 142, 143, 144,
145, 146 and 147. \$31,500 00
Balance on hand November 1, 1889 \$18,381 75

Respectfully submitted,
EUGENE V. DEBS, G. S. AND T.

Grand Lodge.

F. P. SARGENT Grand Master
Terre Haute, Indiana.

J. J. HANNAHAN Vice Grand Master
Box 655, Englewood, Ill.

E. V. DEBS Grand Secretary and Treasurer
Terre Haute, Indiana.

E. V. DEBS Editor and Manager of Magazine
Terre Haute, Indiana.

BOARD OF GRAND TRUSTEES.

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Subordinate Lodges.**1. DEER PARK; Port Jervis, N. Y.**

Meets in Union Hall at 2 P. M., every Sunday.
James H. Fordyce, 13 Church St. Master
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William Uhlman, 18 Crawford St. Collector
Charles E. Barkman, 101 Pike St. Receiver
James H. Fordyce, 13 Church St., Magazine Agent

2. SPARTAN; Monon, Ind.

Meets in Odd Fellows' Hall 1st and 3d Sunday evenings.
Chas. N. Hill Master
Thos. F. Doran Secretary
Clink Williams Collector
Herman Crumbo Receiver
Thos. F. Doran Magazine Agent

3. ADOPTED DAUGHTER; Jersey City, N. J.

Meets in Germania Hall, 140 Newark ave., 2d and 4th Sundays at 2 P. M.
C. W. Martin, 167 Grove St. Master
D. W. J. Mahoney, 421 Summit Ave. Secretary
J. B. Sweet, 125 Academy St. Collector
J. B. Sweet, 125 Academy St. Receiver
J. H. Voorhis, 421 Summit Ave. Magazine Agent

4. GREAT EASTERN Portland, Maine.

Meets in B. of L. E. Hall, 53 Temple St., 1st and 3d Sunday.
F. H. Pember, 89 Lincoln St. Master
C. D. Getchell, 9 Brattle St. Secretary
A. E. Dennison, 23 Merrill St. Collector
F. A. Hull, 47 Hanover St. Receiver
F. Howard Pember, 89 Lincoln St. Magazine Agent

5. CHARITY; St. Thomas, Ontario.

Meets in Engineer's Hall every Tuesday at 7:30 P. M.
A. N. Barnash, Box 1273 Master
C. W. Doran, Box 1273 Secretary
James McLaughlin, Box 1273 Collector
Geo. W. Fenwick, Box 1273 Receiver
Joseph R. O'Neill, Box 1273 Magazine Agent

6. PRIDE OF THE WEST; DeSoto, Mo.

Meets in K. P. Hall, 2d and Boyd Sts., every Monday at 2 P. M.
F. W. Gratiot, Box 298 Master
Alexander Williams, L Box 212 Secretary
Michael Rabbitt, Box 18 Collector
Wm. H. Wonder, Box 4 Receiver
D. J. Roach, L Box 18 Magazine Agent

7. POTOMAC; Washington, D. C.

Meets 2d and 4th Sundays in McCaulley's Hall, between 2d and 3d Sts., Pennsylvania avenue, southeast.
R. M. Smith, 129 Carroll St., S. E. Master
H. A. Wilvert, 17 Virginia Ave., S. W. Secretary
J. T. Gregory, 407 6th St., S. W. Collector
Wm. C. Jasper, 303 S Capitol St., S. E. Receiver
John F. Robey, 442 2d St., S. W. Magazine Agent

8. BED RIVER; Denison, Texas.

Meets in Brakemen's Hall, Main St., 1st and 3d Saturdays at 7 P. M., and 2d and 4th at 2 P. M.
Jerry Scott, 420 Morgan St. Master
A. M. Rager, 418 Austin Ave. Secretary
T. W. Weaver, 700 W Munson St. Collector
J. F. Cramer, 614 W. Owning St. Receiver
Jas. K. Fairley, 605 Day St. Magazine Agent

9. FRANKLIN; Columbus, Ohio.

Meets in B. of L. E. and B. of L. F. Hall, 80½ High St., alternate Mondays at 8 P. M.
F. J. Kistler, 212, 214 S. High St. Master
C. C. Coit, 986 Pennsylvania Ave. Secretary
S. L. Cranford, P. H. Round House Collector
F. J. Kistler, 212, 214 S. High St. Receiver
Leonard Lawrence, 860 Arsenal Ave. Magazine Agent

10. FOREST CITY; Cleveland, Ohio.

Meets at 182 Ontario St., 1st and 3d Sundays at 1:30 P. M.
August H. Buse, 42 Michigan St. Master
A. G. Laubscher, Seward St., West Cleveland Secretary
A. G. Laubscher, Seward St., West Cleveland Collector
T. P. Curtis, 41 W. Madison St. Receiver
A. G. Laubscher, Seward St., West Cleveland Magazine Agent

11. EXCELSIOR; Phillipsburg, N. J.

Meets in Grimer's Hall, 2d and 4th Sundays at 2 P. M.
Abram M. Vanatta Master
C. A. Stevenson, Box, 106 Secretary
Elvin Teel Collector
J. W. Sinclair, L Box 96 Receiver
E. F. Stevenson Magazine Agent

12. BUFFALO; Buffalo, N. Y.

Meets at 198 Seneca St., every Tuesday at 8 P. M.
J. J. Knauff, 238 Fifth St. Master
Hugh T. Muloney, 41 Fifth St. Secretary
W. J. Minor, 307 Eagle St. Collector
P. J. McNamara, 70 Michigan St. Receiver
Jno. S. Bauld, 237 Elk St. Magazine Agent

13. WASHINGTON; Jersey City, N. J.

Meets in Masonic Hall, cor. Maple St. and Pacific Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 10:30 A. M.
George E. Hull, 336 Communipaw Ave. Master
Henry Kline, 128 Van Horn St. Secretary
Edward J. Jolley, 306 Pacific Ave. Collector
Wm. J. Lewis, 125 Whiton St. Receiver
Edward Rhodes, 154 Whiton St. Magazine Agent

14. EUREKA; Indianapolis, Ind.

Meets at 34 W Washington St., fourth floor, every Tuesday at 8 P. M.
 Wm. M. Linderman, I. B. & W. Shops . . . Master
 Wm. F. Smith, 680 E Washington St . . . Secretary
 E. J. Kline, 631 North West St . . . Collector
 W. J. Hugo, 79 N. Noble St . . . Receiver
 H. Zink, Vandalla Yard Office . . . Magazine Agent

15. ST. LAWRENCE; Montreal, Canada.

Meets in St. Charles Club Room, Point St. Charles, every alternate Sunday.
 James Murphy, 65 Mullen St . . . Master
 James Ashcroft, 240 Magdalen St., Point St. Charles, Montreal . . . Secretary
 Samuel Edwards, 118 Grand Trunk St., Point St. Charles . . . Collector
 H. J. Clarke, 154 Charron St., Point St. Charles, Montreal . . . Receiver
 Richard Burke, 60 Mullins St . . . Magazine Agent

16. VIGO; Terre Haute, Ind.

Meets 2d and 4th Wednesdays, at 7:30 P. M.
 Frank Dupell, 922 N 9th St . . . Master
 J. F. O'Reilly, 624 N 5th St . . . Secretary
 Henry Balersdorf, 203 N 12th St . . . Collector
 C. A. Bennett, 1004 N 9th St . . . Receiver
 Ralph Sherburne, 602 N 8th St . . . Magazine Agent

17. PINE RIDGE; Chadron, Neb.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M.
 O. E. Collins . . . Master
 L. V. Bowman . . . Secretary
 G. P. Malsi . . . Collector
 J. E. Platner . . . Receiver
 D. H. Coyle . . . Magazine Agent

18. WEST END; Slater, Mo.

Meets in I. O. O. F. Hall every Saturday night.
 Charles McMillan . . . Master
 Rufus McCormick . . . Secretary
 C. A. Blackman . . . Collector
 George W. Michel, Box 145 . . . Receiver
 F. S. Adams . . . Magazine Agent

19. TRUCKEE; Wadsworth, Nevada.

Meets in B. of L. E. and B. of L. F. Hall, every Friday at 7 P. M.
 J. B. Cunningham . . . Master
 Tom. J. Griffin . . . Secretary
 T. H. Wetmore . . . Collector
 Jas. Richardson . . . Receiver
 Chas. T. Short, Box 8 . . . Magazine Agent

20. STUART; Stuart, Iowa.

Meets in Engineer's Hall every Monday at 7:30 P. M.
 J. W. Taylor, Box 172 . . . Master
 George C. Wells, Box 117 . . . Secretary
 George Morse, Box 400 . . . Collector
 Alfred Hibbard, L. Box 25 . . . Receiver
 Pat Quinn, Box 183 . . . Magazine Agent

21. INDUSTRIAL; St. Louis, Mo.

Meets at 902 South 4th St., 2d and 4th Tuesday at 8 P. M.
 Wm. Merkle, 810 Chambers St . . . Master
 Chas. O. Ard, 2142 Walnut St . . . Secretary
 Eli Gielas, 944 Chouteau Ave . . . Collector
 Wm. C. Linck, 1422 Dodder St . . . Receiver
 Wm. C. Linck, 1422 Dodder St . . . Magazine Agent

22. CENTRAL; Urbana, Ill.

Meets in I. O. O. Hall, 2d and 4th Sundays.
 Lawrence Sullivan, Box 367 . . . Master
 George Richter . . . Secretary
 Alexander McLennan . . . Collector
 Daniel O'Connor, 93 Decatur St., Indianapolis, Ind . . . Receiver
 George Brash . . . Magazine Agent

23. PHOENIX; Brookfield, Mo.

Meets 2d and 4th Tuesdays at 7:30 P. M. in Odd Fellow's Hall, cor. Brook and Main Sts.
 Joshua Proctor . . . Master
 John S. Ott, L. Box 523 . . . Secretary
 C. M. Probst, Box 64 . . . Collector
 John S. Ott, L. Box 523 . . . Receiver
 A. P. Josselyn . . . Magazine Agent

24. GREAT WESTERN; Parsons, Kansas.

Meets in I. O. O. Hall, on Johnson Ave., every Wednesday at 2:30 P. M.
 Charles W. Maier, Box 514 . . . Master
 I. B. Melville . . . Secretary
 Thos. M. Hodges . . . Collector
 Lot. Brandenberg . . . Receiver
 Wm. J. Mathis, Box 569 . . . Magazine Agent

25. CONNECTING LINK; Boone, Iowa.

Meets 1st and 3d Sundays at 2 P. M.
 Aaron Starke, Box 349 . . . Master
 Geo. McCormack, Box 590 . . . Secretary
 Geo. McCormack, Box 590 . . . Collector
 A. M. Sourwine, Box 339 . . . Receiver
 N. Burlingame . . . Magazine Agent

26. ALPHA; Baraboo, Wis.

Meets in B. of L. E. Hall, 2d and 4th Mondays
 Henry Popjoy, Box 675 . . . Master
 Frank R. Melcher . . . Secretary
 Henry Popjoy, Box 675 . . . Collector
 Frank R. Melcher . . . Receiver
 E. M. Terry . . . Magazine Agent

27. HAWKEYE; Cedar Rapids, Iowa.

Meets in Room 13, O'Hara's Block, 2d Sunday at 2:30 P. M., and 4th Mondays at 7:30 P. M.
 J. E. Collins, 90 5th ave., S . . . Master
 Jos. R. Byerly, 403 G Ave., West . . . Secretary
 J. L. Jennings, 323 G Ave., West . . . Collector
 Fred. McArdie, 365 G Ave., West . . . Receiver
 Chas. R. Kimbro, 360 F. Ave. W. Magazine Agent

28. ELKHORN; North Platte, Neb.

Meets in Masonic Hall, 1st and 3d Sundays.
 W. H. Ryan . . . Master
 Wm. L. Kingelty . . . Secretary
 Lewis C. Clark . . . Collector
 Frank D. Winn, L. Box 232 . . . Receiver
 W. C. Stevenson, Box 15 . . . Magazine Agent

29. CERRO GORDO; Mason City, Iowa.

Meets 1st and 3d Tuesday evening of each month, corner Second and Main Sts.
 Charles O. Burkhart, Box 147 . . . Master
 J. H. Fulton, Box 706 . . . Secretary
 Max Newbowers . . . Collector
 J. H. Fulton, Box 706 . . . Receiver
 Hugh W. Bird . . . Magazine Agent

30. CEDAR VALLEY; Waterloo, Iowa.

Meets in Select Knights' Hall, Sycamore and 4th streets, 1st and 3d Sundays at 2 P. M.
 W. E. Penn . . . Master
 R. A. Corson, Box 1154 . . . Secretary
 H. A. Smith . . . Collector
 R. A. Corson, Box 1154 . . . Receiver
 J. A. Mulkern, 26 5th St., Dubuque, Iowa . . . Magazine Agent

31. B. B. CENTRE; Atchison, Kansas.

Meets 2d and 4th Sundays in Woodman's Hall, cor. 6th and Kansas Ave.
 H. L. Clark, cor. Roberts and Commercial Sts. . . Master
 S. S. Hamrick, 1608 Main St . . . Secretary
 Chas. Bennington, 1413 Santa Fe St . . . Collector
 John O'Connor, 1420 Santa Fe St . . . Receiver
 Frank Short . . . Magazine Agent

32. BORDER; Ellis, Kansas.

Meets in K. of P. Hall every Tuesday at 3 P. M.
 Levi M. Stoner, Box 192 Master
 J. L. Clark, Box 115 Secretary
 J. L. Clark, Box 115 Collector
 George McClure, Box 205 Receiver
 Harry Stigall Magazine Agent

33. SUCCESS; Trenton, Mo.

Meets in Engineer's Hall, over Union Bank, 1st and 3d Mondays at 2 P. M., and 2d and 4th Mondays, at 7:30 P. M.
 Thomas E. Torpey Master
 F. M. McReynolds, Box 178 Secretary
 Chas. W. Gallup Collector
 Wm. C. Gallup Receiver
 C. H. Torpey Magazine Agent

34. CLINTON; Clinton, Iowa.

Meets in Engineer's Hall, 4th St., 1st and 3d Sundays at 2:30 P. M.
 Frank A. Kinch, 522 7th Ave Master
 J. M. Wheeler, 515 Comanche Ave Secretary
 Frank A. Kinch, 522 7th Ave Collector
 Thomas E. Bulen, 235 7th Ave Receiver
 Jos. F. Butler, 1703 5th Ave Magazine Agent

35. AMBOY; Amboy, Ill.

Meets in Khrel's Hall, 1st and 3d Sundays.
 W. J. Wells, Box 435 Master
 James Lavell, Box 480 Secretary
 T. W. Monahan, Box 458 Collector
 James Lavell, Box 480 Receiver
 James P. Duggan Magazine Agent

36. TIPPECANOE Lafayette, Ind.

Meets in Red Men's Hall, at 2 P. M., Sundays.
 Charles Ernst, 164 Salem St., over U. S. Express Co Master
 Albert H. Kelley 88 Green St Secretary
 M. E. Clark, 82 Green St Collector
 W. R. Johnson, 110 S 4th St Receiver
 M. E. Clark, 82 Green St Magazine Agent

37. NEW HOPE; Centralia, Ill.

Meets in Engineers' Hall, every Thursday at 8 P. M.
 H. G. Cormick, Box 151 Master
 W. D. Holton, Box 244 Secretary
 W. D. Holton, Box 244 Collector
 C. W. Styles Receiver
 T. J. Prickett Magazine Agent

38. AVON; Stratford, Ontario.

Meets in Foresters' Hall, 1st and 3d Sundays at 2 P. M.
 John Turton Box 318 Master
 J. T. Burke, Box 318 Secretary
 William O'Brien, Box 318 Collector
 George Nursey, Box 318 Receiver
 S. J. Spencer, Box 318 Magazine Agent

39. TWIN CITY; Rock Island, Ill.

Meets in Engineer's Hall, 2d and 4th Sundays at 2 P. M.
 J. C. Kane, 2701 6th Ave. Master
 Daniel H. Moroney, 8th Ave. & 27th St. Secretary
 John F. Carney, 2225 Vine St Collector
 Daniel H. Moroney, 8th Ave. & 27th St. Receiver
 James Griffin, cor. 9th Ave. and 27th St Magazine Agent

40. BLOOMING; Bloomington, Ill.

Meets at 910 W Chestnut street, Tuesdays at 7:30 P. M.
 Wm. Ryan, 603 W. Graham St Master
 P. L. Cutler, 604 N. Allen St Secretary
 P. L. Cutler, 604 N. Allen St Collector
 Ed. W. Spreen, 706 N. Mason St Receiver
 Thomas Powderly, 1208 Western Ave., Magazine Agent

41. ONWARD; Dickinson, N. Dakota.

Meets in Odd Fellow's Hall, every Thursday at 7:30 P. M.
 Archie Campbell Master
 N. H. Olson Secretary
 Samuel Rutson Collector
 Walter Morris Receiver
 F. C. Parker, L. Box 173 Magazine Agent

42. ELMO; Madison, Wis.

Meets in Sharp's Hall, Mifflin St., 2d and 4th Sundays at 2:30 P. M.
 Alfred H. Tyler, 312 Lake St Master
 W. J. Parsons, 520 W Main St Secretary
 John Harrington, 520 W Main St Collector
 Byron B. Wilber, w. 901 Johnson St. Receiver
 Frank Lawrence, 416 w. Mifflin St., Magazine Agent

43. ST. JOSEPH; St. Joseph, Mo.

Meets in I. O. O. F. Hall, 10 Pacific St., 1st and 3d Thursdays.
 W. E. Sullivan, 2235 S. 6th St Master
 C. N. Dorsey, 2410 S. 5th St Secretary
 James Hyndman, 2216 S Sixth St Collector
 W. E. Sullivan, 2235 S Sixth St Receiver
 H. E. Slater, 1304 S. 9th St Magazine Agent

44. F. W. ARNOLD; East St. Louis, Ill.

Meets in Jackiesch Hall, corner Missouri and Main Sts., alternate Tuesdays at 7:30 P. M.
 Phil. C. Cramer, Box 68 Master
 J. P. Collins, Box 256 Secretary
 Wallace Reeve, Box 498 Collector
 J. P. Collins, Box 256 Receiver
 C. E. Long, Box 354 Magazine Agent

45. ROSE CITY; Little Rock, Ark.

Meets in Quappaw Hall every Monday night.
 George Emery, 1009 North St Master
 Ed. Chamberlain, Box 174, Argenta, Ark Secretary
 William Smith, 206 S. Cross St Collector
 George Emery, 1009 North St Receiver
 Ed. Chamberlain, Box 174, Argenta, Ark Magazine Agent

46. CAPITAL; Springfield, Ill.

Meets in Engineers' Hall, 217 South 5th St., 1st and 3d Sundays, at 2 P. M.
 A. Cunningham, 1125 N Fifth St Master
 J. C. Eittinger, 901 E Capitol Ave Secretary
 Wilson Somerville, 705 S 9th St Collector
 D. C. Webster, 1117 S. 8th St Receiver
 E. W. Anderson, 1007 Cook St Magazine Agent

47. TRIUMPHANT; Chicago, Ill.

Meets in Prosperity Hall, N. E. corner State and 18th Sts., 1st Monday evening and 3d Sunday afternoons.
 Lawrence Murphy, 1474 Indiana Ave. Master
 George Porter, 1509 Indiana Ave Secretary
 George Porter, 1509 Indiana Ave Collector
 Ben. Busch, 1537 Michigan Ave Receiver
 Thos. O'Connor, 1240 Indiana Ave., Magazine Agent

48. W. F. HYNES; Peoria, Ill.

Meets in G. A. R. Hall, 105 S. Adams St., 2d and 4th Saturdays at 7:30 P. M.
 George C. Watt, 617 1st St Master
 J. V. Johnson, 413 Persimmon St Secretary
 W. A. McMillan, 206 State St Collector
 George C. Watt, 617 1st St Receiver
 John Watt, 617 First St Magazine Agent

49. J. M. RAYMOND; Decatur, Ill.

Meets in Engineers' Hall, E Eldorado St., 2d and 4th Sundays at 3 P. M.
 E. J. Wilkins, 1330 E. William St. Master
 Dan Dineen, 537 N Broadway Secretary
 Charles Hockery, 1643 E. William St. . . . Collector
 A. H. Sutton, 975 N Water St. Receiver
 E. J. Wilkins, 1330 E William St. Magazine Agent

50. GARDEN CITY; Chicago, Ill.

Meets in Engineer's Hall, corner 48th and State Sts., 1st and 3d Saturdays at 7:30 P. M.
 Calvin M. Wolkott, 5001 State St. Master
 P. R. Brisken, 4700 Wabash Ave. Secretary
 C. D. Dickerman, 5142 Dearborn St. . . . Collector
 T. G. Berry, 337 46th St. Receiver
 F. C. Hannahan, 4037 Dearborn St. . . . Magazine Agent

51. FRISCO; North Springfield, Mo.

Meets in G. A. R. Hall, Station A, Springfield, every Wednesday at 2 P. M.
 John S. Carson, Box 437, Station A, Springfield Master
 Michael Gaffney, Station A, Springfield, Secretary
 Geo. A. Hasler, Station A, Springfield . . . Collector
 John S. Carson, Box 437, Station A, Springfield . . . Receiver
 L. S. Wolfe, Box 448 Magazine Agent

52. GOOD WILL; Logansport, Ind.

Meets in Firemen's Hall, corner 4th and Market Sts., every Sunday at 2 P. M.
 Charles Truman, 1318 Spear St. Master
 W. A. McDonald, 1216 Smead St. Secretary
 John T. Maloy, 715 W Ottawa St. Collector
 M. W. Jamison, 405 Market St. Receiver
 J. A. Holland, N Sycamore St. Magazine Agent

53. EMPORIA; Emporia, Kansas.

Meets in A. O. U. W. Hall, corner 6th Ave. and Commercial St., 1st and 3d Monday at 1:30 P. M.
 A. E. Pearce, Box 1201 Master
 J. T. Williams, 121 Congress St. Secretary
 John McGaha, Moline, Kan. Collector
 John C. Hadley, 22 Pine St. Receiver
 Edward Fithen, Strong City Magazine Agent

54. ANCHOR; Moberly, Mo.

Meets in Supplies Bros.' Hall, Tuesdays at 7 P. M.
 J. F. Seely Master
 R. P. Corrigan, Box 682 Secretary
 M. Sullivan, Box, 1551 Collector
 R. P. Corrigan, Box 682 Receiver
 M. Sullivan, Box 1551 Magazine Agent

55. BLUFF CITY; Memphis, Tenn.

Meets at No. 16 Johnson Ave., 2d and 4th Thursday evenings.
 Jacob Fuchs, L. & N. Shops Master
 Jacob Wagner, L. & N. Shops Secretary
 Jacob Wagner, L. & N. Shops Collector
 A. S. Klyce, L. & N. Shops Receiver
 J. E. McFadden, 196 Johnson Ave. Magazine Agent

56. BANNER; Stanberry, Mo.

Meets in B. L. Hall, every Saturday at 7:30 P. M.
 W. E. Baldwin, L Box 400 Master
 Charles H. Runyan Secretary
 Joseph J. Smith, Box 51 Collector
 T. A. Newcomb Receiver
 Joseph J. Smith, Box 51 Magazine Agent

57. BOSTON; Boston, Mass.

Meets in Engineers' Hall, 47 Hanover St., 1st and 3d Sundays.
 F. F. Derby, 16 Hotel Salem, Charlestown, Master
 T. H. Haines, Ocean View St., Winthrop, Mass. Secretary
 A. W. Spurr, 66 Hammond St. Collector
 W. H. Bigelow, 10 Hotel Salem, Charlestown Receiver
 H. E. Stevens, 5 Davis St. Magazine Agent

58. SACRAMENTO; Rocklin, Cal.

Meets in Masonic Hall, every Monday and Thursday at 1:30 P. M.
 Elmer E. Greeley Master
 C. B. Cottrell Secretary
 A. C. Thyle Collector
 George B. Clark Receiver
 Frank J. Peacock Magazine Agent

59. ROYAL GORGE; South Pueblo, Colo.

Meets in B. of L. F. Hall, cor. High St. and Union Ave., every Monday at 7:30 P. M.
 A. M. McMurray, Box 458 Master
 S. R. Sexton, Box 330, Pueblo Secretary
 C. S. Walker, 124 Mechanic St., Pueblo . . . Collector
 M. C. Donnelly, 216 E 3d St., Pueblo . . . Receiver
 John T. DeJersey, No. 601 B St., Pueblo . . . Magazine Agent

60. UNITED; Philadelphia, Pa.

Meets in Dover Hall, Marshall St., above Susquehanna Ave., 1st and 3d Sundays.
 James Wertz, 2013 N 3d St. Master
 Howard Reeder, 1913 Lawrence St. Secretary
 James Wertz, 2013 N 3d St. Collector
 B. F. Pettit, 1833 Marshall St. Receiver
 Chas. H. Reihner, 529 Butler St., Franklinville, Pa. Magazine Agent

61. MINNEHAHA; St. Paul, Minn.

Meets in Druid's Hall, corner Jackson and E. 7th St., 2d and 4th Sundays.
 James V. Piper, corner Jackson St., and Como Ave Master
 P. McLaughlin, 101 Sycamore St. Secretary
 Geo. W. Klinefelter, 889 Agate St. Collector
 Theo. T. Hart, 709 Tuscarora St. Receiver
 J. F. Mullany, Cor. Como Ave. and Jackson St. Magazine Agent

62. VANBERGEN; Carbondale, Pa.

Meets in Odd Fellows' Hall, cor. 7th and Church Sts., 2d and 4th Sundays at 1 P. M.,
 Geo. P. Berry Master
 U. S. Van Dermark, Box 41 Secretary
 W. H. Brokenshire Collector
 A. M. Banks, Box 479 Receiver
 D. N. Swan Magazine Agent

63. HERCULES; Danville, Ill.

Meets in K. of H. Hall, West Main St., 1st and 3d Sundays.
 H. J. Bohn, 501 E. Main St. Master
 George H. Boyd Secretary
 E. E. Partlow, 713 N. Hazel St. Collector
 B. M. Manion, 292 Collett St. Receiver
 Chas. Stevens, 512 Hazel St. Magazine Agent

64. SIOUX; Sioux City, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at 2:30 P. M.
 D. L. Davenport, 1521 E 6th St. Master
 Chas. Forsyth, St. James, Minn. Secretary
 Sidney Weir, 506 Iowa St. Collector
 James Griffin, 419 Clark St. Receiver
 H. G. Stowell, 1117 Seventh St. Magazine Agent

65. FORT RIDGELY; Waseca, Minn.

Meets in Engineers' Hall, 1st and 3d Sundays.
 F. Gillan, Box 235 Master
 F. Chamber, Box 50 Secretary
 J. Evans, Box 488 Collector
 Geo. T. Bennett, Box 3 Receiver
 M. J. Fitzpatrick, 821 W 5th St., Winona, Minn Magazine Agent

66. CHALLENGE; Belleville, Ontario.

Meets in B. of L. F. Hall, Station St., 2d and 4th Sundays at 2:30 P. M.
 W. C. Curtis, Box 80, Belleville Station Secretary
 Victor Wensley, Box 51, Belleville Station, Master
 Wm. J. Logue Collector
 Wm. J. Logue Receiver
 R. Snell, Belleville Station Magazine Agent

67. DOMINION; Toronto, Canada.

Meets in I. O. O. F. Hall, 2d and 4th Sundays, at 2:30 P. M.
 John Ross, Clarence Square Master
 Geo. E. Crowhurst, 206 Grange ave. Secretary
 P. Richardson, 19 Mitchell Ave Collector
 James Pratt, 172 Huron St Receiver
 Robert Reid, 31 Leonard Ave Magazine Agent

68. EAU CLAIRE; Altoona, Wis.

Meets in B. of L. F. Hall, 2d and 4th Sundays at 2 P. M.
 J. S. McCauley, Box 24 Master
 Richard Hall Secretary
 Patrick E. Keating, Box 62 Collector
 E. W. Brogan Receiver
 Geo. W. Defoe Magazine Agent

69. ISLAND CITY; Brockville, Ontario.

Meets in the Merrill Block, every Thursday at 7:30 P. M.
 J. B. Hislop, Box 620 Master
 George Purvis, Box 620 Secretary
 J. G. Goodison, Box 206 Collector
 W. J. Dowell, Box 183 Receiver
 Francis Flanagan Magazine Agent

70. LONE STAR; Longview, Texas.

Meets in I. O. O. F. Hall, every Tuesday at 2 P. M.
 J. H. Doan, Box 411 Master
 Charles S. Weller, Box 316 Secretary
 Albert N. Oden, Box 411 Collector
 T. E. Watts, Box 411 Receiver
 C. W. Slayter, Box, 421 Magazine Agent

71. SUSQUEHANNA; Oneonta, N. Y.

Meets in B. of L. E. Hall, 2d and 4th Sundays at 8 P. M.
 J. E. Owens Master
 W. W. Rowe, 45 Clinton St Secretary
 Howard Wickham Collector
 Irvin Baker, 38 Grove St Receiver
 Menzo W. Colyer Magazine Agent

72. WELCOME; Camden, N. J.

Meets at 2d and Federal Sts., 1st and 3d Sundays.
 Geo. W. Tish, 236 Senate St Master
 James L. Gibbs, Collingswood Secretary
 Geo. W. Anstermuhl, 437 Mickle St Collector
 James L. Gibbs, Collingswood Receiver
 G. W. Anstermuhl, 437 Mickle St. Magazine Agent

73. BAY STATE; Worcester, Mass.

Meets at Stationary Engineer's Hall, 302 Main St., 2d and 4th Sundays.
 James W. Mead, 75 Prospect St Master
 Charles A. Smith, Box 730 Secretary
 J. J. Cunningham, 29 Prescott St Collector
 Charles A. Smith, Box 730 Receiver
 W. N. Holland, 9 Cutler St Magazine Agent

74. KANSAS CITY; Argentine, Kan.

Meets in K. of P. Hall, alternate Thursdays.
 Thomas Donahue, Box 421 Master
 Edwin J. Pearce, Box 421 Secretary
 G. B. Campbell, Box 421 Collector
 Edwin J. Pearce, Box 421 Receiver
 G. B. Campbell, Box 421 Magazine Agent

75. ENTERPRISE; Philadelphia, Pa.

Meets in Erickson's Hall, 3947 Lancaster Ave., 2d and 4th Sunday afternoons
 W. W. Jones, 1403 N. 52d St Master
 C. W. Reeves, 750 N 36th St., West Philadelphia Secretary
 John T. Findley, 3604 Fairmount Ave. Collector
 C. W. Reeves, 750 N 36th St., West Philadelphia Receiver
 J. T. Findley, 3604 Fairmount Ave Magazine Agent

76. NEW ERA; Breckenridge, Minn.

Meets in Masonic Hall, 2d and 4th Sundays at 2 P. M.
 Wm. Pannon, Box 67 Master
 W. C. Hall Secretary
 Harry Pearce Collector
 W. W. Hurd Receiver
 Wm. Pannon, Box 67 Magazine Agent

77. ROCKY MOUNTAIN; Deaver, Colo.

Meets in Neef's Hall, 15th St., every Thursday at 7:30 P. M.
 Thos. N. Worth, 2813 Blake St Master
 W. F. Brundage, 1216 Larimer St Secretary
 D. L. Marrs, 425 Beecher Ave., N side Collector
 W. F. Brundage, 1216 Larimer St Receiver
 H. M. Johns, 2837 Arapahoe St Magazine Agent

78. GOLDEN EAGLE; Sedalia, Mo.

Meets in Hart's Hall, E 13th St., every Thursday at 7 P. M.
 Frank Bollinghouse, 1103 E. Third St Master
 J. P. Alcorn, 1223 Engineer St Secretary
 G. H. Lyons, 318 Engineer St Collector
 Henry Anletner, 1106 E. 5th St Receiver
 G. H. Lyons, 318 Engineer St Magazine Agent

79. J. M. DODGE; Roodhouse, Ill.

Meets in Engineer's Hall, 1st and 3d Mondays and 2d and 4th Sundays.
 Dan O'Donnell Master
 Charles E. Stone Secretary
 Charles E. Stone Collector
 Frank I. Carr Receiver
 John Underwood Magazine Agent

80. SELF HELP; Aurora, Ill.

Meets over 26 and 28 Broadway, every 2d Sunday
 John S. Slick, 447 Main St Master
 P. G. Springer, Room 8 Frazier Block Secretary
 Geo. J. Waters, 202 5th St Collector
 Chas. S. Masos, 91 South St Receiver
 Chas. Kelly, 308 Fox St Magazine Agent

81. PINE CITY; Brainerd, Minn.

Meets in I. O. O. F. Hall, 6th St., South, 2d and 4th Sundays 2 P. M.
 W. J. Bain, Box 1763 Master
 George Watts, Box 1831 Secretary
 George F. Watson Collector
 J. F. McGinnis Receiver
 Edward Willis Magazine Agent

82. NORTHWESTERN; Minneapolis, Minn.

Meets 2d Saturday evening and 4th Sunday afternoon of each month, at 68 and 70 6th St., S.
 Ernest B. Mayo, 424 1st Ave South Master
 W. E. Richmond, 820 N Girard Ave Secretary
 Robert J. Watson, Mt. Curve ave., bet. Knox and Logan ave Collector
 W. E. Richmond, 820 N Girard Ave Receiver
 Ernest B. Mayo, 424 1st Ave. S Magazine Agent

83. TRINITY; Fort Worth, Texas.

Meets in B. of L. F. Hall every Wednesday, at 8 P. M.
 I. M. Dean, Box 406 Master
 George H. Tucker, Box 406 Secretary
 I. M. Dean, Box 406 Collector
 George H. Tucker, Box 406 Receiver
 J. S. Whitley, Box 406 Magazine Agent

84. CALHOUN; Battle Creek, Mich.

Meets in B. L. E. Hall, 256 E. Main St., 2d and 4th Sundays at 2:30 P. M., and 1st Monday at 7:30 P. M.
 John Tighe, 79 Hart St. Master
 James Burgess, 64 Cliff St. Secretary
 Frederick Voss, 163 Green St. Collector
 E. C. Wilder, 50 South Ave. Receiver
 Thos. Minshall, 24 Irving St. . . . Magazine Agent

85. FARGO; Fargo, N. Dakota.

Meets 2d and 4th Mondays at 8 P. M. in I. O. O. F. Hall, corner Robert St. and 2d Ave.
 W. W. Sturman, 1601 16th St. Master
 Wash. Terrett, 17 16th St. Secretary
 Wash. Terrett, 17 16th St. Collector
 Eugene McAuliffe, 114 9th St., S. . . . Receiver
 A. J. Thometz, Jamestown Magazine Agent

86. BLACK HILLS; Laramie City, Wyoming.

Meets in K. of L. Hall, Friday evening at 7:30.
 George W. DeForest, Box 455 Master
 William N. Roth, Box 346 Secretary
 George W. DeForest, Box 455 Collector
 William N. Roth, Box 346 Receiver
 George M. Harris Magazine Agent

87. SUMMIT; Rawlins, Wyoming.

Meets in I. O. O. F. Hall, every Thursday, at 7:30 P. M.
 Thomas F. Croske, Box 87 Master
 Ed. Smyth Secretary
 J. B. Robinson Collector
 T. F. O'Donnell Receiver
 Myles Scallan Magazine Agent

88. MORNING STAR; Evanston, Wyoming.

Meets in I. O. O. Hall, Thursdays at 7:30 P. M.
 J. C. Bowman Master
 Kenneth G. McLean, Box 150 Secretary
 Wm. Veny Collector
 Frank McCann Receiver
 Samuel Carpenter Magazine Agent

89. CHEAW; Montgomery, Ala.

Meets every Sunday at 3 P. M. in K. of P. Hall, over National Bank, Commerce St.
 E. L. Cranford, 207 Holt St. Master
 D. C. Hair, Box 435 Secretary
 J. F. Sugg Collector
 E. L. Cranford, 207 Holt St. Receiver
 W. H. McDade, Atlanta, Ga. . . . Magazine Agent

90. SAN DIEGO; San Bernardino, Cal.

Meets in A. O. U. W. Hall, every Sunday at 7:30 P. M.
 Jas. C. Sharp, Box 704 Master
 Jas. A. Brewster, Box 645 Secretary
 Wm. Fleming, Box 645 Collector
 J. M. Walker, Box 645 Receiver
 W. H. Fletcher, Box 645 Magazine Agent

91. GOLDEN GATE; San Francisco, Cal.

Meets corner Valencia and 16th Sts., 2d and 4th Tuesdays at 7:30 P. M.
 John A. Center, 322 Shotwell St. Master
 Chas. A. Crites, 203 16th St. Secretary
 Ed. F. Dougherty, 230 Shotwell St. . . . Collector
 Chas. A. Crites, 203 16th St. Receiver
 W. S. Runyon, 175 16th St. Magazine Agent

92. FRONTIER CITY; Oswego, N. Y.

Meets 2d and 4th Sundays in Frontier City Hall, Jefferson Block.
 Charles H. Spath, 39 W. Talman St. Master
 M. H. Counsell, 16 E. 5th St. Secretary
 James Whalen, 290 W. 7th St. Collector
 James Whalen, 290 W. 7th St. Receiver
 Thos. Bradley, 123 W. Cayuga St. . . . Magazine Agent

93. GATE CITY; Keokuk, Iowa.

Meets in Horn's Hall, corner 8th and Main St., 2d and 4th Sundays at 2 P. M.
 John Cronin, corner B and Bluff St. . . . Master
 E. J. Kelly, 519 Ridge St. Secretary
 John Burns, 513 Des Moines St. Collector
 E. J. Kelly, 519 Ridge St. Receiver
 Henry Montgomery, Centerville, Magazine Agent

94. CACTUS; Tucson, Arizona.

Meets in B. of L. F. Hall, corner Tool Ave. and Pennington St., every Tuesday at 7:30 P. M.
 W. W. Walker, Box 218 Master
 H. W. Brandt, Box 218 Secretary
 W. E. Buller, Box 218 Collector
 J. W. Hudson, Box 218 Receiver
 W. D. Anderson, Box 218 Magazine Agent

95. CHICAGO; Chicago, Ill.

Meets at 237 Milwaukee Ave., 2d Tuesday at 8 P. M., and last Sunday of each month, at 9:30 A. M.
 D. M. Leavitt, 36 Temple St. Master
 John J. Doyle, 165 W. Chicago ave Secretary
 J. F. Cantlon, 142 Front St. Collector
 E. W. Walbaum, 188 Milton Ave. Receiver
 Allen Webb, 202 N. Carpenter St. . . . Magazine Agent

96. ALEXIA; Wellsville, Ohio.

Meets 1st and 3d Sundays in B. of L. E. Hall, Main St.
 G. Leibtag, Box 695 Master
 Joseph Quinn, Box 695 Secretary
 L. M. Lockhart, Box 695 Collector
 Joseph Quinn, Box 695 Receiver
 John Leibtag, Box 695 Magazine Agent

97. ORANGE GROVE; Los Angeles, Cal.

Meets in Engineer's Hall, at 512 San Fernando St., every Tuesday at 7:30 P. M.
 Ed. Whitney, 46 Ann St. Master
 H. C. Forsyth, 22 Railroad St. Secretary
 Wm. T. Curl, 636 San Fernando St. . . . Collector
 Ed. Whitney, 46 Ann St. Receiver
 A. V. Blackburn, 35 Railroad St. . . . Magazine Agent

98. PERSEVERANCE; Terrace, Utah.

Meets in Engineers' Hall every Tuesday.
 S. E. Canady Master
 H. J. Grubnau Secretary
 Fred Frolich Collector
 Edward G. White Receiver
 Veff. Gudmonson Magazine Agent

99. ROCHESTER; Rochester, N. Y.

Meets in K. of H. Hall at No. 33 Market St., every Friday evening.
 E. E. Pruynt, 41 1st Ave. Master
 W. P. Couch, 24 Thompson Ave. Secretary
 George Kingsley, 22 Upton Park Collector
 George Kingsley, 22 Upton Park Receiver
 Louis Mansfield, 44 Ames St. Magazine Agent

100. ADAIR; Bowling Green, Ky.

Meets in Wright's Hall, corner Main and Adams Sts., every Monday at 2 P. M.
 Wesley Alsip, Box 609 Master
 Richard A. Potter, Box 609 Secretary
 A. M. Freeman, Box 609 Collector
 Richard A. Potter, Box 609 Receiver
 Wesley Alsip, Box 609 Magazine Agent

101. ADVANCE; Creston, Iowa.

Meets in Firemen's Hall, 222 Pine St., every Sunday at 2 P. M.
 John Igce, Box 246 Master
 Frank E. Giltner Secretary
 Frank E. Giltner Collector
 John Igce, Box 246 Receiver
 Frank Strunce Magazine Agent

102. CONFIDENCE; East Des Moines, Iowa.

Meets in I. O. O. F. Hall, S. E. cor. 6th St., and Grand ave., alternate Sundays at 2 P. M.,
 R. E. Nash, 1412 Grand ave. W. Master
 W. L. Carss, 849 W 13th St. Secretary
 C. C. Woodard, 917 Court ave., Des Moines Collector
 F. S. Payne, 115 9th St. Receiver
 W. L. Carss, 849 W 13th St. Magazine Agent

103. FALLS CITY; Louisville, Ky.

Meets in Colgan's Hall, corner 10th and Walnut Sts., every Thursday at 2 P. M.
 Isaac Honaker, L. C. & L. Shops Master
 Christ. Ketterer, 710 18th St. Secretary
 T. B. Meals, 912 Magazine St. Collector
 Christ. Ketterer, 710 18th St. Receiver
 Henry Blume, 1,000 Magazine St. Magazine Agent

104. "OLD KENTUCKY;" Ludlow, Ky.

Meets in M. J. Connolly's residence, 106 Oak St., 1st and 3d Thursdays at 7:30 P. M.
 Frank Robertson Master
 M. J. Connolly Secretary
 Charles Helmberger Collector
 Frank Robertson Receiver
 Charles Helmberger Magazine Agent

105. PROGRESS; Chillicothe, Ill.

Meets in McLean's Hall, 1st Wednesday at 7:30 P. M., 2d and 4th Sundays at 2 P. M.
 F. W. Petterson Master
 James Strahan Secretary
 J. M. Lindemon Collector
 Frank D. Fenn, L. Box 20 Receiver
 Frank D. Fenn, L. Box 20 Magazine Agent

106. KEY CITY; Dubuque, Iowa.

Meets in Dofst Hall 2d and 4th Sundays at 2 P. M.
 Joseph Chaloupka, 1470 Cedar St. Master
 Henry Quade 446 High St. Secretary
 Joseph Chaloupka, 1470 Cedar St. Collector
 Laverett Douglass, 993 Garfield Ave. Receiver
 Edward A. Forster 438 High St. Magazine Agent

107. ECLIPSE; Gallon, Ohio.

Meets in Zimmerman's Hall every Wednesday night.
 August Gerhart, Box 196 Master
 P. D. Gregg, Box 677 Secretary
 Chas. D. Hoyt, Box 183 Collector
 Thomas Wilson, Box 497 Receiver
 George Canaan, Box 398 Magazine Agent

108. PIONEER; Chama, New Mexico.

Meets in D. & R. G. Passenger Depot, every Thursday at 7:30 P. M.
 Wm. J. Brown Master
 Edward Bradley Secretary
 Frank Wilson Collector
 R. T. Pearson Receiver
 John A. Simon, Alamosa, Colo. Magazine Agent

109. PEACE; St. Louis, Mo.

Meets in Summit Hall, corner Ewing Ave. and Market St., 2d and 4th Fridays of each month at 7:30 P. M.
 W. J. Murphy, 314 Montrose Ave. Master
 J. L. Pate, 2919 Caroline St. Secretary
 Charles Durnell, 1303 S Compton Ave. Collector
 J. L. Pate, 2919 Caroline St. Receiver
 J. L. Pate, 2919 Caroline St. Magazine Agent

110. OLD GUARD; Bucyrus, Ohio.

Meets in Engineers' Hall, cor. Sandusky & Mansfield St., every 2d and 4th Sundays at 2 P. M.
 J. R. Gordon, L. Box 235 Master
 C. P. Collins, Corning, O. Secretary
 William Fitzmaurice Collector
 W. C. Bruce Receiver
 C. P. Collins, Corning, O. Magazine Agent

111. BEACON; Mattoon, Ill.

Meets in K. of L. Hall, Sunday at 2:30 P. M.
 P. J. Single, L. Box 864 Master
 W. P. Fitzgerald, L. Box 846 Secretary
 F. W. Neidheiser, Box 605 Collector
 Paul Riedler, Box 744 Receiver
 George S. Norris, Box 952 Magazine Agent

112. EVENING STAR; Mt. Vernon, Ill.

Meets in Odd Fellow's Hall, 1st and 3d Tuesdays at 7:30 P. M.
 S. R. Wild Master
 John C. Branham Secretary
 John C. Branham Collector
 S. R. Wild Receiver
 G. T. Colvin Magazine Agent

113. CLARK-KIMBALL; Poratello, Idaho.

Meets in Masonic Hall every Monday at 7:30 P. M.
 W. J. Ingling Master
 John H. Hiller Secretary
 John H. Shannon Collector
 Frank Walton, Box 166 Receiver
 H. F. Christman Magazine Agent

114. MAGIC CITY; Cheyenne, Wyoming.

Meets in Engineers' Hall, Idleman's Block, every Wednesday at 8 P. M.
 Michael Walsh Master
 Thomas O. Jones, Box 250 Secretary
 Thomas O. Jones, Box 250 Collector
 Ernest Heenan, 1010 Central Ave. Receiver
 James J. Keelan Magazine Agent

115. GULF CITY; Galveston, Texas.

Meets 1st and 3d Wednesdays in the Temple of Honor.
 H. L. Briggs, Cor. 8th and Market Sts. Master
 Jno. Buckley, 18th and O'G Sts. Secretary
 Wm. Powell, 29th St. & Broadway Collector
 H. L. Briggs, Cor. 8th and Market Sts. Receiver
 Wm. Powell, 29th St. and Broadway Magazine Agent

116. ST. CLAIR; Fort Gratiot, Mich.

Meets in Engineers' Hall, 1st and 3d Sundays at 1:30 P. M.
 William Dingwall, 2004 Stone St., Port Huron, Mich. Master
 R. J. Gee, 1604 Poplar St., Port Huron Secretary
 R. J. Gee, 1604 Poplar St., Port Huron Collector
 E. G. Hubbard, Box 127 Receiver
 J. J. Jackson, 2202 Stone St, Port Huron, Mich. Magazine Agent

117. BEAVER; London, Ontario.

Meets 2d Sunday and 4th Wednesday of each month, in K. of P. Hall, Carling's Block, Richmond St.
 S. T. Fletcher, 221 Maitland St. Master
 R. Hornsby, 151 Clarence St. Secretary
 S. T. Fletcher, 221 Maitland St. Collector
 John Dickson, 367 Simcoe St. Receiver
 Robert Lister, 411 Hill St. Magazine Agent

118. STAR OF THE EAST; Richmond, Quebec.

Meets in Pearson's Hall, Main St., opposite Skating Rink, 1st and 3d Sundays at 2 P. M.
 R. A. Leonard Master
 Geo. A. Pearson, Richmond Station Secretary
 Geo. A. Pearson, Richmond Station Collector
 John Kelly, Richmond Station Receiver
 Geo. A. Pearson, Richmond Station, Magazine Agent

119. COLONIAL; River du Loup, Quebec.

Meets Wednesday and Thursday nights, alternately, in English School Room.
 Wm. Carmichael, River du Loup Station Master
 Louis D. Poulin, I. C. Ry. Station Secretary
 Louis D. Poulin, I. C. Ry. Station Collector
 W. H. Rougean, River du Loup Station Receiver
 W. H. Rougean, River du Loup Station Magazine Agent

120. FORTUNE; Syracuse, N. Y.

Meets in C. M. B. A. Hall, Cor. Fayette and Salina Sts., 1st and 3d Sundays at 8 P. M. and 2d and 4th Tuesdays at 7 P. M.
 E. F. McNulty, 266 W Fayette St. Master
 Simon Mangan, 730 Otisco St. Secretary
 L. G. Rousoun, 16 1/2 Richmond St. Collector
 F. H. Livingston, 404 Jackson St. Receiver
 A. D. Collins, 312 Putnam St. Magazine Agent

121. FELLOWSHIP; Corning, N. Y.

Meets in Odd Fellows' Hall, 1st and 3d Sundays
of each month at 3 P. M.
James F. Roody Master
Isalah D. Wolcott, 2 Magee St Secretary
Isalah D. Wolcott, 2 Magee St Collector
E. E. Everts, 159 E Erie Ave Receiver
Chas. J. Boylan Magazine Agent

122. FEDERATION; Pana, Ill.

Meets in Woodmen's Hall, every Sunday at
2:30 P. M.
A. C. Reif Master
W. D. Stokes, L Box 13 Secretary
Charles Roley Collector
Thos. H. Crowner Receiver
Wm. Wolf Magazine Agent

123. OVERLAND; Omaha, Neb.

Meets in K. of P. Hall, 1402 Douglass St., every
Wednesday at 8 P. M.
Albert Cole, 1719 Mason St Master
John Glynn, 1722 S. 6th St Secretary
J. D. Behrens, 810 Pierce St Collector
Albert Cole, 1719 Mason St Receiver
William A. Cummings, 1306 S 12th
St Magazine Agent

124. PILOT; Perry, Iowa.

Meets in Odd Fellows' Hall, 2d and 4th Sundays
at 9:30 P. M.
H. A. Draper Master
Wm. L. Johnston, Box 554 Secretary
H. C. DeGroat Collector
B. W. Zille, Box 389 Receiver
E. G. Benson Magazine Agent

125. GEMDE; Marshalltown, Iowa.

Meets in B. of L. F. Hall, 15 S Center St., 2d and
4th Sundays.
W. M. Gallup, 512 S 3d St Master
J. P. Boyce, 103 W Nevada St Secretary
J. S. Smedes, 307 S Center St Collector
J. M. Larimer, 307 S 3d Ave Receiver
J. O. Rose, 410 W Church St Magazine Agent

126. COMET; Austin, Milan.

Meets in Hays' Hall, 1st and 3d Mondays and 2d
and 4th Sundays.
B. C. Henry Master
E. H. Talmadge Secretary
Thos. McFarlane Collector
W. A. Brossard Receiver
C. J. Erickson Magazine Agent

127. NORTHERN LIGHT; Winnipeg, Manitoba.

Meets in Assinaboine Hall, 133 Ross St., 1st Tues-
day and 3d Wednesday evening.
J. G. Jonah, 226 McWilliams st Master
H. English, 70 Williams St Secretary
G. M. Vansickle, 31 Isabel St Collector
Thomas Reese, 20 Gunnell St Receiver
George M. Vansickle, 31 Isabel St. Magazine Agent

128. LANDMARK; Glendive, Montana.

Meets in Coleman's Hall, every Tuesday at 7
P. M.
Geo. M. Brown Master
C. C. Smith, Box 58 Secretary
B. F. Brown Collector
James McKenzie, Forsyth Receiver
J. C. Sorenson Magazine Agent

129. MINERAL KING; Escanaba, Mich.

Meets in B. of L. E. Hall 2d and 4th Sundays at
2 P. M.
M. A. Harring, Box 525 Master
J. F. Burns Secretary
M. Quinn Collector
J. S. Rogers, Box 622 Receiver
William Finnegan Magazine Agent

130. GUIDING STAR; Milwaukee, Wis.

Meets in Firemen's Hall, 2d and 4th Sundays at
2 P. M.
Thomas Dwyer, 335 Jackson St Master
Bernard J. Fahl, Western Ave. and
Wells St Secretary
Con. S. McAuliffe, 451 Walker St Collector
Con. S. McAuliffe, 451 Walker St Receiver
Edward Henretty, 568 1st Ave Magazine Agent

131. GOLDEN RULE; Stevens Point, Wis.

Meets in Redfield's Hall, 2d and 4th Sundays at
2:30 P. M.
A. R. Johnson, Box 211 Master
George L. Gearhart Secretary
A. R. Johnson, Box 211 Collector
R. J. Luxan, Box 396 Receiver
R. J. Luxan, Box 396 Magazine Agent

132. MARVIN HUGHITT; Eagle Grove, Iowa.

Meets in Odd Fellows' Hall, 1st and 3d Sundays
2:30 P. M.
Harry G. Pool, Box 388 Master
W. R. Hammond, Box 408 Secretary
Stephen E. Calkins, Box 49 Collector
John H. Howell Receiver
E. G. Bates, Tama Magazine Agent

133. SPRAGUE; Sprague, Washington, Ty.

Meets in Engineers' Hall, 2d and 4th Sundays at
7 P. M.
J. D. Irby, Box 10 Master
H. A. Moore, Box 62 Secretary
A. E. Bowman, Box 10 Collector
Geo. E. Kendall Receiver
J. C. Smith Magazine Agent

134. EASTMAN; Farnham, Quebec.

Meets in Foster's Hall, every Sunday at 3 P. M.
W. C. Barney Master
H. E. Cowan Secretary
J. H. Cunningham Collector
E. W. Gibson Receiver
Louis Lepine Magazine Agent

135. NEW YEAR; El Paso, Texas.

Meets in Firemen's Hall, 1st and 3d Tuesdays at
7 P. M.
Colin McArthur Master
Jas. E. Handibo, Box 184 Secretary
Wm. Rader Collector
Colin McArthur Receiver
W. P. Sirlson Magazine Agent

136. J. SCOTT; Lindsay, Ontario.

Meets in S. O. E. Hall, alternate Saturdays at
8 P. M.
Thos. P. Wilkinson, Box 454 Master
Archie McArthur, Box 454 Secretary
Archie G. Edmunds, Box 454 Collector
John A. Watson, Box 454 Receiver
Jos. Kelcher, Box 454 Magazine Agent

137. PROTECTION; Eldon, Iowa.

Meets in K. of P. Hall, 2d and 4th Sundays at
2:30 P. M.
C. W. Friend Master
J. T. Hull, Box 375 Secretary
Geo. W. Wright, Box 674 Collector
A. Shunterman, Box 423 Receiver
Geo. W. Wright, Box 674 Magazine Agent

138. UNION; Freeport, Ill.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at
2 P. M.
W. C. Ingraham Master
Harry Stanley, 101 Walnut St Secretary
Harry Stanley, 101 Walnut St Collector
George Showalter, 50 N. Galena ave Receiver
George Showalter, 50 N. Galena
ave Magazine Agent

139. MT. WHITNEY; Tulare, Cal.

Meets in Schultz's Hall, 1st and 3d Sundays and
2d and 4th Fridays at 2 P. M.
J. J. Norton Master
George E. Landes, Box 31 Secretary
G. G. Hutchings Collector
George E. Landes, Box 31 Receiver
Frank Zuber Magazine Agent

140. MOUNT OURAY; Salda, Colo.

Meets in Fraternity Hall every Monday at 7:30
P. M.
A. G. Archer Master
W. S. Brewster Secretary
J. W. Hardy, L Box 599 Collector
Henry Wise, L Box 599 Receiver
N. A. Worden, Box 130 Magazine Agent

141. A. G. PORTER; Fort Wayne, Ind.

Meets in B. of R. B. Hall at 27 Calhoun St., every Wednesday at 7:30 P. M.
 A. J. Kohler, 461 Calhoun St. Master
 H. Kilpatrick, 142 N. Cass St. Secretary
 J. H. Westerman, 20 Buchanan St. Collector
 W. R. Fredericks, 415 S. Lafayette St. Receiver
 Frank C. Smith, 46 Elm St. Magazine Agent

142. SAFETY; Toledo, Ohio.

Meets in Johnson's Hall, St. Clair St., 5th Ward, 1st and 3d Sundays at 1:30 P. M., and 2d and 4th Thursdays at 7 P. M.
 Albert S. Mead, Air Line Junction Master
 B. J. Ross, Penn. Engine House Secretary
 G. W. Nesper, 406 Broadway Collector
 Fred. E. Bitman, 713 S. Erie St. Receiver
 J. G. Hoffstatter, Air Line Junction Magazine Agent

143. E. C. FELLOWS; West Oakland, Cal.

Meets in Pythian Hall, 1050 Broadway, every Monday, at 8 P. M.
 T. L. Davis, 1232 Euclid Ave., Alameda Master
 R. H. Potts, 1792 7th St. Secretary
 T. J. Roberts, 1,830 William St. Collector
 C. Sellander, 963 4th Ave. East Oakland, Receiver
 C. Sellander, 963 4th Ave., East Oakland, Cal Magazine Agent

144. SUGAR LOAF; Campbellton, New Brunswick.

Meets in Patterson's Hall, I. C. R. Depot, 2d Sundays at 9 A. M., and 4th Sunday afternoons.
 Wm. A. Thompson Master
 A. B. Thompson Secretary
 Wilmot Keith Collector
 Wm. A. Thompson Receiver
 William Hamilton Magazine Agent

145. DAVY CROCKET; San Antonio, Texas.

Meets in Jonas' Hall, 601 Austin St. every Tuesday at 7 P. M.
 Pat. Smith, 313 Burlesson St. Master
 Edward Beere, Cor. Cherry and Burlesson Sts. Secretary
 Edmond Lowe, cor. Sherman and Hackberry Sts. Collector
 Edward Beere, cor. Cherry and Burlesson Sts. Receiver
 H. A. Donaldson, 23 River Ave. Magazine Agent

146. BAYOU CITY; Houston, Texas.

Meets in Bell's Hall, 1st and 4th Mondays at 7:30 P. M., and 2d and 3d Mondays at 2 P. M.
 D. M. Moody, 105 Hardy St. Master
 Ed. C. Gerber, S. P. Shops Secretary
 Chas. F. Miller, S. P. Shops Collector
 G. H. Keohler, 111 Montgomery Ave. Receiver
 J. D. Monoghon, 13 Vine St. Magazine Agent

147. MIDLAND; Temple, Texas.

Meets every Monday at 8 P. M.
 R. Robinson, Box 105 Master
 Huxley E. Wood, Box 105 Secretary
 Frank John, Box 105 Collector
 W. W. Short, Box 105 Receiver
 H. Sims, Box 105, Temple, Tex. Magazine Agent

148. SUNNY SOUTH; Tyler, Texas.

Meets in K. of P. Hall, every Friday at 1:30 P. M.
 Mike Bannan, Box 416 Master
 S. F. James, Box 416 Secretary
 C. W. Rankin Collector
 M. E. Stafford, Box 488 Receiver
 J. W. Pain, Box 416 Magazine Agent

149. JUST IN TIME; New York, N. Y.

Meets at 110 East 125th St., 2d and 4th Saturdays at 8 P. M.
 James F. Hough, 1424 Ave. A. Master
 P. A. Donahue, 311 W. 5th St. Secretary
 Robert T. Roscoe, 1958 3d Ave. Collector
 Albert H. Hawley, 301 W. 125th St. Receiver
 Chas. Cowdrick, 236 E. 119th St. Magazine Agent

150. S. M. STEVENS; Marquette, Mich.

Meets in Mack's Hall, cor. Washington and 3d Sts., 2d and 4th Sundays at 2 P. M.
 Fred. D. Fletcher, 212 Garden St. Master
 Wm. Charlesworth, 240 W. Washington St. Secretary
 Abe Switzer Collector
 Wm. D. Reany, 416 W. Washington St. Receiver
 Wm. Thomas, 350 W. Washington St. Magazine Agent

151. MAPLE LEAF; Hamilton, Ontario.

Meets 1st and 3d Sundays at 2:30 P. M.
 Alexander McGilvery, 98 Elgin St. Master
 Wm. Perkins, 150 Wellington St. Secretary
 Wm. Broughton, 18 Inchbury St. Collector
 William F. Baines, 180 Queen St. Receiver
 William Broughton, 18 Inchbury St., S. Magazine Agent

152. NORTH POLE; West Bay City, Mich.

Meets in Royal Arcanum Hall, 1st and 3d Sundays.
 W. A. Maguire Master
 Frank E. Ayers, Box 104 Secretary
 Frank Potter Collector
 Thos. A. Weir, Kirby House, Saginaw, Receiver
 Frank E. Ayers, Box 104 Magazine Agent

153. H. C. LORD; Fort Scott, Kansas.

Meets in K. of P. Hall, corner 2d and Main Sts.
 W. B. Lane, 202 Hill St. Master
 J. B. Martin, 401 S. Broadway Secretary
 H. L. Wright, 11 S. Barbee St. Collector
 J. T. Helman, 114 N. Broadway Receiver
 J. M. Purnley, 624 1st and Hill Sts. Magazine Agent

154. McKEEN; Chanute, Kansas.

Meets in Masonic Hall, on every Thursday at 7:00 P. M.
 R. W. Cameron, Box 141 Master
 Ed. K. Brehl Secretary
 J. E. Flint, Box 819 Collector
 M. A. Lea, Box 77 Receiver
 James M. Jones Magazine Agent

155. J. F. BINGHAM; New York, N. Y.

Meets in Schrader's Hall, 147 W. 32d St., 1st Saturday at 8 P. M., and 3d Thursday at 10 A. M.
 Ed. S. Wetherbee, 417 W. 48th St. Master
 William J. Campbell, 2540 8th Ave. Secretary
 William J. Campbell, 2540 8th Ave. Collector
 C. C. McIrene, 235 8th Ave. Receiver
 William P. Green, 183 7th St., Long Island City, N. Y. Magazine Agent

156. NECHES; Palestine, Texas.

Meets in Engineers' Hall every Saturday at 2:30 P. M.
 W. E. Randolph, Box 256 Master
 N. F. Colbert, Box 256 Secretary
 M. T. Byrnes, Box 256 Collector
 J. C. Potter, Box 256 Receiver
 J. C. Potter Box 256 Magazine Agent

157. ECHO; Peru, Ind.

Meets in Echo Hall 1st and 3d Sundays at 2 P. M., and 2d and 4th Tuesdays at 7 P. M.
 B. E. Flaherty Master
 F. P. Stutesman, L. Box 807 Secretary
 Geo. H. Smith Collector
 M. E. Whetsel Receiver
 F. E. O'Connell Magazine Agent

158. STANDARD; Detroit, Mich.

Meets at No. 47 Monroe Ave., up stairs, 2d and 4th Sundays at 1:30 P. M.
 Chas. E. Matteson, 187 Welsh Ave. Master
 A. Edmiston, 298 Ripelle St. Secretary
 J. W. Lee, 617 Congress St., E. Collector
 Ed. Henderson, 124 Hastings St. Receiver
 Louis Groseauf, 251 Labrosse St. Magazine Agent

159. W. H. THOMAS; Nashville, Tenn.

Meets in Simmons' Hall, cor. Summer and Union Sts., every Monday at 9:30 A. M.
 G. Kunding, N. C. & St. L. Round House Master
 D. J. Singleton, 471 Humphrey St. Secretary
 D. J. Singleton, 471 Humphrey St. Collector
 J. L. Enoch, 241 Foster St., E. Nashville, Receiver
 D. J. Singleton, 471 Humphrey St. Magazine Agent

160. C. J. HEPBURN; Evansville, Ind.

Meets in A. O. U. W. Hall, 3d and Main Sts., 2d and 4th Sundays at 2 P. M.
 W. H. Roleman, 508 William St. Master
 R. T. Skinner, 1,504 Walnut St. Secretary
 E. F. Stiker, 1,611 Division St. Collector
 F. W. Hunter, 1,044 Main St. Receiver
 John Z. Fairchild, 516 Upper 11th St.,
 Magazine Agent

161. HERALD; Burlington, Iowa.

Meets in Knights of Pythias Hall cor. Third and Jefferson sts., every other Sunday at 2 P. M.
 J. A. Richards, 1117 S 8th St. Master
 W. A. Flannery, 1212 N 8th St. Secretary
 S. W. Bowser, cor Fort and Linn Sts. Collector
 J. D. Hawksworth, 2093 Madison St. Receiver
 W. A. Flannery, 1212 N 8th St. Magazine Agent

162. PROSPECT; Elkhart, Ind.

Meets in B. of L. F. Hall, 505 Main St., every Tuesday night 7:30, and 1st Sunday at 2 P. M.
 W. W. Howard, 1200 S Main St. Master
 J. C. Doty, 311 Harrison St. Secretary
 Theo. Snader, 510 Sixth St. Collector
 D. F. Wagner, 326 Jefferson St. Receiver
 Charles White, 1008 S Main St. Magazine Agent

163. ETNA; Pine Bluff, Ark.

Meets in Masonic Hall, every Friday at 7 P. M.
 Tim. Corder, Box 210 Master
 Dewitt Hope, Box 56 Secretary
 D. B. Rathfon, Box 56 Collector
 D. B. Rathfon, Box 56 Receiver
 Dewitt Hope, Box 56 Magazine Agent

164. EEL RIVER; Butler, Ind.

Meets Tuesday nights in I. O. O. F. Hall, on Broadway.
 Geo. E. Crider Master
 C. E. Blair Secretary
 John J. Derek, Box 202 Collector
 John J. Derek, Box 202 Receiver
 Ed. Eldridge Magazine Agent

165. ROBERT ANDREWS; Andrews, Ind.

Meets in Firemen's Hall every Monday at 7 P. M.
 J. E. Brombaugh Master
 O. M. Leedy Secretary
 George B. Richardson, Box 283 Collector
 Albert J. Routh Receiver
 J. N. Wright Magazine Agent

166. WM. HUGO; Huntington, Ind.

Meets in Engineer's Hall every Wednesday at 7 P. M.
 C. M. Keller, Box 619 Master
 J. P. McConley Secretary
 John S. Dolan, Box 915 Collector
 C. E. Wallace, L Box 933 Receiver
 A. W. Beaver, Box 529 Magazine Agent

167. MOUNT HOOD; The Dalles, Oregon.

Meets in K. of P. Hall, 1st and 3d Wednesdays at 2 P. M., and 2d and 4th at 7 P. M.
 Chas. W. Bryan Master
 C. E. Velin Secretary
 Chas. W. Bryan Collector
 Hugh Farmer Receiver
 H. P. Smith, Wallula, Wash. Ter., Magazine Agent

168. GUARD RAIL; North La Crosse, Wis.

Meets in B. of L. F. Hall, 129 Rose St., 1st and 3d Sundays at 2 P. M., and 2d and 4th Mondays at 7:30 P. M.
 Fred. Stirnemann Master
 J. E. Wells, 416 Avon St. Secretary
 George Brewer, 403 cor. Avon and
 Gould St., LaCrosse, Wis. Collector
 Thos. Cawley, 521 Mill St. Receiver
 Frank M. Barker, 1232 Cane St. Magazine Agent

169. H. G. BROOKS; Hornellsville, N. Y.

Meets in Washington Hall, Broad St., every Monday at 7:30 P. M.
 H. H. Sweet, 51 Elm St. Master
 V. C. Randolph, 79 River St. Secretary
 A. H. Spencer, 18 Elm St. Collector
 A. H. Spencer, 18 Elm St. Receiver
 C. S. Graham, 31 S Division St. Magazine Agent

170. PRAIRIE; Huron, S. Dakota.

Meets in Odd Fellows' Hall on 2d and 4th Sundays at 3 P. M.
 George E. White, 357 E 3d St. Master
 A. H. Garfield, 511 Beach St. Secretary
 Thos. C. Laulters, 520 Utah St. Collector
 Frank Booth, Room 1, Houghton blk. Receiver
 Ed. Sampson Magazine Agent

171. SUNBEAM; Truro, Nova Scotia.

Meets in Caledonia Hall 2d Saturdays and 4th Thursdays.
 John J. Ferguson Master
 Thos. W. Hennessy, Box 187 Secretary
 Peter Fraser Collector
 Jas. A. Sproull, Box 167 Receiver
 R. A. Sutherland, Box 173 Magazine Agent

172. F. G. LAWRENCE; Ottawa, Ontario.

Meets alternate Sundays in Manchester Hall, cor. Sparks and Wellington Sts.
 Horatio Hymers, Rochester, N. Y. Master
 John G. Armstrong, Richmond Lodge Secretary
 Fred. W. Morrison, Rochester, N. Y. Collector
 Hugh Handyside, Hintonbury, via
 Ottawa, Ont. Receiver
 Alex. McCraig, Can. & Pac. Ry. Shops
 Magazine Agent

173. PACIFIC; Winslow, Arizona.

Meets in B. of L. F. Hall, every Sunday at 7:30 P. M.
 Clem Welker Master
 Geo. F. Fleming Secretary
 Simeon Frost, Coolidge, N. M. Collector
 Jas. Bullard Receiver
 Elmer E. Ward, Albuquerque, New
 Mex Magazine Agent

174. HARRISBURG; Harrisburg, Pa.

Meets cor. 3d and Cumberland Sts., Sible's Hall, 2d and 4th Sundays at 1 P. M.
 Ed. E. Ewing, cor. Front and Boas Sts. Master
 H. O. Motter, 1720 1/2 N Third St. Secretary
 H. J. Roberts, 503 Riley St. Collector
 William Blessing, 422 Riley St. Receiver
 H. S. Gingrich, 1413 Wallace St. Magazine Agent

175. TAYLOR; Newark, Ohio.

Meets in O. R. C. Hall at 12 1/2 N 2d St., every Wednesday at 7 P. M.
 Ben. Tobin, 228 Indiana Ave Master
 James Kelsey, 348 E. Main St. Secretary
 Willis Stone, Gay St., E. Collector
 C. D. Tomlinson, 351 Clinton St. Receiver
 C. D. Tomlinson, 351 Clinton St. Magazine Agent

176. MAIN LINE; Clinton, Ill.

Meets in Warner's Hall, 1st and 3d Wednesday evenings.
 A. G. Turley, Box 65 Master
 W. F. Gorman, Box 295 Secretary
 W. F. Gorman, Box 295 Collector
 C. H. Porter, Box 41 Receiver
 C. H. Porter, Box 41 Magazine Agent

177. SUNSET; Marshall, Texas.

Meets in Firemen's Hall, every Thursday at 7:30 P. M.
 Geo. M. Lovett Master
 H. M. Worthington, Box 184 Secretary
 Geo. C. Sparks, Box 184 Collector
 M. H. Neal, Box 184 Receiver
 H. M. Worthington, Box 184 Magazine Agent

178. SALT LAKE; Salt Lake City, Utah.

Meets in A. O. U. W. Hall, Main and 1st S. Sts., Tuesdays, at 8 P. M.
 Leonard W. Kessler, 50 N 3d St. W. Master
 J. F. Keim, 704 1st S. St. Secretary
 F. A. Featherston, 222 N. 2d St. W. Collector
 W. C. Wightman, 50 N 3d St., W. Receiver
 E. L. Hawkins, 419 W. 5th St. S. Magazine Agent

179. BEE-HIVE; Lincoln, Neb.

Meets in K. of P. Hall, 2d and 4th Sundays, at 3 P. M.
 J. W. Barber, University Place Master
 J. K. Robinson, 718 H St. Secretary
 J. W. Barber, University Place Collector
 J. K. Robinson 718 H St. Receiver
 E. L. Fuller, Box 632 Magazine Agent

180. THREE STATES; Cairo, Ill.

Meets cor. 12th St. and Washington Ave., 1st and 3d Saturday evenings.
 M. J. Kiley, 602 Jefferson Ave. Master
 Frank Jaeckell, 519 15th St. Secretary
 David Meehan, I. C. R. Shops Collector
 M. J. Kiley, 602 Jefferson Ave. Receiver
 Robert Stevenson, 438 8th St. Magazine Agent

181. WELLINGTON; Palmerston, Ontario.

Meets in Odd Fellows' Hall, 1st and 3d Sundays at 2 P. M.
 Wilson Munro Master
 James Combs Secretary
 Alexander Dunbar Collector
 James Nicholson Receiver
 Alexander Dunbar Magazine Agent

182. GOOD INTENT; Erie, Pa.

Meets in Firemen's Hall, Zuck's Block, every Sunday at 2 P. M.
 H. E. Hilliker, Miles' Grove Master
 W. G. King, 133 W. 15th St. Secretary
 A. H. Gifford, 221 W 18th St. Collector
 William Fitzmorris, 133 W 13th St. Receiver
 Charles Fitzmorris, 63 W 13th St. Magazine Agent

183. LAKE SHORE; Collinwood, Ohio.

Meets in Engineers' Hall alternate Thursdays at 7 P. M.
 W. H. Jayred Master
 W. H. Cross Secretary
 W. T. Wade, 49 Maplewood Ave. Collector
 H. I. Miller, Box 154 Receiver
 D. A. Carver, Box 301 Magazine Agent

184. LIMA; Lima, Ohio.

Meets 1st and 3d Sundays in Irish Hall.
 E. L. Melhorn Master
 M. R. Lacy Secretary
 Joseph Bowsher, 496 S Tanner St. Collector
 John E. Myers, 734 Broadway Receiver
 S. H. Hartsing, 328 N Pierce St. Magazine Agent

185. FIDELITY; Delphos, Ohio.

Meets in Beyer's Hall every Sunday at 2 P. M.
 J. E. Grove, Box 143 Master
 L. S. Lytle, Box 311 Secretary
 J. T. McGee, Box 311 Collector
 C. L. Webster, Box 311 Receiver
 J. E. Grove, Box 143 Magazine Agent

186. CHAMBERLAIN; Chicago, Ill.

Meets in Walther's Hall, 3934 State St., 1st and 3d Sundays of each month.
 J. E. Callaghan, 3613 La Salle St. Master
 Jas. Manning, Washash Roundhouse, 41st St. Secretary
 John Nolan, 3829 Butterfield St. Collector
 Jas. Everett, 4219 School St. Receiver
 Sherman Alsop, Washash Round House, Forty-first St. Magazine Agent

187. LITTLE GIANT; Charleston, Ill.

Meets in G. A. R. Hall, 1st and 3d Sundays at 2:30 P. M.
 John W. Parson Master
 M. Hudleson Secretary
 Frederick L. Patton Collector
 John W. Parson Receiver
 W. H. Deshaue Magazine Agent

188. S. S. MERRILL; Chicago, Ill.

Meets in Miehle Hall, cor. Western Ave. and Indiana St., 1st and 3d Sundays at 2 P. M.
 E. P. Tobias, 39 Fairfield Ave. Master
 Walter Karch, 21 Maplewood Ave. Secretary
 Chas. Benjamin, 49 Maplewood Ave. Collector
 Lewis L. Gay, 675 Park Ave. Receiver
 Fred Myers, 829 Austin Ave. Magazine Agent

189. BALDWIN; Ft. Howard, Wis.

Meets in Narris' Block, Green Bay, Wis., 2d and 4th Sundays.
 H. L. Nichols Master
 D. E. Hogan, L Box 152 Secretary
 Jay Parkinson, Box 373, Green Bay, Wis., Collector
 Martin Sheehy Receiver
 George Shequin Magazine Agent

190. FERGUSON; Mitchell, Dakota.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M.
 Emmet Wentworth, Box 102, Sanborn, Ia., Master
 Albert D. Perry, Box 727 Secretary
 Oscar W. Mervin, Box 189, Sanborn, Ia. Collector
 Oscar W. Mervin, Box 189, Sanborn, Iowa Receiver
 Thos. Helman, Sanborn, Iowa Magazine Agent

191. CUSTER; Livingston, Montana.

Meets in Thompson's Hall every Wednesday at 7:30 P. M.
 James Martin, L. Box 6 Master
 Forrest Bullard, Box 51 Secretary
 Walter F. Jellison Collector
 H. E. Conger Receiver
 Forrest Bullard, Box 51 Magazine Agent

192. MT. TACOMA; Tacoma, Washington Ter.

Meets in Mason Block, 1st and 3d Thursdays and 4th Sunday at 7:30 P. M.
 Fred. L. Dexter, 1,713 D St. Master
 John Cartwright, Box 222 Secretary
 Frank S. Stevens, 1201 A. St. Collector
 Phillip Green, 1516 Pacific Ave. Receiver
 Geo. Ames Magazine Agent

193. J. B. MAYNARD; East Portland, Oregon.

Meets in Ross's Hall, 2d and 4th Sundays, at 2 P. M.
 W. Hays, Albina Master
 J. F. McQuade, Box 287 Secretary
 E. J. Stroud, Box 287 Collector
 D. J. Byrne, Box 287 Receiver
 Wm. A. Ransom, Box 287 Magazine Agent

194. BONANZA; Missoula, Montana.

Meets in K. of P. Hall every Monday night.
 E. L. Hollister, Box 124 Master
 Charles S. Cranston, Box 107 Secretary
 Chas. Wiley Collector
 Chas. E. Carrington Receiver
 Chas. S. Liggett, Box 195 Magazine Agent

195. RE-ECHO; Montpelier, Idaho.

Meets in Montpelier Hall, Fridays at 7:30 P. M.
 Chas. H. Thompson Master
 Chas. C. Hammond Secretary
 Joseph Bagley Collector
 James Duffy Receiver
 Martin King, Glenn's Ferry Magazine Agent

196. CLOUD CITY; Leadville, Colo.

Meets in B. of L. F. Hall, 125 E 6th St., every Friday at 8 P. M.
 Chas. E. Phelan, Box 330 Master
 S. W. Burdick, Box 330 Secretary
 George Laughton, Box 330 Collector
 John Nelson, 312 W. 7th St. Receiver
 Harry C. Newell, 214 E 10th St. Magazine Agent

197. RIVERSIDE; Savanna, Ill.

Meets 1st and 3d Sunday of each month.
 James Bailey Master
 Sam McCormac, Box 309 Secretary
 Leonard Hulbert Collector
 James Bailey Receiver
 Sam McCormac, Box 300 Magazine Agent

198. MAPLE CITY; Norwalk, Ohio.

Meets 1st and 3d Sundays.
 V. C. Fitzsimmons, 50½ State St. Master
 P. Bayley, 15 State St. Secretary
 W. T. Clark, cor. Hester St. & Ford ave. Collector
 W. Y. Dennis, 15 State St. Receiver
 H. G. Ferris, 50½ State St. Magazine Agent

199. MAHONING; Youngstown, Ohio.

Meets in B. of R. B. Hall, over First National Bank, 21 Federal St., 2d Sunday afternoon and 4th Thursday evening.
 David Heinselman, 313 Henrietta St. Master
 W. B. Wiseman, 1101 Oak St. Secretary
 M. J. Hallisy, 519 Crossman Ave. Collector
 W. B. Wiseman, 1101 Oak St. Receiver
 A. C. Clemens, 947 Sheehy St. Magazine Agent

300. FAITH; Meridian, Miss.

Meets in Engineers' Hall every Thursday evening at 7:30 P. M.

J. M. Adams, 401 31st Ave. Master
W. H. Armstrong, L Box 470 Secretary
John H. Woodruff, 3129 5th St Collector
Simon F. Baker, 423 41st Ave. Receiver
Simon F. Baker, 423 41st Ave. Magazine Agent

301. FRIENDLY HAND; Jackson, Tenn.

Meets every in K. of P. Hall Saturday at 7 P. M.,

J. D. Bledsoe Master
James Gaffney Secretary
W. J. Teague Collector
Robert McKinley Receiver
J. L. Jones Magazine Agent

302. SCIOTO; Chillicothe, Ohio.

Meets in Clough's Hall, 1st Sunday at 2:30 P. M.,

and 3d Monday at 7 P. M.
Sinnert A. Barker 495 2d St Master
Lewis R. Gettle, Jr., 86 N Sugar St Secretary
Wm. Cutter, Box 820 Collector
J. H. Brandenburg, 143 Hearn St Receiver
W. P. Matthewson Magazine Agent

303. GARFIELD; Garrett, Ind.

Meets in G. A. R. Hall, every Friday at 7:30 P. M.

M. W. Smith, Box 169 Master
S. P. Phillips, Box 38 Secretary
J. M. Whitman, Box 26 Collector
V. B. Moughlor, Box 73 Receiver
H. Wohlford Magazine Agent

304. COTTON BELT; Jonesboro, Ark.

Meets in Stacy Hall, every Wednesday at 7:30 P. M.

Geo. B. Youch, L. D. R. Master
L. D. Roberts, L Box 105 Secretary
William E. Dixon Collector
L. D. Roberts, L Box 105 Receiver
J. H. Lambert, Box 100 Magazine Agent

305. FLOWER OF THE WEST; Topeka, Kansas.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at

2 P. M.
Christ McGinnis, 16 State St. Master
Thos. Norwood, 229 Jefferson St Secretary
E. H. Rowell, 400 Chandler St Collector
Christ McGinnis, 16 State St Receiver
John R. Mullins, 120 Adams St. Magazine Agent

306. FORT PICKERING; Memphis, Tenn.

Meets in Miller's Hall, Cor. 5th and Jackson Sts.,

every Tuesday at 7:30 P. M.
D. L. Forsyth, 81 market St. Master
Chas. A. Crane, 85 Florida Ave. Secretary
J. E. Smithers, 58 Florida Ave. Collector
Chas. A. Crane, 85 Florida Ave. Receiver
Thomas Cosgrove, K.C.M. & B. Round House Magazine Agent

307. LOYAL; Meadville, Pa.

Meets in Arcanum Hall, 1st and 3d Thursdays and 2nd and 4th Wednesdays.

S. H. First, 900 Water St. Master
F. H. Nichols, 1025 Water St Secretary
Thomas Newberry, 357 E Center St. Collector
George A. Oster, 223 Pine St Receiver
H. J. Prenatt, 783 Garden St Magazine Agent

308. KEYSTONE; Susquehanna, Pa.

Meets in Doran's Hall every Sunday afternoon.

John Hile Master
W. P. Emery, Box 877 Secretary
C. Anderson, Box 837 Collector
W. P. Emery, Box 877 Receiver
C. A. Allen Magazine Agent

309. SARATOGA; Whitehall, N. Y.

Meets in Breet's Hall, alternate Sundays.

W. R. Combs, Box 56 Master
J. W. Farrar, Box 361 Secretary
Henry W. Collins, Box 274 Collector
W. R. Combs, Box 56 Receiver
Mike Bradshaw Magazine Agent

310. 18-K; Schenectady, N. Y.

Meets in McCamus Hall every other Thursday.

John W. Vrooman, Box 497 Master
C. R. Weekes, Box 497 Secretary
John W. Vrooman, Box 497 Collector
J. E. VanVranken, Box 497 Receiver
C. R. Weekes, Box 497 Magazine Agent

211. ONOKO; South Easton, Pa.

Meets in Bragg's Hall, 1st and 3d Sundays at 2 P. M.

Stewart Bowers, 916 Wilkesbarre st Master
C. L. McKee, 209 S 5th St., Easton Secretary
James R. Morris, 711 Wilkesbarre St Collector
A. J. Mickley, 725 Berwick St Receiver
E. A. Seek, 823 Berwick St Magazine Agent

212. EMPIRE; Watertown, N. Y.

Meets in Good Templars' Hall, 2d and 4th Sundays.

T. H. Lynch, 101 Factory St. Master
Geo. D. Ackerson, 42 Coffeen St Secretary
S. G. Wells, 28 Meadow St Collector
F. C. Nichols, 90 Arsenal St Receiver
W. Graham, 90 Arsenal St Magazine Agent

213. WEST SHORE; Syracuse N. Y.

Meets in Doolittle Hall, Pine St., alternate Sundays.

James H. Allison, 103 Henderson St Master
Carl E. Blanchard, 256 Gertrude St Secretary
Patrick Conlon, 410 Renwick Ave Collector
Edward Davis, 140 Oak St Receiver
J. L. Sullivan, 103 Henderson St Magazine Agent

214. OBIOLE; Baltimore, Md.

Meets in Lehman's Hall, 861 Garden St., 2d and 4th Sundays.

Jno. H. Baker, 1707 Maryland Ave Master
J. W. Akehurst, 442 Federal St. Secretary
Geo. F. Shuman, 515 3d Ave., Hampden City Collector
Geo. C. Yeagy, 448 Federal St. Receiver
T. C. Lambden, 1309 Valley St Magazine Agent

215. EAST ALBANY; East Albany, N. Y.

Meets in A. O. U. W. Hall, 2d and 4th Sundays at 2 P. M.

Victor D. Rhodes, 439 Broadway Master
J. W. Reed, 105 2d St Secretary
Wm. A. Buckbee, 55 John St Collector
Chas. J. Wriker, 17 Glenn St Receiver
Victor D. Rhodes, 439 Broadway, Magazine Agent

216. BLACK RIVER; Lorain, Ohio.

Meets in K. of P. Hall, Bensor Block, 2d and 4th Sundays at 12 o'clock noon.

J. M. Hines Master
John J. Wright Secretary
J. C. Croucher Collector
Thomas Burns Receiver
John W. Graybill, Bridgeport Magazine Agent

217. HEADLIGHT; Brazil, Ind.

Meets in K. P. Hall, 2d and 4th Sunday afternoons.

Elmer P. Collins Master
Thos. Shanahan Secretary
Henry Barnett Collector
Elmer P. Collins Receiver
Charles Davis Magazine Agent

218. PIKES PEAK; Colorado City, Colo.

Meets every Sunday at 12:30 P. M.

Clayton Colvin Master
Wm. Michie Secretary
Wm. Cole Collector
Richard Griffiths Receiver
E. Taylor Magazine Agent

219. SMOKY CITY; Allegheny, Pa.

Meets cor. Bidwell and Pennsylvania Aves. every Monday at 2:30 P. M.

Ed. Irwin, 303 Allegheny Ave Master
Geo. R. Fletcher, 307 Allegheny Ave Secretary
Samuel Overlander, 36 Bidwell St Collector
H. B. Shaffer, 203 Locust St Receiver
U. H. Simpson, 303 Franklin St., Magazine Agent

220. PROVIDENT; Sunbury, Pa.

Meets in Masonic Hall, 3d St. 1st and 3d Sundays, at 1 P. M.

A. C. Mitchell Master
J. H. Kemberling, Box 212 Secretary
H. W. Shoffstall, Box 212 Collector
C. C. Bowen, Box 212 Receiver
John F. Walls, Box 212 Magazine Agent

- 221. HURON; Point Edward, Ontario.**
Meets in I. O. F. Hall, 2d and 4th Tuesdays at 8 P. M.
William H. Forbes Master
J. W. Gray, L Box 39 Secretary
F. Burgess Collector
J. McMillan Receiver
D. Morrison Magazine Agent
- 222. WEBSTER; Fort Dodge, Iowa.**
Meets in G. A. R. Hall, Child's Block. 1st and 3d Sundays at 2 P. M.
Jacob A. Fessler Master
O. G. Anderson, Box 49 Secretary
M. McVicker Collector
Homer M. Rhodes, Box 499 Receiver
Joseph Kelly Magazine Agent
- 223. POTTAWATOMIE; Wamego, Kan.**
Meets in Odd Fellow's Hall Sundays at 2 P. M.
R. W. Spragg Master
John H. Kane, 304 N. Fifth St., Kansas City Secretary
F. E. Easterday, Box 173 Collector
Jas. M. Sanders Receiver
Alvin Roe Magazine Agent
- 224. T. C. BOERN; St. Cloud, Minn.**
Meets in Odd Fellow's Hall 2d and 4th Sundays at 8 P. M.
Abe Vogel, L Box 944 Master
J. A. Dickinson, L Box 1128 Secretary
John Mourman Collector
Abe Vogel, L Box 944 Receiver
Marcellus Hill, Box 527 Magazine Agent
- 225. SUPERIOR; Fort William West, Ontario.**
Meets in Smith's Hall every Monday night.
George Glassford Master
Wm. T. Reid Secretary
Milo A. Bryant Collector
Harry Poole Receiver
J. Fregan Magazine Agent
- 226. MAGNOLIA; Corsicana, Texas.**
Meets 2d and 4th Wednesdays. 2d at 1 P. M. and 4th at 7 P. M.
J. H. Dunkin, 1,017 E Sixth Ave Master
W. M. Nicol, L Box 230 Secretary
J. Barry, H. & T. C. R. Shops Collector
W. M. Nicol, L Box 230 Receiver
W. L. Blount, 112 W 4th Ave Magazine Agent
- 227. MAGNET; Binghamton, N. Y.**
Meets in Stevens' Hall, North Chenango St. 2d Wednesday and 4th Saturday at 7:30 P. M.
Theo. Haskins, 3 Birdall St Master
T. W. Campbell, 42 Robinson St Secretary
Robert Rothrock, Cemetery St Collector
Theo. Haskins, 3 Birdall St Receiver
G. B. Warner, 80 Lewis St Magazine Agent
- 228. ACME; Scranton, Pa.**
Meets in G. A. R. Hall, No. 332 Lackawana Ave., 1st and 3d Sundays at 2 P. M.
R. S. Gillingham, 128 10th St., Hyde Park Master
Wm. H. Brutzman, 329 Franklin Ave. Secretary
Albert J. Thomas, 317 S Hyde Park Ave. Collector
Hyde Park Receiver
Ed. H. Beldin, 1239 Academy St., Hyde Park Receiver
Wm. Frothingham, 342 Franklin Ave. Magazine Agent
- 229. RICKARD; Utica, N. Y.**
Meets in Post Bacon Hall 2d and 4th Sundays at 2 P. M.
J. J. Quirk, cor. Mary and Albany Sts Master
Chas. A. Pease, 162 Broad St. Secretary
John A. Weigand, 32 Hubble St Collector
Chas. A. Pease, 162 Broad St. Receiver
Fred Ebersperger, 159 Catharine Street Magazine Agent
- 230. ALBANY CITY; Albany, N. Y.**
Meets at Lehman Hall, 206 Washington Ave., 1st, 3d and 5th Mondays, at 7:30 P. M.
William H. Bagley, 341 Clinton Ave Master
Courtland Maher, 11 Prospect Ave. Secretary
Luke F. Kelly, W. Albany Collector
Jas. J. Gill, 91 Livingstone Ave. Receiver
L. C. Montagne, 15 Hunter Ave, Magazine Agent
- 231. DELAWARE; Wilmington, Delaware.**
Meets in G. A. R. Hall, corner 3d and King Sts., 1st and 3d Sunday- at 2:30 P. M.
Geo. F. Fagan, 407 S. Jackson St Master
G. H. Larimore, 916 Poplar St Secretary
L. L. Sargent, 618 W 4th St Collector
E. M. Sargent, 618 W 4th St Receiver
Jacob Z. Orr, 104 Poplar St. Magazine Agent
- 232. LUCKY THOUGHT; Middletown, N. Y.**
Meets in K. of H. Hall 2d and 4th Sundays of each month, at 1 P. M.
D. H. Smith Master
Fred. H. Davis, 17 Sprague Ave Secretary
H. B. Weeden, 281 North St. Collector
C. E. Ward, 79 Wisner Ave Receiver
James T. Hare Magazine Agent
- 233. GLAD TIDINGS; Moncton, New Brunswick.**
Meets in Victoria Hall 1st Saturday evening and 3d Sunday afternoon.
Henry Snider, Box 376 Master
W. C. Hunter Secretary
William H. Gay Collector
Alfred Wood, Box 376 Receiver
Geo. W. Speer Magazine Agent
- 234. NORTH BAY; North Bay, Ontario.**
Meets in B. of L. F. Hall, alternate Tuesdays.
John Mitchell Master
Adam Beattie Secretary
James Devine Collector
John Clemenson Receiver
Apolphus Christink Magazine Agent
- 235. THREE BROTHERS; Pittsburg, Pa.**
Meets in Welsh Bros.' Hall at cor. 26th St. and Penn Ave., alternate Sundays, at 2 P. M.
R. O. Ferron, 2903 45th St. Master
J. G. Gray, 244 45th St. Secretary
William J. Adams, Wilkinsburg Collector
Henry B. Duff, 2,536 Penn Ave Receiver
Jos. Graham, 2,907 Penn Ave Magazine Agent
- 236. HINTON; Hinton, West Virginia.**
Meets in Masonic Hall every Saturday at 7:30 P. M.
W. E. Lyons Master
J. P. Lear, Box 17 Secretary
S. L. Ballenger Collector
R. P. Boyd Receiver
T. E. Cobbs Magazine Agent
- 237. CENTRAL PARK; Central Park, Ill.**
Meets in Tilton School Hall, 1st and 3d Sundays.
M. J. Kennedy, 549 W. Ohio St., Chicago Master
Wm. Hartigan Secretary
David Leavitt Collector
Thaddeus Chew Receiver
C. W. Warren Magazine Agent
- 238. PLAIN CITY; Paducah, Ky.**
Meets in Rogers' Hall every Tuesday at 7:30 P. M.
J. P. Wesley, 1,105 Broadway Master
W. E. Paley, 1,115 Broadway Secretary
J. A. McCann, 1,115 Broadway Collector
C. F. Swanson, 716 Court St. Receiver
J. S. Hollingsworth, No. 1105 Broadway Magazine Agent
- 239. BUCKEYE; Delaware, Ohio.**
Meets in Engineers' Hall, cor. Central Ave. and Sandusky St., 2d and 4th Sundays at 1 P. M.
James B. Healy, 17 Union St. Master
Fred R. Jaynes, 13 Liberty ave. Secretary
Thos. F. Parker, 28 E Central Ave. Collector
Benj. Dettelbach, 318 E Central Ave Receiver
John Keefe, Central Ave Magazine Agent
- 240. GILBERT; Jackson, Mich.**
Meets 1st and 3d Monday at 7:30 P. M., and 2d and 4th Monday at 2:30 P. M.
George Hastings, cor. Orange and Grove Ave Master
M. A. Henry, 327 Quarry St Secretary
R. J. Black, N. Elm Ave Collector
M. A. Henry, 327 Quarry St. Receiver
Edward J. Coy, 523 E Main St. Magazine Agent

241. MOUNTAIN CITY; Hazleton, Pa.

Meets in Liberty Hotel, Laurell St., 2d and 4th
Sundays at 1: 0 P. M.
John Gleam, Box 300 Master
P. C. Hagerty, 314 E. Broad St. Secretary
P. C. Hagerty, 314 E. Broad St. Collector
Andrew Krapf, 269 N Church St. Receiver
P. C. Hagerty, 314 E. Broad St. Magazine Agent

242. LIBERTY; Elmira, N. Y.

Meets in Redmen's Hall, 1st and 3d Sundays at 2
P. M.
John Finlay, Jr., 505 Fulton St. Master
Harry F. Millins, 851 Magee St. Secretary
J. B. Carpenter, 714 E Oak St. Collector
Judson Hungerford, 325 Norton St. Receiver
Percy P. Davis, 519 Penn Ave. Magazine Agent

243. J. H. SELBY; Texarkana, Texas.

Meets 1st and 3d Sundays at 9 A. M. over National
Bank, State line.
J. S. Evans, Eylan Master
W. F. Rowe, Box 210, Texarkana, Ark. Secretary
E. H. Evans, Bonham, Tex. Collector
C. J. Neff, Texarkana, Ark., Box 64 Receiver
J. J. Holmes, Texarkana, Ark. Magazine Agent

244. T. P. O'ROURKE; Chicago, Ill.

Meets in Schwerdt's Hall, 14th and Jefferson
Sts. 1st Thursday at 8 P. M., and 3d Sunday 2:30
P. M.
P. C. Winn, 225 Blue Island Ave. Master
G. M. Whitmore, 1,148 S. Renshaw St. Secretary
E. Atkins, 180 Maxwell St. Collector
Chas. J. Lynch, 356 W. 12th St. Receiver
Elmer E. Crawford, 5300 School
St. Magazine Agent

245. GEORGIA; Savannah, Ga.

Meets in Firemen's Hall, Sorrell Building, cor.
of Bull and Bay Sts., every Thursday at 7:30 P.
M., and 3d Sunday at 2:30 P. M.
J. R. Stelts, 64 W. Broad St. Master
Adam Hutton, 271 Bull St. Secretary
Adam Hutton, 271 Bull St. Collector
John Murphy, Gaillard St., 3 doors from
Burroughs St. Receiver
Chas. Z. McArthur, 202 Gordon St. Magazine Agent

246. MACON; Macon, Ga.

Meets in M. & W depot every Sunday.
J. J. Davidson, Congress St. Master
T. E. Jordan, 704 Third st. Secretary
C. A. Dewees, 1,425 Fourth St. Collector
E. P. Almy, 704 Third St. Receiver
S. J. Hayes, 1,320 4th St. Magazine Agent

247. KENNESAW; Atlanta, Ga.

Meets in K. of P. Hall, every Sunday at 2 P. M.
B. H. Montee, E. T. V. & G. R. R. Shops Master
C. L. Bixby, care Atlanta Cotton Mill Secretary
C. L. Bixby, care Atlanta Cotton Mill Collector
Chas. W. Fisher, 106 E Simpson St. Receiver
J. C. Burnett, 79 Davis st. Magazine Agent

248. WESTERN RESERVE; Ashtabula, Ohio.

Meets in G. A. Hall, 1st and 3d Sundays at 1:30
P. M.
William Rose Master
John C. Espy, Box 305 Secretary
Dan L. Cook Collector
Wm. M. McGregor, Box 416 Receiver
H. S. Redhead, Box 226 Magazine Agent

249. CALUMET; South Chicago, Ill.

Meets in Engineers' Hall, South Chicago 2d Sun-
day at 7:30 P. M., and 4th Sunday at 7:30 P. M.
William Muldoon Master
R. J. Aspin Secretary
Robert Cross Collector
Alexander Melville Receiver
P. F. Rouch Magazine Agent

250. GOLDEN LINK; Wilkesbarre, Pa.

Meets in P. O. S. of A. Hall, 1st and 3d Sundays.
E. A. Kelley, Ashley, Pa. Master
Peter Becker, 15 Ralph St. Secretary
R. H. Digory, Box 130, Kingston, Pa. Collector
Charles VanWhy, Box 73 Ashley Pa. Receiver
Elmer E. Butz, Ashley, Pa. Magazine Agent

251. LEHIGH; Mauch Chunk, Pa.

Meet in Stahl's Hall, Upper Mauch Chunk, 1st
and 3d Sundays.
Wm. H. Spencer, Box 275 Master
John McAllister, Box 275 Secretary
Lafayette Weldonner, Box 275 Collector
Charles Roberts, Box 275 Receiver
Wm. H. Spencer, Box 275 Magazine Agent

252. COLUMBIA; Columbia, Pa.

Meets in Fendrich's Hall, 2d and 4th Sundays at
1 P. M.
J. C. Strawbridge, 709 Locust St. Master
Lafayette Fridy, Box 662 Secretary
Joseph Dennison, 640 Chestnut St. Collector
Martin M. Hinkle, 711 Walnut St. Receiver
H. A. Bennett, Box 531 Magazine Agent

253. TRENTON; Trenton, N. J.

Meets in Stradling Building, 131 N. Green St., 1st
and 3d Sundays of each month.
Chas. W. Scott, 24½ Grant Ave. Master
Robert Stackhouse, 697 Broad St. Secretary
Thos. H. Decator, 45 Hart Ave. Collector
Frank P. Parsons, 175 Brunswick Ave. Receiver
Thos. H. Decator, 45 Hart Ave. Magazine Agent

254. CLIMAX; Missouri Valley, Iowa.

Meets in Masonic Hall, 2d and 4th Sundays at 7:30
P. M.
W. T. Mahoney Master
A. F. Dickinson Secretary
H. F. Reineuhl, Box 524 Collector
P. J. Farrell Receiver
L. T. Nelson, Box 230 Magazine Agent

255. CANAL CITY; Arkansas City, Kan.

Meets in Odd Fellow's Hall, 1st and 3d Wednes-
day nights.
James M. Zorn Master
W. S. Ballou Secretary
C. W. Chapman Collector
Samuel S. Small Receiver
Charles Stuart Magazine Agent

256. HIGH LINE; Como, Colo.

Meets in State Hall, every Thursday at 8 A. M.
Jas. McMahun Master
M. D. Finn, Box 113 Secretary
J. B. Clark Collector
G. A. Milroy, Box 114 Receiver
M. H. Luntz Magazine Agent

257. KIT CARSON; Baton, New Mexico.

Meets in Engineers' Hall, on 1st St., every Sun-
day at 2 P. M.
Charles Miller, Box 56 Master
Aubyn W. Allison, Box 218 Secretary
John W. Cullen Collector
James R. Smith, Box 187 Receiver
Jas. F. Campbell, Box 173 Magazine Agent

258. RENO; Nickerson, Kansas.

Meets in Odd Fellows' Hall every Thursday even-
ing at 7:30.
Edward Norton Master
Chas. W. Arnold, L. Box 29 Secretary
John M. Green Collector
Fred Shirk Receiver
Oliver Newland Magazine Agent

259. D. J. CHASE; Ashland, Wis.

Meets in Good Templar's Hall, 1st and 3d Sun-
days at 2:30 P. M.
William Buckley, 409 Prentice Ave. Master
Harry J. Hogan, 1813 6th St., E. Secretary
Ferd Godfrey, Box 929 Collector
William Buckley, 409 Prentice Ave. Receiver
J. M. Rummel, Merchant's Hotel, Magazine Agent

260. CALIFORNIA; Sacramento, Cal.

Meets in Red Men's Hall, Masonic Building, 6th
and K Sts., every Monday at 7:30 P. M.
G. E. Hanford, 1,730 O St. Master
Ralph Smith, Box 107 Secretary
Dan McIntyre, Box 107 Collector
C. W. Osborne, Box 107 Receiver
G. E. Hanford, 1,730 O St. Magazine Agent

- 281. MAGDALENA; San Marcial, New Mexico.**
Meets in Masonic Hall, 1st Sunday and 3d Tuesday.
W. G. Mathews, Box 52 Master
John J. McInnis Secretary
Charles McDonald Collector
Chas. A. Martin Receiver
John J. McInnis Magazine Agent
- 282. QUEEN CITY; West Toronto Junction, Ont.**
Meets in Campbell Hall, Dundas St., alternate Sundays at 2:30 P. M.
Fred. A. Sproul Master
John T. Nerlson, jr Secretary
William Hyndman, Box 61 Collector
James Mahoney Receiver
T. R. Bain Magazine Agent
- 283. ALAMO; Taylor, Texas.**
Meets in Alamo Hall every Thursday at 2 P. M.
S. M. Bridgewater Master
E. P. Curtis, Box 72 Secretary
John C. Askew Box 10 Collector
W. S. Carter, Box 10 Receiver
S. M. Bridgewater Magazine Agent
- 284. J. K. GILBREATH; Butte City, Montana.**
Meets in Brunner's Hall, South Butte, Mont., every Thursday at 8 P. M.
E. E. Sweeney, 27 Wyoming ave., S Butte . Master
J. Hatter, 114 Wyoming ave., S Butte . . . Secretary
John Alexander, 22 Wyoming ave., . . . Collector
South Butte Receiver
J. S. Sweeney, L. Box 11, South Butte . . . Receiver
Mac. Haskins, 27 Wyoming St., South Butte . . . Magazine Agent
- 285. GRAND RIVER; Grand Rapids, Mich.**
Meets in I. O. O. F. Hall, 1st and 3d Sunday at 2:30 P. M.
E. E. Decker, 47 S Division St Master
George Schaufele, 23 Sycamore St Secretary
H. L. Brown, 4.7 Cass St Collector
L. A. Ogden, 23 Center St Receiver
F. E. Mason, No. 83 Grandville Ave. Magazine Agent
- 286. JOHN HICKEY; South Kaukauna, Wis.**
Meets 1st and 3d Tuesdays at 7:30 P. M., and 2d and 4th Sundays at 1:30 P. M., in Duggan Hall.
W. H. Buntin Master
Fred. J. Mayberry, Box 140 Secretary
R. B. Nichols, Box 120 Collector
M. Purdy Receiver
R. B. Nichols, Box 120 Magazine Agent
- 287. ENDEAVOR; Algiers, La.**
Meets in Castle Hall 1st and 3d Tuesdays at 7:30 P. M.
M. H. Brown, 78 Webster Ave Master
L. E. Coyne, 121 Pacific Ave Secretary
A. H. Flynn, 87 Pacific Ave Collector
Wm. T. Douner, 93 1/2 Alix St Receiver
P. J. Lesueur, 56 1/2 Verret St Magazine Agent
- 288. CLIFTON HEIGHTS; New Albany, Ind.**
Meets in Hadden's Hall, cor. State and Market Sts., 1st and 3d Sundays at 2 P. M.
Harry McDougall, 78 W 2d St Master
J. B. Goedeker, E. 3d and Oak Sts Secretary
George M. Kohn, 239 Poplar St Collector
J. S. Keene, 106 W Main St Receiver
George L. Stein, 37 W 3d St Magazine Agent
- 289. O. K.; Cincinnati, Ohio.**
Meets in Eagle Hall, S. W. cor. 8th St., and Central Ave., 1st and 3d Sundays.
J. S. Shehan, 1110 W 6th St Master
H. E. Jordan, 101 W. 4th St Secretary
H. E. Jordan, 101 W. 4th St Collector
George W. Snyder, 56 Storms St Receiver
H. E. Jordan, 101 W. 4th St Magazine Agent
- 290. MINNEAPOLIS; Minneapolis, Minn.**
Meets in A. O. U. W. Hall, 2006 Cedar Ave. South, 1st Sunday at 1:30 P. M., and 3d Saturday at 7:30 P. M.
Oliver Johnson, 821 11th Ave. S Master
Patrick Perusse, 1387 22d St. S Secretary
R. F. Humphrey, 22d St., between Cedar and 9th Ave. S Collector
George Cavanaugh, 2426 Fort Ave Receiver
Wm. Henderson, 2849 26th St S Magazine Agent

- 291. BYRAM; Port Morris, N. J.**
Meets at Wm. Weiler's residence, 1st and 3d Sundays at 2 P. M.
Thos. F. Ayers Master
William Weiler, Box 25 Secretary
Chas. E. Force Collector
William Weiler, Box 25 Receiver
M. T. Dickerman, Box 31 Magazine Agent
- 292. WILSON; Junction, N. J.**
Meets in Wells' Hall, 1st and 3d Sundays.
John S. Eveland Master
Jeremiah Desmond Secretary
James P. Butler Collector
John R. Everett Receiver
John S. Eveland Magazine Agent
- 293. DENVER; Denver, Colo.**
Meets in Evans' Block, Room D, 1,126 15th St., every Monday evening.
R. M. Huntington, 562 Santa Fe St Master
John P. Dale, 1140 12th St Secretary
R. B. Hind, 1024 S. 7th St Collector
John P. Dale, 1140 12th St Receiver
Geo. Cordingly, 1354 S. 10th St Magazine Agent
- 294. JACKSON; Clifton Forge, Va.**
Meets in Odd Fellows' Hall, 2d and 4th Mondays at 9:00 A. M.
G. G. Davis Master
C. F. Jordan Secretary
E. H. Hyde Collector
Geo. J. Cochran Receiver
James C. Eades Magazine Agent
- 295. LEE; Richmond, Va.**
Meets in Druid's Hall, cor. 17th and Main Sts., 1st and 3d Sundays at 1:30 P. M.
W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va Master
B. F. Johnson, C. & O. Round House Secretary
W. A. DeMaine, C. & O. Round House Collector
W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va Receiver
W. R. Sanders, Carrington St., Crow's Hill, Henrico Co., Va Magazine Agent
- 296. REGINA; Vancouver, B. C.**
Meets in Sullivan's Hall, 1st and 3d Wednesdays.
Fred. Clutterbuck, Box 621 Master
Angus Morton, Box 426 Secretary
Jas. E. Elwood, North Bend Collector
Robert Bunt Receiver
James Little Magazine Agent
- 297. ALABAMA; Mobile, Ala.**
Meets in B. of L. F. Hall, cor. Dauphin and Joachim Sts., 2d Sunday at 1 P. M.
O. E. Adams, L. & N. Shops Master
T. W. Kerns, L. & N. Shops Secretary
T. W. Kerns, L. & N. Shops Collector
C. W. Bernard, L. & N. Shops Receiver
Theady Green, L. & N. Shops Magazine Agent
- 298. ANDERSON; Vicksburg, Miss.**
Meets 1st and 3d Tuesdays at 2 P. M., and 2d and 4th Fridays at 7 P. M.
H. V. Nevill, 918 Mulberry St Master
B. K. Carter, 918 Mulberry St Secretary
D. P. Weaver, 918 Mulberry St Collector
C. H. Prince, 918 Mulberry St Receiver
E. R. Wright, 918 Mulberry St Magazine Agent
- 299. MONTE SANO; Tusculumbia, Ala.**
Meets in K. P. Hall 1st Saturday.
R. P. Taylor Master
H. H. Burkhardt Secretary
J. W. Smith Collector
H. H. Burkhardt Receiver
H. P. Armstrong Magazine Agent
- 300. OZARK; Thayer, Mo.**
Meets 1st and 3d Sundays at 9 A. M., 2d and 4th at 7 P. M., in Boyd's Hall.
W. W. Buttlir Master
Chas. D. Crane Secretary
James Kennedy Collector
Curtis D. Rice Receiver
Mat Frith Magazine Agent

281. MISSION; Yoakum, Texas.

Meets in K. of P. Hall, 1st and 3d Sundays at 2:30 P. M.
 Geo. J. Flynn Master
 Rupert D. Corey Secretary
 Rupert D. Corey Collector
 Jerry T. Day Receiver
 Alph. L. McClendon Magazine Agent

282. BURNSIDE; Mt. Carmel, Ill.

Meets in B. of L. E. Hall, Main St., between 4th and 5th Sts., 1st and 3d Sundays at 2:30 P. M.
 J. T. Worsham Master
 Calvin Minnear Secretary
 Grant Lafferty Collector
 Harry Standing Receiver
 J. T. Worsham Magazine Agent

283. LACKAWANNA; Great Bend, Pa.

Meets in Red Men's Hall, 2d Sunday at 9:30 A. M., and 4th Sunday 3 P. M.
 F. J. May, Box 139, Halstead, Pa. Master
 E. Edenger, Box 67 Secretary
 W. B. Trowbridge, Halstead, Pa. Collector
 S. P. Trowbridge, Halstead, Pa. Receiver
 S. H. Wells, Halstead, Pa. Magazine Agent

284. ELM CITY; New Haven, Conn.

Meets in Elk's Hall, 852 Chapel St., 1st and 3d Sunday at 2 P. M.
 Levi H. Rude, 54 DeWitt St. Master
 Ed. A. Ferrill, 159 Rosette St. Secretary
 John Scannell, Box 1124 Collector
 William A. Pyle, 46 Arthur St. Receiver
 Ed. J. Kenney, 196 Cedar St. Magazine Agent

285. CHARTER OAK; Hartford, Conn.

Meets in Bliss Hall, cor. Pratt and Main Sts., 2d and 4th Sundays.
 Robert H. Osmond, 55 Allen Place Master
 Emery E. Bill, 27 Vine St. Secretary
 Henry Vanderburg, East Hartford Collector
 Henry L. Stearns, 4 Wooster St. Receiver
 J. H. Osmond, 55 Allen Place Magazine Agent

286. SAGINAW VALLEY; East Saginaw, Mich.

Meets in Lester Adams Hall, 2d and 4th Sundays at 2 P. M.
 John C. Kull, cor. Washington & Astor Sts. Master
 Will F. Carle, 609 N Washington Ave. Secretary
 Will H. Moore, 110 Kireh St. Collector
 J. C. Kull, cor. Washington & Astor Sts. Receiver
 Will F. Carle, 609 N Washington Ave. Magazine Agent

287. ALTOONA; Altoona, Pa.

Meets in Ramey's Hall, 12th St., between 8th and 9th Ave., 2d and 4th Sundays at 2 P. M.
 Chas. H. Ross, 416 Fifth Ave. Master
 W. E. Burket, 923 16th St. Secretary
 E. K. Gerhard, 1903 Union Ave. Collector
 F. A. Davis, Box 16, Conemaugh Receiver
 Jas. J. Anthony, 1903 Union Ave. Magazine Agent

288. EMMET; Estherville, Iowa.

Meets in Masonic Hall, 1st Tuesday and 3d Monday at 7:30 P. M.
 A. S. Houlthouser, Box 5 Master
 P. J. Sullivan, Box 48 Secretary
 A. S. Houlthouser, Box 5 Collector
 R. S. Robinson, Box 102 Receiver
 Frank Little, Box 62 Magazine Agent

289. MT. LOOKOUT; Chattanooga, Tenn.

Meets in Odd Fellows' Hall, over Third National Bank, 2d and 4th Sundays at 2 P. M.
 Raimon Scagger, 153 Cowart St. Master
 J. C. Gilbreath, 618 Cowart St. Secretary
 J. A. Hartsock, 153 Cowart St. Collector
 Garrie Vannarsdale, 153 Cowart St. Receiver
 Samuel D. Doss, 214½ Montgomery Ave. Magazine Agent

MARION; Hannibal, Mo.

Meets in Emmet Hall, 2d and 4th Sundays at 2 P. M.
 William Edson Miles, 1101 Church St. Master
 John Kenna, 140 Market St. Secretary
 J. T. Hart, 412 Washington St. Collector
 William J. Kelly, 135 Riverside St. Receiver
 L. R. Bickel, 120 3d St., S. Magazine Agent

291. ATLANTIC; Brooklyn, N. Y.

Meets in Schiellain Hall, 26th Ward, 2d Saturday evening and 4th Sunday morning.
 Geo. A. Carman, Sackmon St., near Liberty ave. Master
 Geo. W. Bruno, 180 Hull St. Secretary
 C. L. Bennett, 1507 Fulton Ave. Collector
 Thomas C. Smith, 707 Madison St. Receiver
 Ed. Locke, Sackman St. near Liberty Ave. Magazine Agent

292. POCAHONTAS; Poplar Bluff, Mo.

Meets in Masonic Hall, 1st and 3d Sundays at 1:30 P. M.
 C. N. Kidd Master
 F. H. Richards Secretary
 J. R. Phelps Collector
 M. C. Andrews Receiver
 C. N. Kidd Magazine Agent

293. LAFAYETTE; Marion, Iowa.

Meets in A. O. U. W. Hall, 1st and 3d Sundays at 8 P. M.
 H. J. Kimbell, Box 5 Master
 Henry A. Heberling, Box 646 Secretary
 Hugh A. Fagan Collector
 Henry A. Heberling, Box 646 Receiver
 Thos. D. Harrington Magazine Agent

294. OHIO RIVER; Huntington, W. Va.

Meets in Engineers' Hall, cor. 3d Ave. and 8th St., 1st Saturday and 3d Thursday at 7 P. M.
 Frank H. Rowley, Box 282 Master
 Lee A. D. Tate Secretary
 E. L. Newcomb Collector
 H. A. Wells Receiver
 E. A. T. Watkins, Box 282 Magazine Agent

295. U. S.; Davenport, Ia.

Meets in workmen's Hall cor. 4th and Brady Sts. 1st and 3d Sunday.
 Martin L. Mitchell, 801, Switz St. Master
 F. W. Dunean, 110 W 5th St. Secretary
 Geo. Daugherty, 814 W 4th St. Collector
 Martin Gillin, 818 Switz St. Receiver
 D. H. Moriarity, 1409 Perry St. Magazine Agent

296. IRON RANGE; West Superior, Wis.

Meets in K. P. Hall, 2d and 4th Sundays at 2:30 P. M.
 M. T. Osborne Master
 Peter Crossen, 707 Garfield Ave Duluth, Minn. Secretary
 B. W. Pink Collector
 Thos. R. Taylor Receiver
 J. M. Carroll Magazine Agent

297. CLARK; Jeffersonville, Ind.

Meets in Beck's Hall, 2d and 4th Mondays.
 George T. Shirley Master
 C. E. Buchler Secretary
 Harry Delahunt Collector
 B. M. Bennett Receiver
 M. S. Bennett Magazine Agent

298. SNOW FLAKE; Minot, North Dakota.

Meets 2d Saturday at 7 P. M., and 4th Saturday at 8 A. M.
 B. L. Hardaway, Box 46 Master
 Robert M. Gilkey, Box 119 Secretary
 H. Neate, Williston Collector
 Geo. McLean Receiver
 John P. Sieber Magazine Agent

299. CENTRAL OHIO; Crestline, Ohio.

Meets in Jenner's Block every Sunday at 2:30 P. M.
 George W. Reed, Box 93 Master
 B. W. DeHaven, Box 592 Secretary
 Peter Beck Collector
 E. R. Colvin Receiver
 J. W. White Magazine Agent

300. HARBOR CITY; Michigan City, Ind.

Meets in I. O. O. F. Hall alternate Mondays at 2 P. M.
 W. H. Henry, Box 49 Master
 A. S. Hewitt, L Box 834 Secretary
 A. S. Hewitt, L Box 834 Collector
 Wm. H. Williamson, Box 153 Receiver
 Harry F. McLean, Box 831, Magazine Agent

311. GREEN MOUNTAIN; Lyndonville, Vt.

Meets in Engineers' Hall, 1st Sunday at 10 A. M.,
and 3d Friday at 7 P. M.
Frank W. Thompson Master
A. L. Howe Secretary
S. J. Norris Collector
W. C. Baldwin Receiver
W. C. Baldwin Magazine Agent

312. YOUGHIOGHENY; Connellsville, Pa.

Meets in Reisinger's Hall, Main St., 1st and 3d
Sundays at 2 P. M.
J. P. Smith, Box 261 Master
C. Y. Hood Secretary
S. A. McPhee, Box 387 Collector
Louis Weihe, Box 365 Receiver
W. J. Keenan, Box 30 Magazine Agent

313. VILLA PARK; Streator, Ill.

Meets in Schlitz' Hall, cor. Main and Vermillion
St., 2d and 4th Sundays at 2 P. M.
J. J. Corcoran, 6 Larue St. Master
S. W. White, 261 N. Watson St. Secretary
E. S. Manley, 65 Main St., up stairs Collector
James H. Nance, 118 N. Everett St. Receiver
E. S. Manley, 65 Main St., up stairs Magazine Agent

314. THREE BRANCH; Argenta, Ark.

Meets in Faucett Hall every Tuesday evening at
7:30 P. M.
Sam'l Leesham Master
Chas. J. Jacks Secretary
R. S. Hunt Collector
H. F. Voss Receiver
W. R. Johnson Magazine Agent

315. UNWIN; Rat Portage, Ontario.

Meets in Garfield Hall every Wednesday evening.
William Burrage, Box 79 Master
Russell Woods Secretary
J. J. Sheridan Collector
Charles Unwin Receiver
James Wilkon Magazine Agent

316. GRANITE STATE; Concord, N. H.

Meets 2d Saturday at 7:30 P. M., and 4th Sunday
at 4 P. M., in Temple Hall, Sanborn Block.
E. B. Chandler, 22 West St. Master
M. F. Cleary, 26 Pearly St. Secretary
Edwin D. Post, West Lebanon Collector
H. W. Morrill, 46 Washington St. Receiver
J. C. Muzzy, Bradford, N. H. Magazine Agent

317. HAMPDEN; Springfield, Mass.

Meets in Crescent Hall, 218 Main St., 1st and 3d
Sundays.
Chas. A. Chaplin, B. & A. Engine House Master
J. A. Simons, Box 187, Merrick Secretary
John Fenton, 585 Chestnut St. Collector
E. M. Wilcox, Box 245, Merrick Receiver
Frank H. Gero, 140 Franklin St. Magazine Agent

318. SANTA ROSA; Porfiorio Diaz, Mexico.

Meets in B. of L. F. Hall every Sunday at 2:30
P. M.
Wm. Smith, Box 109, Eagle Pass, Texas Master
Frank B. Slater, Box 109, Eagle Pass, Texas Secretary
E. T. Manning, Box 109, Eagle Pass, Tex. Collector
S. R. James, Box 109, Eagle Pass, Texas Receiver
S. R. James, Box 109, Eagle Pass, Texas Magazine Agent

319. BARTHOLDI; Long Island City, L. I., N. Y.

Meets 2d Mondays and 4th Saturdays at 8:00 P. M.
in Schwallenberg Hall.
Wm. Carroll, 184 Eighth St., Long Island
City, N. Y. Master
Jas. B. Brennan, 76 East Ave., Long Is-
land City, N. Y. Secretary
John J. Galvin, 46 Clay St., Green Point,
L. I., N. Y. Collector
W. J. Simon, 106 3d St., Long Island City,
N. Y. Receiver
Wm. Rooney, 129 East Ave., Long
Island City, N. Y. Magazine Agent

310. CHESTNUT RIDGE; Derry Station, Pa.

Meets alternate Mondays and Third Sundays in
Chosen Friends' Hall.
J. T. Cole Master
Ed. L. Marks Secretary
Ed. L. Kistler Collector
H. B. Clark Receiver
A. J. Dummire Magazine Agent

311. BELLE PLAINE; Belle Plaine, Iowa.

Meets 1st and 3d Sundays in B. of L. F. Hall.
Lewis A. North Master
Wm. A. Kennedy Secretary
Wm. A. Kennedy Collector
Robert Rippin, Box 238 Receiver
Ed. L. Condon, L Box 84 Magazine Agent

312. MOUNT SHASTA; Dunsmuir, Cal.

Meets in I. O. O. F. Hall every Monday night.
Harry L. Walther Master
F. W. Walraven Secretary
A. W. Cole Collector
Archib De LaMontanya Receiver
Archib De LaMontanya Magazine Agent

313. KAW VALLEY; Armourdale, Kansas.

Meets in Melville Hall, alternate Mondays at 7:30
P. M.
Oscar Kengott, 314 Colorado Ave., Kansas
City, Kan Master
John M. Frain, 108 Missouri Ave., Kansas
City, Kan Secretary
Wm. J. Myers, 9 N. 8th St., Kansas City Collector
E. C. Haddock, Box 183 Receiver
Wm. J. Myers, 9 N 8th St., Kansas City,
Kan Mag. Agent

314. MUTUAL; Knoxville, Tenn.

Meets in Engineers' Hall, North Knoxville, every
Monday, at 2:00 P. M.
F. A. Stephens Master
John T. Garner, 5 E. Depot St. Secretary
John T. Garner, 5 E. Depot St. Collector
W. T. Armstrong, 34 Florida St. Receiver
Howard L. Crowell, 45 William
St Magazine Agent

315. TROY CITY; Green Island, N. Y.

Meets 1st and 3d Sundays at 2 P. M. in Odd Fel-
lows Hall 101 Hudson Ave.
C. H. Haverly, 65 Hudson Ave. Master
H. A. Norton, 119 Hudson Ave. Secretary
Willis J. Spafford, 2252 5th Ave., Troy Collector
J. M. Williams, 2d Ingalls Ave., Troy Receiver
Eugene D. Brizee, 472 8th Ave. Magazine Agent

316. OMEGA; Buffalo, N. Y.

Meets in Siebert's Hall, cor. Jefferson and Bristol
Sts., every Tuesday at 8 P. M.
John M. Hannoun, 88 Central Ave. Master
Wm. M. Welch, 1903 Broadway Secretary
P. J. Donovan, 780 S Division St. Collector
Joseph Kennedy, 811 Williams St. Receiver
P. J. Donovan, 780 S Division St., Magazine Agent

317. WELCOME HOME; Henderson, Ky.

Meets in I. O. O. F. Hall, every Saturday evening
at 7:30 P. M.
E. H. Zirekel Master
G. W. S. Austin Secretary
Michael Duffy Collector
George A. Brown Receiver
C. M. Bronghton, L. St. L. & T. Ry. Magazine Agent

318. IRON CITY; Glenwood, 23d Ward, Pittsburg, Pa.

Meets in Speck's Block, cor. 2d St., and Hazle-
wood Ave., 1st and 3d Mondays at 7:30 P. M.
Edwin Gutzler, Glenwood, 23d Ward Master
R. C. Chamberlain, Glenwood, 23d Ward, Secretary
J. F. Wills, Glenwood, 23d Ward Collector
W. B. Knepper, Glenwood, 23d Ward Receiver
J. E. Fox, Glenwood, 23d Ward Magazine Agent

319. ORPHANS' HOPE; Dennison, Ohio.

Meets in I. O. O. F. Hall, every Tuesday at 6:30 P. M.
Harry R. Brown, Jr. Master
A. Harden Secretary
A. Harden Collector
J. H. Rowland Receiver
J. H. Rowland Magazine Agent

320. ARBITRATION; East St. Paul, Minn.

Meets in Wilde's Hall, cor. 7th and Bradley Sts.,
1st Sunday at 2 P. M., and 3d Wednesday at 7:30
P. M.
D. Lordan, 471 Jenks St., St. Paul Master
J. H. Salley, 833 Payne Ave., St. Paul Secretary
Wm. Dykeman 195 Bradley St. Collector
Chas. L. Work, 707 Minnehaha St., St.
Paul Receiver
P. Copeland, 468 Case St., St. Paul, Magazine Agent

331. SNOW DRIFT; Chapleau, Ont.

Meets in B. of L. F. Hall, every Monday at 8 P. M.
 Jas. D. McAdam, Box 116 Master
 John H. Stern, Box 110 Secretary
 Kenneth McKee, Box 116 Collector
 Geo. B. Nicholson, Box 113 Receiver
 Thos. Burt, Box 112 Magazine Agent

332. JULIEN; Dubuque, Iowa.

Meets in United Workmen's Hall, cor. 13th and Clay Sts., 1st and 3d Sundays at 2:30 P. M.
 Geo. H. Kirkland, 2,351 Washington St. Master
 Luke F. Brennan, 2,351 Washington St. Secretary
 Ben. M. Snyder, 2,351 Washington St. Collector
 Thos. O'Brien, 2,351 Washington St. Receiver
 Ullman D. Luce, 769 W. 14th St., Chicago, Ill. Magazine Agent

333. ANTHRACITE; Tamaqua, Pa.

Meets in Kern's Hall, 2d and 4th Sundays.
 Frank Andrew Master
 James McCabe Secretary
 Michael Schmauch Collector
 William J. Dintinger, Box 347 Receiver
 Joseph Mucklow Magazine Agent

334. SOUTHERN CROSS; Galusville, Texas.

Meets in K. of P. Hall every Sunday at 7 P. M.
 Geo. W. Goldsby Master
 J. C. F. Kelley Secretary
 Frank Strobble Collector
 J. C. F. Kelley Receiver
 Frank Strobble Magazine Agent

335. SATILLA; Waycross, Ga.

Meets in Masonic Hall 2d and 4th Sundays at 2 P. M.
 Thos. M. Foran Master
 H. J. Smith, Box 24 Secretary
 H. B. Lee Collector
 Wm. L. Knox Receiver
 John W. Miller Magazine Agent

336. FOLWELL; Bradford, Pa.

Meets in G. A. R. Hall 1st and 3d Sundays at 7:30 P. M.
 G. P. Clough, 6 Allison St. Master
 C. H. Alger, 12 Gay St. Secretary
 G. E. Lovelace, 8 Webster St. Collector
 G. P. Clough, 6 Allison St. Receiver
 M. W. Maybee, 7 Pike St. Magazine Agent

337. SILVER MOUNTAIN; Needles, Cal.

Meets in B. of L. F. Hall every Saturday evening.
 Charles Dittenbaugh Master
 J. N. Brobant Secretary
 F. B. Hardy Collector
 Wm. C. Cox Receiver
 F. B. Hardy Magazine Agent

338. SPANISH PEAKS; La Junta, Colo.

Meets in Grand Army Hall, Mondays, at 2 P. M.
 John C. Cole Master
 Charles Gray Secretary
 Chas. S. Wolf Collector
 Leslie Jones Receiver
 Wm. Abbey, 1,923 Wenatta St., Denver Magazine Agent

339. SOLOMON VALLEY; Downs, Kansas.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2:30 P. M.
 John Milheiser, Box 102 Master
 A. Dillon, L. Box 188 Secretary
 John Milheiser, Box 102 Collector
 R. J. Dunlap, L. Box 266 Receiver
 Gus Lind, Jamestown, Kan. Magazine Agent

340. RIVER VIEW; Kansas City, Kansas.

Meets in Melville Hall, 2d and 4th Sundays at 7:30 P. M.
 T. J. Birch, 618 Highland Ave. Master
 Frank Vaughn, 619 Wyandott Ave., Armourdale Secretary
 G. W. Smith, 638 Highland Ave. Collector
 E. D. Root, 916 6th St. Receiver
 J. F. Casey, 617 W. 7th St., Kansas City, Mo. Magazine Agent

341. CHICAGO BELT LINE; Auburn Junction, Ill.

Meets in Foresters' Hall, Auburn Park, 1st and 3d Mondays at 8 P. M.
 John J. McCarthy, 8 Englewood Master
 J. D. Flood, Box 34, 8 Englewood Secretary
 T. J. Hogan, 714 Englewood Ave. Collector
 J. D. Flood, Box 34, 8 Englewood Receiver
 Wm. T. Clodgio, 8 Englewood Magazine Agent

332. STONE MOUNTAIN; Augusta, Ga.

Meets in Library Building, 1st and 3d Sundays at 2 P. M.
 Wm. E. Barnes, 434 Telfair St. Master
 John W. Wright, 746 Green St. Secretary
 James I. Roney, 320 Pine St. Collector
 B. W. Furber, 1262 Broad St. Receiver
 D. S. Brodie, Central B.R. Shops Magazine Agent

333. FAIRMOUNT; Philadelphia, Pa.

Meets in Erickson's Hall, 3947 Lancaster St., alternate Wednesdays at 8 P. M.
 H. C. Reagan, 3,319 Rockland St. Master
 R. L. Tomlinson, 3837 Linwood St., W. Philadelphia Secretary
 C. H. Maul, 830 N 40th St. Collector
 Harry C. Ewing, 830 N 40th St. Receiver
 Harry C. Ewing, 830 N 40th St. Magazine Agent

334. LONG DOUBLER; East Syracuse, N. Y.

Meets in A. O. U. W. Rooms every Thursday night
 George F. Allen Master
 George M. Shaffer Secretary
 E. J. Terry Collector
 Jas. H. Fitzgerald Receiver
 Joseph Gale Magazine Agent

335. SAINT ADOLPHUS; Hochelaga, Canada.

Meets in B. of L. F. Hall, 11 Moreau St.
 Alfred Pring, 8 Donegan St., Montreal Master
 A. Maynaes, 64 Moreau St. Secretary
 J. C. Currie, 447 St. James St., Montreal, Collector
 J. G. A. Brazeau, 83 Moreau St. Receiver
 J. G. A. Brazeau, 83 Moreau St. Magazine Agent

336. FALL RIVER; Neodesha, Kansas.

Meets in Pierce's Hall, 2d and 4th Saturdays.
 R. C. McClellan Master
 L. N. Baker, Box 178 Secretary
 Charles Koehler Collector
 R. C. McClellan Receiver
 Matthew J. James Magazine Agent

337. BIG FOUR; Kansas City, Mo.

Meets in Summerwell's Hall, 21st and Bellevue ave., alternate Tuesdays at 7:30 P. M.
 Homer Howard, 1210 Reservoir Ave. Master
 Charles T. Largent, 1673 Madison Ave. Secretary
 A. A. Sharum, 1,836 Mercer St. Collector
 L. F. Stephens, 1,823 Madison Ave. Receiver
 J. W. Leonard, 1810 Mercer Ave., Magazine Agent

338. WEST BRANCH; Kenova, Pa.

Meets in Spangler's Hall, cor. 6th St. and Huron Ave., alternate Sundays at 1:30 P. M.
 Frederick Kerby Master
 R. C. McFarland Secretary
 W. C. Robinson Collector
 G. B. McManigal Receiver
 James Campbell Magazine Agent

339. WHITE BREAST; Charlton, Iowa.

Meets in A. O. U. W. Hall, 2d and 4th Sundays.
 T. J. Birch, 618 Highland ave., Kansas City, Kan. Master
 A. M. Williby, Box 387 Secretary
 James C. Beck, Box 349 Collector
 A. M. Williby, Box 387 Receiver
 T. J. Howard, Box 448 Magazine Agent

340. STAR OF THE WEST; Newton, Kansas.

Meets in Odd Fellows' Hall, 1st and 2d Thursday at 7:30 P. M.
 Chas. G. Druce, L. Box 169 Master
 John Hampson, 309 W. 4th St. Secretary
 Thos. Breen Collector
 Chas. E. Jackson Receiver
 Charles T. Brant, L. Box 169 Magazine Agent

341. GOLD RANGE; Donald, B. C.

Meets in Firemen's Hall 1st and 2d Wednesdays, and 3d and 4th Sundays.
 Arthur Randall Master
 Francis H. Carson Secretary
 George B. Govett, Box 49 Collector
 James Falconer, Canmore, N. W. Ter Receiver
 H. J. McSorley Magazine Agent

342. CASCADE; Medicine Hat, North West Terr.

Meets in General Hall, 2d Wednesday and 4th Thursday.
 Wm. Lowe, Box 66 Master
 James Hawthorne, Box 66 Secretary
 William Rutherford, Box 66 Collector
 Leonard Dobbin, Box 66 Receiver
 Leonard Dobbin, Box 66 Magazine Agent

343. NEW STATE; Spring Hill, Montana.

Meets in Engineer's Hall every Wednesday at 2:30 P. M.
 M. C. Cavanaugh, Allerdice Master
 Wm. B. Dean, Allerdice Secretary
 Magnus Ouse, Allerdice Collector
 Albert E. Jones, Allerdice Receiver
 E. J. Marchbanks, Allerdice Magazine Agent

344. LAS ANIMAS; Trinidad, Colo.

Meets in Odd Fellow's Hall, N Commercial St., 1st and 3d Sundays at 1:30 P. M.
 J. V. Dailey Master
 E. E. Perry, Box 470 Secretary
 E. E. Biggs, Box 470 Collector
 J. E. Durden, 240 Oak St Receiver
 S. W. Hoage, Box 470 Magazine Agent

345. FRONT END; Paris, Texas.

Meets 1st and 3d Saturday at 8 P. M.
 W. H. Dickinson, Box 24 Master
 L. F. Tobin, Box 24 Secretary
 A. E. Hitt, care G. C. & S. F. Shops, Dallas Collector
 James Lyons, Box 24 Receiver
 J. N. Ballew Magazine Agent

346. FLOWERY LAND; Pensacola, Fla.

Meets in Odd Fellows' Hall every Monday at 3 P. M.
 F. T. Martin, 107 E Wright St Master
 Geo. B. McArthur, 201 Gregory St Secretary
 Geo. S. Walker, 300 E Wright St Collector
 R. F. Metts, 300 E Wright St Receiver
 R. P. Harmon, L. & N. shops Magazine Agent

347. OLD FORT; Dodge City, Kansas.

Meets in I. O. O. F. Hall 1st and 3d Thursdays at 8 P. M.
 William C. Fadel, Box 416 Master
 James Youngblood, Box 416 Secretary
 Augustus Falkner Collector
 B. S. Williams, L Box 21 Receiver
 James B. Carothers Magazine Agent

348. BLUE MOUNTAIN; La Grande, Oregon.

Meets every Wednesday at 3 P. M. in K. of P. Hall.
 Wallace Duryea Master
 James Argyle Secretary
 John Walker Collector
 E. A. Stephens, L Box 18 Receiver
 E. A. Stephens, L Box 18 Magazine Agent

349. HUDSON RIVER; Union Hill, N. J.

Meets in Concordia Hall, 2d Saturday at 8 P. M., and 4th Sunday at 2 P. M.
 Martin O'Hara, New Durham, N. J. Master
 S. S. Poole, New Durham, N. J. Secretary
 A. L. Milliken, New Durham, N. J. Collector
 Harry Poynton, New Durham N. J. Receiver
 Joe Lewis, New Durham, N. J. Magazine Agent

350. JAMES DONNELLY; Perth Amboy, N. J.

Meets in K. of P. Hall 2d and 4th Sundays.
 Chas. Compton, S. Amboy Master
 W. J. Ditzler Secretary
 Levi M. Landis Collector
 Theodore R. Mertz Receiver
 Jas. P. Wade Magazine Agent

351. HOME; White Haven, Pa.

Meets in Runkey's Hall, 2d and 4th Sundays at 2 P. M.
 James N. Deterline Master
 Edward T. McNally Secretary
 Robert Bush Collector
 Charles Prutzman Receiver
 Charles Deal Magazine Agent

352. CHAMPLAIN; St. Albans, Vt.

Meets in Engineer's Hall, 1st and 3d Sundays at 1:45 P. M., and 4th Mondays at 7:30 P. M.
 John H. Sweeney Master
 Charles E. Preston Secretary
 Luke Hale Collector
 C. P. Kelly, 89 Foundry St Receiver
 George Hobart, 177 Main St. Magazine Agent

353. MARBLE CITY; Rutland, Vt.

Meets in E. A. U. Hall, 1st and 3d Sundays.
 Chas. E. Livingston, 42 East St. Master
 W. O. Phipps, Strongs Ave Secretary
 C. F. Underhill, 8 Pine St Collector
 C. F. Underhill, 8 Pine St Receiver
 B. Morgan, 14 Plain St Magazine Agent

354. HOBOKEN; Hoboken, N. J.

Meets in Burnett's Hall, cor. Bloomfield and 1st Sts., 2d Sundays at 2 P. M., and 4th Saturdays at 8 P. M.
 John Curran, 222 Erie St., Jersey City, N. J. Master
 John S. Kennan, 85 Madison St Secretary
 Patrick Ash, South Orange, N. J. Collector
 Lewis E. Genung, Chatham, N. J. Receiver
 Chas. Carmon, Boonton Magazine Agent

355. STONE CITY; Joliet, Ill.

Meets in B. of L. F. Hall, 222 Jefferson St., 1st Tuesday at 7:30 P. M., and 3d Sunday at 2:30 P. M.
 W. W. Brooker, 134 S Hickory St Master
 John Molloy, 500 S Desplaines St Secretary
 H. H. McPeck, C. B. F. & C. R. K. Collector
 T. F. Hannan, 411 S Desplaines St Receiver
 W. H. Brooker, 117 John St Magazine Agent

356. CHAUNCEY M. DEPEW; Albany, N. Y.

Meets 1st and 3d Sundays at 2 P. M.
 Frank C. Wilson Master
 R. J. Lilly, 57 1st St. Secretary
 R. J. Lilly, 57 1st St. Collector
 E. J. Kelley, 94 Livingston Ave. Receiver
 F. Degroff, 100 Clinton Ave. Magazine Agent

357. JUSTICE; Vanceboro, Maine.

Meets in Plummer's Hall, Vanceboro and Main Sts., 2d and 4th Saturdays at 7:30 P. M.
 John E. Shea Master
 Whitfield Nobles Secretary
 Clair J. Tabor, Woodstock, N. B. Collector
 R. A. Kennedy Receiver
 E. L. Hagerman, Woodstock, N. B. Magazine Agent

358. COOKE; West St. Paul, Minn.

Meets in I. O. O. F. Hall, cor. Fairfield and Dakota Ave., 1st Saturday at 7:30 P. M., and 3d Sunday at 2 P. M.
 Christopher McKay, 154 Isabell St Master
 W. R. Perrin, 127 E. Isabell St Secretary
 W. R. Perrin, 127 E. Isabell St Collector
 Peter Anderson, 1423 Washington Ave., S. Minneapolis Receiver
 Fred. Whistlen, West St. Paul Round House Magazine Agent

359. BIG FLINT; Wellington, Kansas.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 2 P. M., and 2d and 4th Fridays at 2:00 P. M.
 T. M. Brown, Chanute, Kan. Master
 H. E. Hansen, E Harvey Ave Secretary
 S. H. Barner, E. 4th St Collector
 T. M. Brown, Chanute, Kan. Receiver
 J. F. Kendall Magazine Agent

360. COLD SPRING; Springfield, Ohio.

Meets in Engineers' and Firemen's Hall 1st and 3d Sundays.
 Sam. R. Pursel, 101 Mound St Master
 A. W. Binns, E High St Secretary
 Frank J. Mills, O. S. R. R. Shops Collector
 Joseph A. Taylor, 1,109 Market St., Sandusky, O Receiver
 Jos. Greetham, Sandusky, O Magazine Agent

361. TRIED AND TRUE; Washington, Ind.

Meets alternate Tuesdays, in Masonic Temple, at 7:30 P. M.
 Jas. Gabriel, O. & M. Shops Master
 W. E. Ensign, O. & M. Shops Secretary
 A. B. Mix, O. & M. Shops Collector
 John H. Kernan, O. & M. Shops Receiver
 Wm. Wendling, O. & M. Shops Magazine Agent

362. CATARACT; Suspension Bridge, N. Y.

David Haley, Niagara Falls, N. Y. Master
 John C. White, Suspension Bridge, N. Y. Secretary
 Jas. A. Shrimpton, Niagara Falls, N. Y. Collector
 T. E. Swallowell, Niagara Falls, N. Y. Receiver
 John W. Francis, Niagara Falls, Ont. Magazine Agent

363. METROPOLITAN; New York, N. Y.

Meets at 490 8th Ave., 1st Sunday at 2 P. M., and 4th Sunday at 10 A. M.
 A. W. Eggleston, White Plains, N. Y. Master
 Fred R. Elliott, 535 E 140 St Secretary
 A. W. Eggleston, White Plains, N. Y. Collector
 M. J. Lynch, 206 E 45th St. Receiver
 M. J. Lynch, 206 E 45th St. Magazine Agent

364. SOUTHERN STAR; Sanford, Fla.

Meets in Masonic Hall, 1st and 3d Sundays at 1:30 P. M.
 C. S. Perry Master
 Fred. M. Buck Secretary
 Andrew A. Holland Collector
 Andrew J. Harvey Receiver
 Andrew A. Holland Magazine Agent

365. VIOLET; Bellows Falls, Vt.

Meets in G. A. R. Hall 1st and 3d Saturday evenings.
 J. W. Stack Master
 A. E. Wells, Box 508 Secretary
 F. L. Darling, Windsor, Vt. Collector
 A. G. Firman, Windsor Vt. Receiver
 F. E. Keach, 1 Eastbrook St., Brattle-
 bore, Vt. Magazine Agent

366. OASIS; Ogden, Utah.

Meets in K. of P. Hall, 24th St., Fridays at 1:30 P. M.
 Chas. H. Smith Master
 J. R. Ross Secretary
 James Tomasek Collector
 E. E. Babcock Receiver
 Sam Walker Magazine Agent

367. MORGAN CRANE; Somerset, Ky.

Meets in Engineers' Hall, 1st and 3d Saturday evenings.
 Wm. H. Steele Master
 M. J. McCabe Secretary
 Frank K. Smith Collector
 John G. Dikeman Receiver
 M. J. McCabe, Box 200 Magazine Agent

368. DEEP WATER; Springfield, Mo.

Meets in K. of H. Hall on Booneville St. (Headly Bk.), 1st and 2d Tuesday at 7:30 P. M., and 2nd and 4th Monday at 2 P. M.
 B. S. Chinn, 802 W Elm St. Master
 Jno. Gallagher, 343 Brower St Secretary
 L. J. Wise Collector
 J. W. Nipple, 828 New St Receiver
 C. W. Hall, 868 Union St. Magazine Agent

369. WALNUT VALLEY; Eldorado, Kan.

Meets corner Main St. and Central Ave., 2d and 4th Tuesdays at 7:30 P. M.
 Merton Stewart Master
 W. L. Kellogg Secretary
 G. F. Metter, Wagner, Kan. Collector
 J. C. Wickham, Box 304 Receiver
 C. J. Lester, 109 S. Margrave St., Fort
 Scott, Kan. Magazine Agent

370. NEOSHO VALLEY; Council Grove, Kan..

Meets in A. O. U. W. Hall, 2d and 4th Wednesday at 7:30 P. M.
 Mat. S. Gilfray Master
 Clarence G. Stone Secretary
 Charles E. Leeman Collector
 Charles Torrence Receiver
 Peter S. DeHoff Magazine Agent

371. COVENANT; Nevada, Mo.

Meets 1st and 3d Fridays at 7:30 P. M.
 R. S. Reardon, Box 335 Master
 A. H. Page, Box 335 Secretary
 J. C. Fletcher, Box 335 Collector
 John Dandy, Box 256 Receiver
 A. H. Page, Box 335 Magazine Agent

372. SIGNAL MOUNT; Big Springs, Texas.

Meets in J. M. Walker Hall, 1st Wednesday afternoon and 3d Wednesday evening.
 Geo. H. Smith, Box 33 Master
 Samuel Hunter, Box 33 Secretary
 F. W. Farkenkamp, Box 33 Collector
 R. J. Bible, Box 33 Receiver
 A. M. Conaty, Box 33 Magazine Agent

373. PAWNEE; Fairbury, Nebr.

Meets in Odd Fellows' Hall, 2d and 4th Sundays at 1 P. M.
 W. F. Hackett, Box 316 Master
 John McPhie Secretary
 W. M. Green, Box 372 Collector
 Frank McAdams, Box 223 Receiver
 Sam Lindsey, Box 448 Magazine Agent

374. McALLISTER; Herrington, Kan.

Meets in Masonic Hall, 1st Thursday at 1:30 P. M., and 3d Thursday at 7:30 P. M.
 L. Gay, L. Box 353 Master
 H. S. Smith, L. Box 335 Secretary
 J. M. McChord, L. Box 337 Collector
 H. A. Decker, Box 111 Receiver
 Jesse L. Brown, L. Box 328 Magazine Agent

375. FRIENDSHIP; Dayton, Ohio.

Meets in K. P. Hall, 17½ E. 31st St., 1st and 3d Sundays at 2 P. M.
 John F. Hoban, 635 E 2d St. Master
 Horace Hopkins, 452 May St. Secretary
 Frank G. Stillwell, 28 N Van Lear St. Collector
 N. W. Rose, 19 Galloway St. Receiver
 John Ryan, 120 Crane St. Magazine Agent

376. J. H. KIRK; Horton, Kan.

Meets in Mitchell's Hall every Saturday evening.
 W. A. Sawyer Master
 J. A. Carter, C. K. & N. Round House Secretary
 J. A. Carter, C. K. & N. Round House Collector
 Thomas Sheahan, L. Box 39 Receiver
 James E. George, L. Box 39 Magazine Agent

377. NICKEL PLATE; Conneaut, Ohio.

Meets in Harrington & Wildmar's Block, 1st and 3d Tuesdays at 8 A. M., and 2d and 4th Tuesdays at 8:30 P. M.
 H. A. Belding, Box 220 Master
 C. S. Ellinwood Secretary
 W. J. Baldwin, Box 79 Collector
 C. A. Wilcox, Box 301 Receiver
 C. S. Ellinwood Magazine Agent

378. HOLBROOK; Chartiers, Pa.

Meets every Sunday in Christian Hall, McKees Rocks, Pa., at 1:30 P. M.
 W. H. Graham, McKees Rocks, Pa. Master
 D. W. Scott, McKees Rocks, Pa. Secretary
 W. F. Morgan, McKees Rocks, Pa. Collector
 Frank J. Thomer, 3709 5th Ave., Pitts-
 burg, Pa. Receiver
 Frank J. Thomer, 3709 Fifth ave., Pitts-
 burg, Magazine Agent

379. WEAVER; Sayre, Pa.

Meets in K. of H. Hall, Cornell's Block, 1st and 3d Sunday at 11 A. M.
 Wm E. Preston, Waverly, N. Y. Master
 James H. Denton, Box 290 Secretary
 Wm. J. Stewart, Box 216 Collector
 Johnson Walt Receiver
 John-on Walt Magazine Agent

380. HUB CITY; Aberdeen, S. Dakota.

Meets in I. O. O. F. Hall, 1st and 3d Sundays at 1:30 P. M.
 B. F. Slater Master
 Wm. J. Aggus Secretary
 A. A. Zimmerman Collector
 Wm. J. Aggus Receiver
 Frank Cox, Box 691 Magazine Agent

381. J. W. WALKER; Conemaugh, Pa.

Meets in B. of L. F. Hall 2d and 4th Sundays a 1:30 P. M.
 J. C. Hess Master
 H. E. Miller Secretary
 C. S. Graham Collector
 L. S. George Receiver
 C. R. McDowell Magazine Agent

382. BETHESDA; Waukesha, Wis.

Meets in Engineers' Hall, 1st and 3d Sundays at 2 P. M.
 Alex. Turner, Box 830 Master
 J. J. Purcell, Box 1150 Secretary
 Chas. Vrooman, Box 830 Collector
 J. M. Dowd, Box 1150 Receiver
 H. McMahan Magazine Agent

383. PETROLEUM Oil City, Pa.

Meets in K. of L. Hall, cor. Seneca and Sycamore Sts., 2d Sunday and 4th Monday.
 Edward McAee Master
 John H. Quirk, Box 390 Secretary
 Thomas P. Martin Collector
 Timothy Downey Receiver
 John Davis, Box 763 Magazine Agent

- 394. E. H. WILBUR; Lehigh, Pa.**
Meets in Reaber's Hall, 1st and Bank Sts., 2d and 4th Sundays.
Wm. F. Hafford Master
Alvin H. Miller, Weissport, Pa. Secretary
A. T. Henry, Weissport, Pa., Box 122 Collector
Alvin Rex Receiver
Wm. F. Hafford Magazine Agent
- 386. MOUNTAIN DIVISION; Keyser, W. Va.**
Meets in I. O. O. F. Hall, 2d and 4th Mondays at 10 A. M.
M. S. Tucker Master
L. Burkhalter Secretary
L. Burkhalter Collector
Henry Montgomery Receiver
B. L. McGinnis Magazine Agent
- 386. RAMONA; National City, Cal.**
Meets 2d and 4th Sundays at 2 P. M., in Firemen's Hall.
Edward Curtis Master
John M. Davis Secretary
Jas. L. Stearns Collector
E. Ware Boyd Receiver
John M. Davis Magazine Agent
- 387. RED ROCK; Schreiber, Ontario.**
Meets in B. of L. F. Hall, 1st and 3d Mondays.
Alfred Bilbe, Box 53 Master
Fred. Hedge Secretary
W. T. Norris, Box 111 Collector
J. A. Walker, Box 36 Receiver
James Wilson, Box 36 Magazine Agent
- 388. PHIL. H. SHERIDAN; Milwaukee, Wis.**
Meets in Firemen's Hall, 170 Reid St., 1st and 3d Sundays at 2:30 P. M.
Thomas P. Tanner, 434 Barclay St. Master
John M. Grobben, 942 Kinukinnic Ave. Secretary
Wm. McHenry, 193 Burrell St. Collector
Wm. McHenry, 193 Burrell St. Receiver
John Pier, 234 Madison St. Magazine Agent
- 389. LIVINGSTONE; Chillicothe, Mo.**
Meets in I. O. O. F. Hall, 2d and 4th Sundays at 2 P. M.
Harry L. Stow, Box 106 Master
Jos. Claybaugh Secretary
George Zugschwerdt Collector
A. H. Tucker Receiver
Mike Cunningham Magazine Agent
- 390. SILVER STATE; Carlin, Nevada.**
Meets in Engineers' Hall Tuesday evenings.
J. W. Littlejohn Master
J. C. Doughty Secretary
William M. Wickel Collector
C. H. Oliver Receiver
S. S. Stoll Magazine Agent
- 391. NAUVOO; Ft. Madison, Iowa.**
Meets in K. of P. Hall, N W cor. 2d and Pine Sts., 2d and 4th Sundays at 2 P. M.
Wm. B. Bock Master
Wm. Lawrence Secretary
Harry R. Kinne Collector
O. L. McClellan, Box 83 Receiver
E. M. Babb Magazine Agent
- 392. WEST PENN; Blairsville, Pa.**
Meets in Odd Fellow's Hall 1st and 3d Monday evenings.
M. S. Anderson, Box 219 Master
John D. Davis, Box 20 Secretary
Luther H. Martin Collector
Wm. D. Scott, Box 20 Receiver
J. D. Davis, Box 20 Magazine Agent
- 393. DIAMOND VALLEY; Harrisburg, Pa.**
Meets in Kineard's 2d and 4th Sundays at 7 P. M.
Wm. C. Taylor, 1,508 First St. Master
S. M. Myers, 506 Kelker St. Secretary
Frank Snyder, 1228 N 7th St. Collector
William K. Drake, 1531 N 6th St. Receiver
William C. Taylor, 1508 N 5th St. Magazine Agent
- 394. PLEASANT VALLEY; Beatrice, Nebraska.**
Meets in I. O. O. F. Hall, Cor. 4th and Court Sts., 2d Saturday and 4th Sunday at 2:30 P. M.
E. K. Cole, Riverside Hotel Master
B. A. Downen, Riverside Hotel Secretary
Charles E. Harris Collector
B. A. Downen, Riverside Hotel Receiver
D. A. McArter, Riverside Hotel, Magazine Agent
- 395. HILLARD FOSTER; N. Topeka, Kansas.**
Meets in A. O. U. W. Hall 1st and 3d Sundays at 7:30 P. M.
Wm. H. Riley, L. Box 129 Master
Wm. Ashworth, L. Box 129 Secretary
John T. Cuff, 118 Topeka av., Topeka Collector
C. S. Wilcox, L. Box 129 Receiver
John T. Cuff, 118 Topeka ave., Topeka Magazine Agent
- 396. TIP TOP; Goodland, Kansas.**
Meets in B. of L. F. Hall every Monday at 7:30 P. M.
E. C. Wiley Master
W. Sims Secretary
D. W. Harding Collector
E. C. Wiley Receiver
Charles C. Hamlin Magazine Agent
- 397. LONG DIVISION; Holsington, Kansas.**
Meets in Masonic Hall, 1st and 3d Wednesdays, at 8:30 P. M.
George M. Bagley Master
F. M. Rainey Secretary
Alonzo C. Shaffer Collector
N. B. Scrogin Receiver
Frank J. Parnell Magazine Agent
- 398. PINE MOUNTAIN; Columbus, Ga.**
Meets in Odd Fellow's Hall, 1st Ave., opposite city market, every Sunday at 2 P. M.
Wm. M. Reeves, 944 Fifth Ave. Master
Walter K. Mahone, 1232 Third Ave. Secretary
B. G. Harvey, 900 Fifth Ave. Collector
Henry Dickens, 944 Fifth Ave. Receiver
W. D. McIver, 944 Fifth Ave. Magazine Agent
- 399. CRESCENT CITY; New Orleans, La.**
Meets in Teutonia Hall, 2d and 4th Thursdays at 7:30 P. M.
James Gordon, 586 N Rampart St. Master
Jas. C. Dupre, 111 Elysian Fields St. Secretary
Jas. C. Dupre, 111 Elysian Fields St. Collector
George Perry, 159 Spain St. Receiver
Wm. A. O'Donnell, 164 Laurel St. Magazine Agent
- 400. MARIAS DES CYGNE; Osawatomie, Kan.**
Meets in Odd Fellows' Hall every Saturday at 7 P. M.
George P. Reed Master
W. A. Bedell Secretary
C. Henderson Collector
Daniel King Receiver
Daniel King Magazine Agent
- 401. ITASCA; Two Harbors, Minn.**
Meets in Knutson's Hall, 1st and 3d Sunday at 2:30 P. M.
A. N. Hunter, Box 263 Master
A. N. Hunter, Box 263 Secretary
Fred. Hickman, Box 911 Collector
Wm. Grosse Receiver
B. L. Searles, Box 217 Magazine Agent
- 402. WATER LILY; Water Valley, Miss.**
Meets in Odd Fellows' Hall, 1st and 3d Mondays at 2 P. M.
Wm. H. Thornton, Box 65 Master
J. W. Diesel, Box 65 Secretary
Wm. G. Guess, Box 65 Collector
Jacob P. Bengtson Box 111 Receiver
H. S. Price, Box 65 Magazine Agent
- 403. ELIZABETH; Portsmouth, Va.**
Meets in K. of P. Hall 2d and 4th Sundays at 2 P. M.
Ed. Burton Master
Hardy H. Duke, Drivers Secretary
Ed. Burton Collector
Walter M. Moore Receiver
Ed. Burton, Hulstead, Pa. Magazine Agent
- 404. GRAVITY; Dunmore, Pa.**
Meets in Odd Fellow's Hall, 2d and 4th Sundays at 2 P. M.
Peter J. Gallagher Master
Chas. Collins Secretary
Geo. W. Dersheimer Collector
J. W. Stuart Receiver
Dan. Gilbride Magazine Agent

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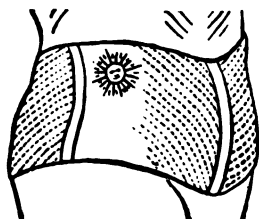
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Fig. 2.

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A NEW TREATMENT.

Sufferers are not generally aware that these diseases are contagious, or that they are due to the presence of living parasites in the lining membrane of the nose and eustachian tubes. Microscopic research, however, has proved this to be a fact, and the result of this discovery is that a simple remedy has been discovered which permanently cures the most aggravated cases of these distressing diseases by a few simple applications made (two weeks apart) by the patient at home. A pamphlet explaining this new treatment is sent free by A. H. DIXON & Son, 337 and 339 West King Street, Toronto, Canada.



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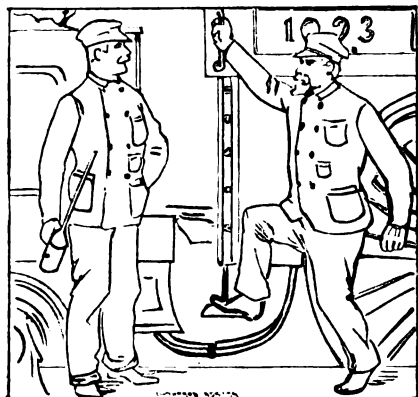
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We, the undersigned, take pleasure in certifying that we have used the Herb Medicine known as "*Ramon Alva's Blood Purifier*" with wonderful success, and we have also known many others to have used it with a like result. Appreciating its value, we cheerfully recommend it to all Brothers and others requiring a remedy for the purification of the blood, as the best known; and we guarantee that a trial will convince all of its great merit.

H. H. MORAN,	W. M. DAVIS,
H. H. GREENLEAF,	J. O. CASKEY,
M. E. EGAN,	JAMES THOMPSON,
C. H. STARR,	<i>Engin'n Acambaro, Mex.</i>
<i>City of Mexico, Div. 159, Mexico City.</i>	

CELAYA, October 1st, 1889.

I, Parochial Priest and Ecclesiastical Judge of Celaya, State of Guanajuato, hereby certify that I know several people who have been cured by Don Ramon Alva's remedy. It radically and effectually dispels all impurities of the blood.

FRANCO M. GONGORA.

The above signature is that which he uses in all his business, officially and otherwise; and he is an old pupil of mine.

P. A. ARCHBISHOP OF MEXICO.

CELAYA, October 1st, 1889.

I know several people who have suffered greatly from the consequences of impure blood, and in a very short while have felt

much better by using the medicine which was sent here by Don Ramon Alva for that purpose. I recommend this remedy as one which produces the best results, and is the best of its kind.

PABLO VARELA.

CELAYA, June 4th, 1889.

Don Ramon Alva:

DEAR SIR—I have the satisfaction of informing you that the Specific of which you are the owner, has produced the most wonderful results for a friend of mine who has suffered from Herpetic Eruption; and I consider your Specific a regenerator without an equal. In the name of my friend, I thank you sincerely, and be sure I will recommend your valuable medicine, as I have again seen its results. Yours truly,

PRESBITERO PABLO JUAREZ.

CELAYA, October 1st, 1889.

I certify with all formality that from personal knowledge the medicine made by Don Ramon Alva, and known now as "*Alva's Brazilian Specific*," purifies the blood, and therefore cures radically the infirmities which arises from impure blood.

The above to be used at the convenience of those who are interested.

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N. B.—Railroad Men ordering Six or More Bottles at a time will be supplied at Wholesale Prices.

The above applies merely to Railroad men.

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